

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

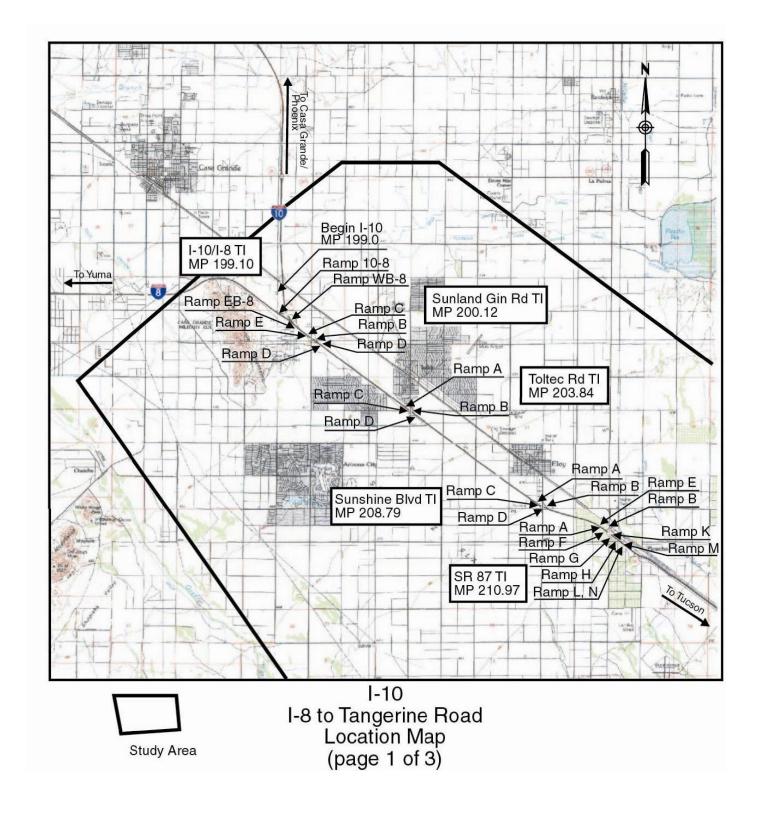
ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
ROADWAY ENGINEERING GROUP
ROADWAY PREDESIGN SECTION

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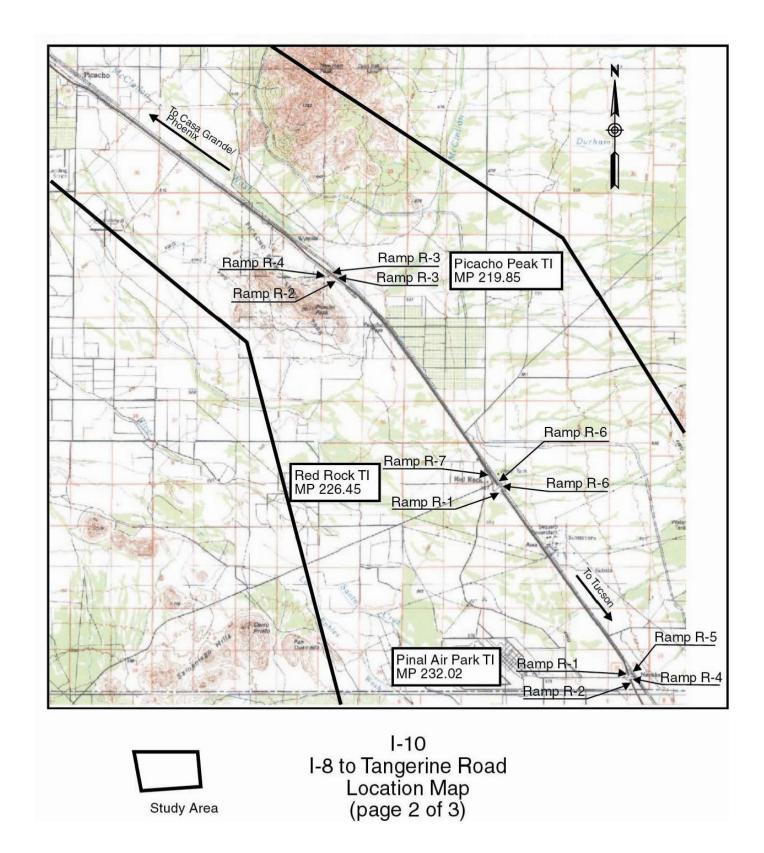
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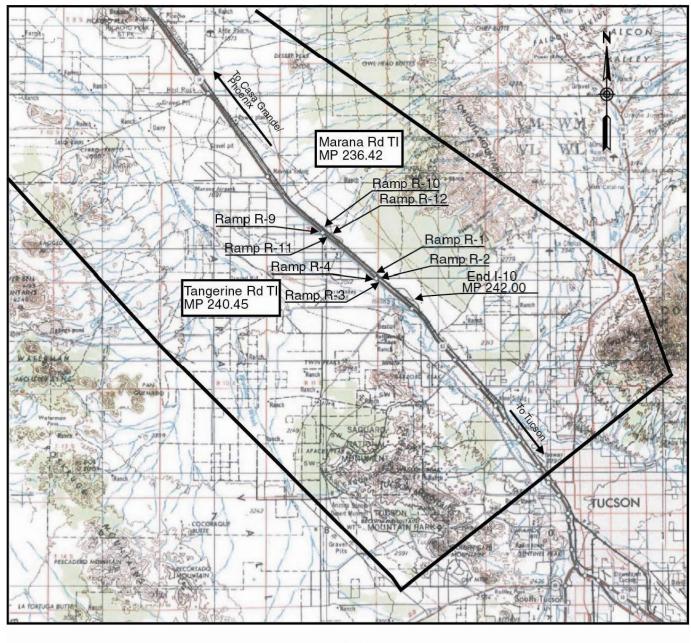
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SUMMARY OF NON-CONFORMING DESIGN FEATURES

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.
 - 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.
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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 8° 15' as follows:
 - a. HPI Sta 14+17.73 1° 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 8° 15' as follows:
 - a. HPI Sta 14+64.59 14° 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 8° 15' as follows:
 - a. HPI Sta $1+83.74 5^{\circ}$ 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 8° 15' as follows:
 - a. HPI STA $47+11.59-5^{\circ}$ 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 8° 15' as follows:
 - a. HPI STA 52+91.59 5° 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 8° 15' as follows:
 - a. HPI Sta 52+91.59 5° 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 36° 15' as follows:
 - a. NO HPI STA 1° 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 5^{TH} 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 8° 15' as follows:
 - a. HPI Sta 3838+28.08 31° 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 payement 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 8° 15' as follows:
 - a. HPI STA 3851+76.62 41° 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 8° 15' as follows:
 - a. HPI Sta 4139+26.97 1° 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.

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

PROJECT NUMBER: PROJECT LOCATION: HIGHWAY SECTION: FUNCTIONAL CLASSIFICATION:	10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) RURAL INTERSTATE (MP 199.00 - MP 208.50) URBAN INTERSTATE (MP 208.50 - MP 209.00) RURAL INTERSTATE (MP 209.00 - MP 242.00)		ROUTE: I-10 EB & WB BEGINNING MP: MP 199.00 ENDING MP: 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				
THE AASHTO RECOMME	ENDED MINIMUM DESIGN SPEED OF THE HIGHWAY I	S: 70 mph (Rural) 50 mph (Urban)	THE POSTEØ SPEED LIMIT IS: 75 mph TERRAIN IS: Level				
GRADES	EXISTING MAXIMUM GRADE IS: 2.44%						
			TERRAIN IS: Level				
GRADES	EXISTING MAXIMUM GRADE IS: 2.44% EXISTING CROSS SLOPE IS: 1.50%	50 mph (Urban)	TERRAIN IS: Level AASHTO ALLOWABLE MAXIMUM GRADE IS: 3% (Rural) 4% (Urban) AASHTO ALLOWABLE RANGE IS: 1.5-2.0%				
GRADES CROSS SLOPE	EXISTING MAXIMUM GRADE IS: 2.44%		TERRAIN IS: Level AASHTO ALLOWABLE MAXIMUM GRADE IS: 3% (Rural) 4% (Urban)				
GRADES CROSS SLOPE	EXISTING MAXIMUM GRADE IS: 2.44% EXISTING CROSS SLOPE IS: 1.50% PROGRAM YEAR	50 mph (Urban) DESIGN YEAR	TERRAIN IS: Level AASHTO ALLOWABLE MAXIMUM GRADE IS: 3% (Rural) 4% (Urban) AASHTO ALLOWABLE RANGE IS: 1.5-2.0% TRAFFIC FACTORS				
GRADES CROSS SLOPE	EXISTING MAXIMUM GRADE IS: 2.44% EXISTING CROSS SLOPE IS: 1.50% PROGRAM YEAR	50 mph (Urban) DESIGN YEAR	AASHTO ALLOWABLE MAXIMUM GRADE IS: 3% (Rural) 4% (Urban) AASHTO ALLOWABLE RANGE IS: 1.5-2.0% TRAFFIC FACTORS EB WB				
GRADES CROSS SLOPE	EXISTING MAXIMUM GRADE IS: 2.44% EXISTING CROSS SLOPE IS: 1.50% PROGRAM YEAR 2006	DESIGN YEAR	TERRAIN IS: Level AASHTO ALLOWABLE MAXIMUM GRADE IS: 3% (Rural) 4% (Urban) AASHTO ALLOWABLE RANGE IS: 1.5-2.0% TRAFFIC FACTORS EB WB K=9% K=8% D=49% D=51% T=31% T=30%				

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

STRUCTURE	STR. NO.	MILEPOST		TRUCTION RANCE	POST CONSTRUCTION CLEARANCE		AASHTO MINIMUM ALLOWABLE CLEARANCE
STROOTORE	OTR. NO.	WILLI GOT	EB	WB	EB	WB	ACITIO MINIMONI NEEDONABEE CEEANANCE
8 TI UP WB	1102	178.33 (I-8 MP)	16'-6"	16'-3''	N/A	N/A	16'-0"
8 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"
OLTEC 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"

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STRUCTURES	_		EXISTING	EXISTING	RECOMMEND	BRIDGE RAIL	BRIDGE RAIL	EXISTING	RECOMMEND.
			BRIDGE	BRIDGE	BRIDGE	GEOMETRY	STRUCTURE	STRUCTURAL	STRUCTURAL
STRUCTURE	STR. NO.	MILEPOST	LENGTH (ft)	WIDTH (ft)	WIDTH (ft)	ADEQUATE?	ADEQUATE?	CAPACITY	CAPACITY
I8 TI UP WB	1102	178.33 (I-8 MP)	286.0	30.0*	31.0	YES	YES	HS-20 +	HS-20
18 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 A	AND STOPPING SIGHT DISTANCE							
					EXISTING	RECOMMEND.		RECOMMEND.
		APPROACH	DEPARTURE	LENGTH OF	SIGHT	SIGHT	EXISTING	DESIGN
		GRADE	GRADE	CURVE	DISTANCE	DISTANCE	SPEED	SPEED
VPI STATION	MILE POST	(%)	(%)	(FEET)	(FEET)	(FEET)	(MPH)	(MPH)

See Attachment No. 1

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HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

SUPERELEVATION

MAXIMUM EXISTING MINIMUM

(FT/FT) (FT/FT) (FT/FT) Median Centerline Station HPI STATION MILE POST

RECOMMEND EXISTING SPEED (MPH) DESIGN SPEED (MPH)

DEGREE OF CURVE
MAXIMUM EXISTING

See Attachment No. 2

REMARKS

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I-10 Mainline

ATTACHMENT 1 - VERTICAL CURVE INVENTORY

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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	MILE	POST	TRAFFIC	GRADE	GRADE	CURVE	CURVE	STOPPING SI	GHT DISTANCE	SPE	ED
STATION	BEGIN	END	DIRECTION	IN	OUT	LENGTH	TYPE	AVAILABLE	AASHTO	AVAILABLE	DESIGN
			(1w, 1a or 2)	(%)	(%)	(ft)		(ft)	MINIMUM (ft)	(mph)	(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	B	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	В	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	В	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.

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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	MILE	POST	TRAFFIC	GRADE	GRADE	CURVE	CURVE	STOPPING SI	GHT DISTANCE	SPE	ED
STATION	BEGIN	END	DIRECTION	IN	OUT	LENGTH	TYPE	AVAILABLE	AASHTO	AVAILABLE	DESIGN
			(1w, 1a or 2)	(%)	(%)	(ft)		(ft)	MINIMUM (ft)	(mph)	(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

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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

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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	MILE	POST	TRAFFIC	GRADE	GRADE	CURVE	CURVE	AVAILABLE (ft) MINIMU +9999 728 GB GB GB GB GB		SPE	ED
STATION	BEGIN	END	DIRECTION	IN	OUT	LENGTH	TYPE	AVAILABLE	AASHTO	AVAILABLE	DESIGN
			(1w, 1a or 2)	(%)	(%)	(ft)		(ft)	MINIMUM (ft)	(mph)	(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: Traffic Direction:

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Project Name: Junction I-8 TI - Tangerine Road TI Project Number: 10 PN 199 H677301 L

Page 1

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

ATTACHMENT 1 - VERTICAL CURVE INVENTORY

VPI	MILE	POST	TRAFFIC	GRADE	GRADE	CURVE	CURVE		GHT DISTANCE	SPE	ED
STATION	BEGIN	END	DIRECTION		OUT	LENGTH	TYPE	AVAILABLE	AASHTO	AVAILABLE	DESIGN
			(1w, 1a or 2)	(%)	(%)	(ft)		(ft)	MINIMUM (ft)	(mph)	(mph)
<u> </u>											
•											
											_

Traffic Direction: Notes:

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.

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	MILE	POST	TRAFFIC	GRADE	GRADE	CURVE	CURVE	STOPPING SI	GHT DISTANCE	SPE	ED
STATION	BEGIN	END	DIRECTION	IN	OUT	LENGTH	TYPE	AVAILABLE	AASHTO	AVAILABLE	DESIGN
			(1w, 1a or 2)	(%)	(%)	(ft)		(ft)	MINIMUM (ft)	(mph)	(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: Traffic Direction:

1w = One Way Traffic in Station direction 1a = One Way Traffic against Station direction

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Guidelines formulas with adjustments for effective grade.

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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	MILE	POST	TRAFFIC	GRADE	GRADE	CURVE	CURVE		GHT DISTANCE	SPE	ED
STATION	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. * 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.

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ATTACHMENT 1 - VERTICAL CURVE INVENTORY

Project Name: Junction I-8 TI - Tangerine Road TI

Project Number: 10 PN 199 H677301L

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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	MILE	POST	TRAFFIC	GRADE	GRADE	CURVE	CURVE	STOPPING SI	GHT DISTANCE	SPE	ED
STATION	BEGIN	END	DIRECTION	IN	OUT	LENGTH	TYPE	AVAILABLE	AASHTO	AVAILABLE	DESIGN
			(1w, 1a or 2)	(%)	(%)	(ft)		(ft)	MINIMUM (ft)	(mph)	(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.

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Guidelines formulas with adjustments for effective grade.

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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	MILE	POST	TRAFFIC	GRADE	GRADE	CURVE	CURVE	STOPPING SI	GHT DISTANCE	SPE	ED
STATION	BEGIN	END	DIRECTION	IN	OUT	LENGTH	TYPE	AVAILABLE	AASHTO	AVAILABLE	DESIGN
			(1w, 1a or 2)	(%)	(%)	(ft)		(ft)	MINIMUM (ft)	(mph)	(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: Traffic 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.

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ATTACHMENT 1 - VERTICAL CURVE INVENTORY

Project Name: Junction I-8 TI - Tangerine Road TI

Project Number: 10 PN 199 H677301L

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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	MILE	POST	TRAFFIC	GRADE	GRADE	CURVE	CURVE	STOPPING SI	GHT DISTANCE	SPE	ED
STATION	BEGIN	END	DIRECTION	IN	OUT	LENGTH	TYPE	AVAILABLE	AASHTO	AVAILABLE	DESIGN
			(1w, 1a or 2)	(%)	(%)	(ft)		(ft)	MINIMUM (ft)	(mph)	(mph)
3520+00 to 3580+0	00 No Asbuil	t Informati	ion								
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: 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.

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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	MILE	POST	TRAFFIC	GRADE	GRADE	CURVE	CURVE	STOPPING SIG	GHT DISTANCE	SPE	ED
STATION	BEGIN	END	DIRECTION	IN	OUT	LENGTH	TYPE	AVAILABLE	AASHTO	AVAILABLE	DESIGN
			(1w, 1a or 2)	(%)	(%)	(ft)		(ft)	MINIMUM (ft)	(mph)	(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

Traffic Direction: Notes:

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.

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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	MILE	POST	TRAFFIC	GRADE	GRADE	CURVE	CURVE	STOPPING SI	GHT DISTANCE	SPE	ED
STATION	BEGIN	END	DIRECTION (1w, 1a or 2)		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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1a = One Way Traffic against 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.

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ATTACHMENT 1 - VERTICAL CURVE INVENTORY

Project Name: Junction I-8 TI - Tangerine Road TI

Project Number: 10 PN 199 H677301L

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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

Ī	VPI	MILE	POST	TRAFFIC	GRADE	GRADE	CURVE	CURVE	STOPPING SI	GHT DISTANCE	SPE	ED
	STATION	BEGIN		DIRECTION	IN	OUT	LENGTH	TYPE	AVAILABLE	AASHTO	AVAILABLE	DESIGN
				(1w, 1a or 2)	(%)	(%)	(ft)		(ft)	MINIMUM (ft)	(mph)	(mph)
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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

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Guidelines formulas with adjustments for effective grade.

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ATTACHMENT 2 - HORIZONTAL CURVE INVENTORY

Project Name: 1-10 Corridor Study Jct I-8 - Tangerine Rd - I-10 WB Summary Project No: 10 PN 199 H677301L

_	MILEPOST	OST	SUPE	SUPERELEVATION (ft/ft)	ft)	DEGREE OF CURVE)F CURVE	SPEED (mph)	(mph)
HPI STATION (ft)	BEGIN	END	AASHTO MIN	EXISTING A	AASHTO MAX		AASHTO MAX EXISTING	EXISTING	DESIGN
2852+93.66	198.75	199.69	0.038	*0.015	0.100	1°-00.57	3°-30'	200	70
3894+04.87	208.25	209.44	NC	0.015	0.100	0°-20.07	3-30	2100	20 0
3979+25 63	210.06	210.85	RC	0.015	0.100	0°-29.93	3°-30	/8	70
1713+67 76	211.85	212.00	0.054	*0.015	0.100	1°-30.07'	3°-30	/3	200
1737+15 29	212.23	212.51	RC	0.015	0.100	0°-29.93		76	1 2
4763-64 05	212 75	213.00	RC	0.015	0.100	0°-29.93'	3°-30'	. 97	0/
0.00.01.00	248 44	218.70		0.015	0.100	0°-15.03	3°-30'	>100	70
75 0013976	240 04	219 53		0.015	0.100	0°-14.88	3°-30'	>100	70
0400.00.00	220.62	220 94		0.015	0.100	0°-30.13	3°-30'	97	70
258430 03	221 43	221.74	RC	0.015	0.100	0°-30.15	3°-30'	97	70
3708+47 37	227 27	225 55		0.015	0.100	0°-15.00	3°-30'		70
2011-0150	22.52	226.48		0.015	0.100	0°-15.00	3°-30'	>100	70
00.02+70.00	231 35	231.84		0.015	0.100	0°-29.87	3°-30'	97	70
411770.00	232.43	233.22	0		0.100	0°-40.25	3°-30'	72	70
4102777.00	90 45C				0.100	0°-29.87	3°-30'	97	70
4040-74.00					0.100	0°-30.15	3°-30'	97	70
4070100.20	- -				0.100	0°-29.87	7-301 3°-301	97	70
4392+32.12					0.100		3°-30'	>100	70
4605+67.17	240.81	240.98			0.100			>100	70
4647+04.97	241.48	241.86	NO NO	0.015	0.100	0-15.00			
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ATTACHMENT 2 - HORIZONTAL CURVE INVENTORY

Project Name: I-10 Corridor Study Jct I-8 - Tangerine Rd - I-10 EB Summary

Project No: 1	10 PN 199 H677301L	7301L							(1)
	MILEPOST	OST	SUPE	SUPERELEVATION (ft/ft)	(ft/ft)	DEGREE OF CURVE	OF CURVE	SPEED (mpn)	(mpn)
HPI STATION (ft)	BEGIN	END	AASHTO MIN	EXISTING	AASHTO MAX		AASHTO MAX EXISTING	EXISTING	DESIGN
2852+93.66	198.75	199.69	0.037	*0.015	0.100	0°-59.43'	3°-30'	59	/0
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		3°-30'	>100	70
4117+70.00	231.35	231.84	RC	0.015	0.100		3°-30'	97	
4182+77.68	232.43	233.22	0.025	*0.015	0.100		3°-30'		
4348+74.00	235.96	236.10	RC	0.015	0.100	0°-30.15	3°-30'		
4370+63.28	236.30	236.58	RC	0.015	0.100	0°-29.87	3°-30	97	
4392+32.12	-	236.93	RC	0.015	0.100	0°-30.15		97	70
4605+67.17	240.81	240.98	NC NC	0.015	0.100	0°-15.07	3°-30'		
4647+04.97	241.48	241.86	NC	0.015	0.100	0°-14.93	3°-30'	>100	70
					-				

eaning Of Symbols:

NC = Normal Crown

RC = Remove Adverse Crown

* = Existing Superelevation outside AASHTO recommended range of values

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

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 199.1 PROJECT LOCATION: HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10) INTERCHANGE: RAMP 8-10 RAMP DESIGNATION: DESCRIPTION: WB ENTRANCE RAMP (EB I-8 TO WB I-10) PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (À OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (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 T=22% ADT (VPD) 400 ADT (VPD) 5,300 REMARKS

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

TICAL CLEARANCE								AASHTO	
STRUCTURE		MILEPOST	PF	RECONSTRUCTI CLEARANCE	ON P	OSTCONSTRUCTI CLEARANCE	n no	MINIMUM ALLOWAI CLEARANCE	BLE
			NOT APPLICAE	BLE - NO STRUC	TURES OVER	RAMP			
STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	STRUCTURE	EXISTING STRUCTURA CAPACITY	RECOMMEND. L STRUCTURAL CAPACITY	
			NOT APPLICAE	BLE - NO STRUC	TURES LOCAT	ED ON RAMP			
TICAL ALIGNMENT AND	STOPPING SIGHT DISTANCE					25001115112		DESCRIPTION	
		APPROACH GRADE	DEPARTURE GRADE	LENGTH OF CURVE	EXISTING SIGHT DISTANCE	RECOMMEND. SIGHT DISTANCE	EXISTING SPEED	RECOMMEND. DESIGN SPEED	
VPI STATION 11+00	MILE POST 199.1	(%) 0.3016	(%) 2.0000	(FEET) 600	(FEET) +9999	(FEET) 151	(MPH) +100	(MPH) 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	
IZONTAL ALIGNMENT, S	SUPERELEVATION, AND STOP	PING SIGHT DIS	TANCE				RECOMMEND)	
		_	SUPERELEVATION			EXISTING	DESIGN	DEGREE O	
HPI STATION		MAXIMUM (Ft/Ft)	EXISTING (Ft/Ft)	MINIMUM (Ft/Ft)		SPEED (MPH)	SPEED (MPH)	MAXIMUM (DMS)	EXISTIN (DMS)
7+93.24		0.10	0.015	0.015		70	(WFH) 25	36°-15'-00"	2°-00'-0
31+29.86		0.10	0.09	0.032		59	25	36°-15'-00"	5°-18'-2
No PI Sta		0.10	0.10	0.08		34	25	36°-15'-00"	18°-28'-
ARKS									

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

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 199.1 PROJECT LOCATION: HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10) INTERCHANGE: RAMP 10-8 RAMP DESIGNATION: EB EXIT RAMP (EB I-10 TO WB I-8) DESCRIPTION: PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (À OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (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 T=19% ADT (VPD) 600 ADT (VPD) 20,600 REMARKS

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

VERTICAL CLEARA	NCE							AASHTO	
STRUCTU	RE	MILEPOST	PF	RECONSTRUCTI CLEARANCE	ON F	POSTCONSTRUCTI CLEARANCE	ON MI	NIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAE	BLE - NO STRUC	TURES OVER	RAMP			
STRUCTURES			EXISTING	RECOMMEND.	DDIDGE DAII	L BRIDGE RAIL	EXISTING	RECOMMEND.	
STRUCTU	RE	MILEPOST	BRIDGE WIDTH	BRIDGE WIDTH	GEOMETRY ADEQUATE?	STRUCTURE		STRUCTURAL CAPACITY	
			NOT APPLICAE	BLE - NO STRUC	TURES LOCAT	TED ON RAMP			
VERTICAL ALIGNME	ENT AND STOPPING SIGHT DISTANCE				EXISTING	RECOMMEND.		RECOMMEND.	
VPI STAT		APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	SIGHT DISTANCE (FEET)	SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	DESIGN SPEED (MPH)	
13+00	199.1	0.3600	-0.3928	600	1733	426	+100	50	
HORIZONTAL ALIGN	IMENT, SUPERELEVATION, AND STOP	PING SIGHT DIS	STANCE				RECOMMEND		
	,	\$	SUPERELEVATION			EXISTING	DESIGN	DEGREE OF	
HPI STAT	ON	MAXIMUM (Ft/Ft)	EXISTING (Ft/Ft)	MINIMUM (Ft/Ft)		SPEED (MPH)	SPEED (MPH)	MAXIMUM (DMS)	EXISTING (DMS)
14+17.7		0.10	0.079	***		45	50	8°-15'-00"	9°-30'-00"
REMARKS									
*** Not calculated bed	ause degree of curve exceeds the maximu	ım.							

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I-8 TI

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

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 199.1 PROJECT LOCATION: HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10) INTERCHANGE: RAMP WB-8 RAMP DESIGNATION: WB EXIT RAMP (WB I-10 TO WB I-8) DESCRIPTION: PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (À OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (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 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 T=30% ADT (VPD) 4,900 ADT (VPD) 27,400

REMARKS

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

STRUCTURE		MILEPOST	PF	RECONSTRUCTI CLEARANCE	ON F	POSTCONSTRUCTI CLEARANCE	ON 1	AASHTO MINIMUM ALLOWA CLEARANCE	BLE
			NOT APPLICAE	BLE - NO STRUC	TURES OVER	RAMP			
RUCTURES									
			EXISTING BRIDGE	RECOMMEND. BRIDGE	BRIDGE RAI GEOMETRY		EXISTING	RECOMMEND.	
STRUCTURE		MILEPOST	WIDTH	WIDTH	ADEQUATE:		STRUCTURA CAPACITY	CAPACITY	
			NOT APPLICAE	BLE - NO STRUC	TURES LOCA ⁻	ED ON RAMP			
RTICAL ALIGNMENT AND	STOPPING SIGHT DISTANCE				EXISTING	RECOMMEND.		RECOMMEND.	
		APPROACH	DEPARTURE	LENGTH OF	SIGHT	SIGHT	EXISTING	DESIGN	
		GRADE	GRADE	CURVE	DISTANCE	DISTANCE	SPEED	SPEED	
VPI STATION	MILE POST	(%)	(%)	(FEET)	(FEET)	(FEET)	(MPH)	(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 3406+00	199.1 199.1	-2.0000 -0.3655	-0.3750 0.2590	600 400	+9999 +9999	421 425	+100 +100	50 50	
RIZONTAL ALIGNMENT,	SUPERELEVATION, AND STOPE	ING SIGHT DIS	TANCE				RECOMMEN)	
		S	UPERELEVATION	N		EXISTING	DESIGN	DEGREE O	FCURVE
		MAXIMUM	EXISTING	MINIMUM		SPEED	SPEED	MAXIMUM	EXISTIN
HPI STATION		(Ft/Ft)	(Ft/Ft)	(Ft/Ft)		(MPH)	(MPH)	(DMS)	(DMS)
3368+61.07		0.10	0.015*	0.04		67	50	4°-45'-00"	2°-00'-0
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'-0

*Design Exception Required

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

PROJECT NUMBER: PROJECT LOCATION: 10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD

CASA GRANDE - TUCSON HIGHWAY (I-10) HIGHWAY SECTION:

I-8 TI INTERCHANGE:

RAMP EB-8 EB ENTRANCE RAMP (EB I-8 TO EB I-10) RAMP DESIGNATION: DESCRIPTION:

PAVEMENT WIDTH

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

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

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

GRADES

AASHTO ALLOWABLE MAXIMUM GRADE (%) EXISTING MAXIMUM GRADE IS (%) ASCENDING DESCENDING ASCENDING DESCENDING

0.241 -0.232

CROSS SLOPE EXISTING CROSS SLOPE IS: 1.50%

TRAFFIC VOLUMES AND FACTORS TRAFFIC FACTORS DESIGN YEAR PROGRAM YEAR 2006 2030

K=9% D=N/A ADT (VPD) ADT (VPD) T=38% 4,800 58,800

REMARKS

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-8

AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

MAINLINE MILEPOST: 199.1

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

STRUCTURE		MILEPOST	PF	RECONSTRUCTI CLEARANCE	ON F	POSTCONSTRUCTI CLEARANCE	ON M	AASHTO IINIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAE	BLE - NO STRUC	TURES OVER	RAMP			
UCTURES			EXISTING	RECOMMEND.	BRIDGE PAII	BRIDGE RAIL	EXISTING	RECOMMEND.	
STRUCTURE		MILEPOST	BRIDGE WIDTH	BRIDGE WIDTH	GEOMETRY ADEQUATE?	STRUCTURE		STRUCTURAL CAPACITY	
			NOT APPLICAE	BLE - NO STRUC	TURES LOCAT	ED ON RAMP			
TICAL ALIGNMENT AND	STOPPING SIGHT DISTAN	CE			EXISTING	RECOMMEND.		RECOMMEND.	
		APPROACH	DEPARTURE	LENGTH OF	SIGHT	SIGHT	EXISTING	DESIGN	
VDLOTATION	MUEDOOT	GRADE	GRADE	CURVE	DISTANCE	DISTANCE	SPEED	SPEED	
VPI STATION 3370+00	MILE POST 199.1	(%) 0.1591	(%) 0.1360	(FEET) 0	(FEET) GB	(FEET) GB	(MPH) GB	(MPH) 50	
3390+00	199.1	0.1360	0.2410	0	GB	GB	GB	50	
IZONTAL ALIGNMENT, S	SUPERELEVATION, AND ST						RECOMMEND		
		MAXIMUM	UPERELEVATION EXISTING	N MINIMUM		EXISTING SPEED	DESIGN SPEED	DEGREE OI MAXIMUM	F CURVE 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
MARKS									
sign Exception Required									

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

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 200.12 PROJECT LOCATION: HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10) INTERCHANGE: SUNLAND GIN RD RAMP C (1991 ASBUILTS) WB ENTRANCE RAMP RAMP DESIGNATION: DESCRIPTION: PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (À OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (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 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 T=41% ADT (VPD) 8,700 ADT (VPD) 4900 REMARKS

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

TICAL CLEARANCE								AASHTO				
STRUCTURE		MILEPOST	PF	RECONSTRUCTION CLEARANCE	ON F	POSTCONSTRUCTI CLEARANCE	ON 1	MINIMUM ALLOWA CLEARANCE	ABLE			
		NOT APPLICABLE - NO STRUCTURES OVER RAMP										
UCTURES												
STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	STRUCTURE	EXISTING STRUCTURA CAPACITY	RECOMMEND. L STRUCTURAL CAPACITY				
			NOT APPLICAE	SLE - NO STRUCT	URES LOCATE	ED ON RAMP						
TICAL ALIGNMENT AND	STOPPING SIGHT DISTANCE				EVICTING	DECOMMEND		DECOMMEND				
		APPROACH	DEPARTURE	LENGTH OF	EXISTING SIGHT	RECOMMEND. SIGHT	EXISTING	RECOMMEND. DESIGN				
		GRADE	GRADE	CURVE	DISTANCE	DISTANCE	SPEED	SPEED				
VPI STATION	MILE POST	(%)	(%)	(FEET)	(FEET)	(FEET)	(MPH)	(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				
IZONTAL ALIGNMENT, S	SUPERELEVATION, AND STOP						RECOMMEND					
		_	UPERELEVATIO			EXISTING	DESIGN	DEGREE C				
LIDIOTATION		MAXIMUM	EXISTING	MINIMUM		SPEED	SPEED	MAXIMUM	EXISTIN			
HPI STATION		(Ft/Ft)	(Ft/Ft)	(Ft/Ft)		(MPH)	(MPH)	(DMS)	(DMS			
6+23.89 15+49.81		0.10	0.02*	0.022		58	50	8°-15'-00"	1°-01'-0			
		0.10 0.10	0.073 0.078	0.072 0.078		63 61	50 50	8°-15'-00" 8°-15'-00"	4°-00'-0 4°-30'-0			
			0.078	0.078		61 67	50 50	8°-15'-00" 8°-15'-00"	4°-30'-0 3°-15'-0			
30+84.75 46+50.18		0.10										

*Design Exception Required

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

PROJECT NUMBER: PROJECT LOCATION: 10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD MAINLINE MILEPOST: 200.12 HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)

SUNLAND GIN RD RAMP B (1991 ASBUILTS) WB ENTRANCE RAMP (TO I-8) INTERCHANGE: RAMP DESIGNATION: DESCRIPTION:

PAVEMENT WIDTH

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

> TOTAL PAVEMENT WIDTH EXISTING (FEET) MINIMUM RAMP INSIDE RADIUS AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (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 DESIGN YEAR TRAFFIC FACTORS PROGRAM YEAR 2006 2030 K=10% D=N/A ADT (VPD) ADT (VPD) T=26% 1500 23300

REMARKS

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

STRUCTURE	STRUCTURE		PRECONSTRUCTION MILEPOST CLEARANCE			OSTCONSTRUCTI CLEARANCE	ON N	AASHTO MINIMUM ALLOWABLE CLEARANCE		
		NOT APPLICABLE - NO STRUCTURES OVER RAMP								
RUCTURES										
			EXISTING	RECOMMEND.	BRIDGE RAIL		EXISTING	RECOMMEND.		
STRUCTURE		MILEPOST	BRIDGE WIDTH	BRIDGE WIDTH	GEOMETRY ADEQUATE?		STRUCTURA	L STRUCTURAL CAPACITY		
			NOT APPLICA	BLE - NO STRUCT	URES LOCATE	D ON RAMP				
RTICAL ALIGNMENT AND	STOPPING SIGHT DISTANCE	4555646H			EXISTING	RECOMMEND.	=======================================	RECOMMEND.		
		GRADE	DEPARTURE GRADE	LENGTH OF CURVE	SIGHT DISTANCE	SIGHT DISTANCE	EXISTING SPEED	DESIGN SPEED		
VPI STATION	MILE POST	(%)	(%)	(FEET)	(FEET)	(FEET)	(MPH)	(MPH)		
53+50	200.12	0.1000	0.9930	200	+9999	430	+100	50		
59+00 75+30	200.12 200.12	0.9930 0.1500	0.1500 2.0200	300 230	1430 3459	430 438	+100 +100	50 50		
RIZONTAL ALIGNMENT,	SUPERELEVATION, AND STOP						RECOMMEND			
		MAXIMUM	UPERELEVATION EXISTING	NC MUMINIM		EXISTING SPEED	DESIGN SPEED	DEGREE O	F CURVE EXISTIN	
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'-0	
MARKS										
anian Evention Described										
esign Exception Required										

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

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 200.12 PROJECT LOCATION: 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): TRAFFIC CONDITIONS (À OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (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 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 T=22% ADT (VPD) 6,700 ADT (VPD) 6,800 REMARKS

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

STRUCTURE		MILEPOST	Р	RECONSTRUCTION CLEARANCE	ON P	OSTCONSTRUCTI CLEARANCE	ON M	AASHTO IINIMUM ALLOWA CLEARANCE	BLE
			NOT APPLICA	BLE - NO STRUCT	URES OVER R	AMP			
RUCTURES									
STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	STRUCTURE	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICA	BLE - NO STRUCT	URES LOCATE	ED ON RAMP			
RTICAL ALIGNMENT AND	STOPPING SIGHT DISTANC	E			EXISTING	RECOMMEND.		RECOMMEND.	
		APPROACH	DEPARTURE	LENGTH OF	SIGHT	SIGHT	EXISTING	DESIGN	
VELOTATION	= 5007	GRADE	GRADE	CURVE	DISTANCE	DISTANCE	SPEED	SPEED	
VPI STATION 5+00	MILE POST 200.12	(%) 0.0000	(%) 1.5000	(FEET) 200	(FEET) +9999	(FEET) 434	(MPH) +100	(MPH) 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	
DRIZONTAL ALIGNMENT, S	SUPERELEVATION, AND STO						RECOMMEND		
		S MAXIMUM	UPERELEVATION EXISTING	NC MUMINIM		EXISTING SPEED	DESIGN SPEED	DEGREE O MAXIMUM	F CURVE 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
EMARKS									
	taken from Project No. I-10-4(4	(2) Dame D							

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

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 200.12 PROJECT LOCATION: CASA GRANDE - TUCSON HIGHWAY (I-10) HIGHWAY SECTION: INTERCHANGE: SUNLAND GIN RD RAMP DESIGNATION: RAMP D (1991 ASBUILTS) DESCRIPTION: WB EXIT RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (À OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (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 T=57% ADT (VPD) 2,000 ADT (VPD) 12,200 REMARKS

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

STRUCTURE	STRUCTURE		Pl	RECONSTRUCTION CLEARANCE	ON	POSTCONSTRUCTI CLEARANCE	ON N	AASHTO MINIMUM ALLOWA CLEARANCE	BLE
			NOT APPLICAE	BLE - NO STRUCT	URES OVER I	RAMP			
RUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAI GEOMETRY ADEQUATE	' STRUCTURE	EXISTING STRUCTURA CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAE	BLE - NO STRUCT	URES LOCAT	ED ON RAMP			
RTICAL ALIGNMENT AND	STOPPING SIGHT DISTANC MILE POST	APPROACH GRADE	DEPARTURE GRADE	LENGTH OF CURVE	EXISTING SIGHT DISTANCE		EXISTING SPEED	RECOMMEND. DESIGN SPEED	
2+35 6+20	200.12 200.12	(%) -2.0000 0.7560	(%) 0.7560 0.4000	(FEET) 300 200	(FEET) 610 3131	(FEET) 429 429	(MPH) 62 +100	(MPH) 50 50	
PRIZONTAL ALIGNMENT, S	SUPERELEVATION, AND STO						RECOMMEND		
HPI STATION 1+83.74 13+01.84		S MAXIMUM (Ft/Ft) 0.10 0.10	UPERELEVATIO EXISTING (Ft/Ft) 0.083 0.04*	MINIMUM (Ft/Ft) *** 0.092		EXISTING SPEED (MPH) 38 46	DESIGN SPEED (MPH) 50 50	DEGREE C MAXIMUM (DMS) 8°-15'-00" 8°-15'-00"	F CURVE EXISTIN (DMS) 14°-00'-0 6°-00'-00
EMARKS	ree of curve exceeds the maxi								

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

PROJECT NUMBER: PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: RAMP DESIGNATION:	SUNLAND GIN R RAMP D (1964 A	SERINE ROAD - TUCSON HIGHWAY (I-10) ID SBUILTS)	MAINLINE MILEPOST: 200.12			
DESCRIPTION:	EB ENTRANCE F	KAMP				
PAVEMENT WIDTH						
C. TRAFFIC CONDITIC	ASE (1 OR 2 OR 3): INS (A OR B OR C):	2 C				
		TOTAL PAVEM	ENT WIDTH			
	EXISTING A	AASHTO RECOMMENDED MINIMUM (FEET)		MAXIMUM EET)	MINIMUM RAMP INSIDE RADIUS (FEET)	
	22	21	2	27	955	
DESIGN SPEED THE AASHTO REG	COMMENDED MINIMUM	M DESIGN SPEED OF THE HIGHWAY IS	:: 50 mph			
	EXISTING MAX ASCENDING	XIMUM GRADE IS (%) DESCENDING	AASHTO ALLOWABLE ASCENDING	MAXIMUM GRADE (%) DESCENDING		
	0.2681	-1.50	8.00	-8.00		
CROSS SLOPE	EXIS	STING CROSS SLOPE IS: 1.50%		AASHTO ALLOWABL	E RANGE IS: 1.5 - 2.0%	
TRAFFIC VOLUMES AND FA	LUMES AND FACTORS PROGRAM YEAR 2006		DESIGN YEAR 2030	K=	FFIC FACTORS 7% N/A	
	ΙΑ	DT (VPD) 2,800	ADT (VPD) 5,000		25%	
REMARKS						

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

STRUCTURE		MILEPOST	Pl	RECONSTRUCTION CLEARANCE	ON F	POSTCONSTRUCTI CLEARANCE	ON I	AASHTO MINIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAE	BLE - NO STRUCT	URES OVER R	AMP			
STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	STRUCTURE	EXISTING STRUCTURA CAPACITY	RECOMMEND. L STRUCTURAL CAPACITY	
			NOT APPLICAE	BLE - NO STRUCT	URES LOCATE	ED ON RAMP			
TICAL ALIGNMENT AND VPI STATION 1+25	MILE POST 200.12	APPROACH GRADE (%) -1.5000	DEPARTURE GRADE (%) 0.2681	LENGTH OF CURVE (FEET) 200	EXISTING SIGHT DISTANCE (FEET) 20818	RECOMMEND. SIGHT DISTANCE (FEET) 434	EXISTING SPEED (MPH) +100	RECOMMEND. DESIGN SPEED (MPH) 50	
RIZONTAL ALIGNMENT,	SUPERELEVATION, AND STOPI					EVICTING	RECOMMEND		- OURVE
HPI STATION 7+82.83		MAXIMUM (Ft/Ft) 0.10	SUPERELEVATIO EXISTING (Ft/Ft) 0.04*	MINIMUM (Ft/Ft) 0.092		EXISTING SPEED (MPH) 46	DESIGN SPEED (MPH) 50	DEGREE OF MAXIMUM (DMS) 8°-15'-00"	EXISTING (DMS) 6°-00'-00
MARKS									

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

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) PROJECT NUMBER: MAINLINE MILEPOST: 203.84 PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: TOLTEC RD TI RAMP DESIGNATION: DESCRIPTION: WB ENTRANCE RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 21 27 5730 22 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%)
ASCENDING DESCENDING 2.77 -8.00 NONE 8.00 CROSS SLOPE EXISTING CROSS SLOPE IS: 1.50% AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0% TRAFFIC VOLUMES AND FACTORS DESIGN YEAR 2030 PROGRAM YEAR TRAFFIC FACTORS K=8% 2006 D=N/A ADT (VPD) 2,600 ADT (VPD) 7,800 T=31% REMARKS

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

STRUCTURE		MILEPOST	Р	RECONSTRUCTION CLEARANCE	DN PC	STCONSTRUCT CLEARANCE	ION MI	AASHTO NIMUM ALLOWAE CLEARANCE	BLE		
		NOT APPLICABLE - NO STRUCTURES OVER RAMP									
TRUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	STRUCTURE	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY			
			NOT APPLICAE	BLE - NO STRUCTI	URES LOCATED	ON RAMP					
ERTICAL ALIGNMENT AND VPI STATION 43+00	MILE POST 203.84	APPROACH GRADE (%) 0.2072	DEPARTURE GRADE (%) 2.7700	LENGTH OF CURVE (FEET) 400	EXISTING SIGHT DISTANCE (FEET) 877	RECOMMEND. SIGHT DISTANCE (FEET) 444	EXISTING SPEED (MPH) 76	RECOMMEND. DESIGN SPEED (MPH) 50			
ORIZONTAL ALIGNMENT. S	SUPERELEVATION, AND STOP	PING SIGHT DIS	STANCE				RECOMMEND				
HPI STATION 40+76.42			SUPERELEVATIO EXISTING (Ft/Ft) 0.015*	ON MINIMUM (Ft/Ft) 0.021		EXISTING SPEED (MPH) 59	DESIGN SPEED (MPH) 50	DEGREE OF MAXIMUM (DMS) 8°-15'-00"	F CURVE EXISTING (DMS) 1°-00'-00'		
EMARKS											
Design Exception Required											

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Toltec Rd TI

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

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) PROJECT NUMBER: MAINLINE MILEPOST: 203.84 PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: TOLTEC RD TI RAMP DESIGNATION: DESCRIPTION: EB EXIT RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 21 27 395 22 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%)
ASCENDING DESCENDING -8.00 3.8468 NONE 8.00 CROSS SLOPE EXISTING CROSS SLOPE IS: 1.50% AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0% TRAFFIC VOLUMES AND FACTORS DESIGN YEAR 2030 PROGRAM YEAR TRAFFIC FACTORS K=8% 2006 D=N/A ADT (VPD) 6,700 ADT (VPD) T=36% 2,400 REMARKS

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Toltec Rd TI

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

VERTICAL CLEARANCE STRUCTURE			Р	RECONSTRUCTION CLEARANCE	ON PC	STCONSTRUCT CLEARANCE	ION M	AASHTO IINIMUM ALLOWAI CLEARANCE	BLE
			NOT APPLICAE	BLE - NO STRUCT	URES OVER RA	MP			
STRUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	STRUCTURE	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAE	BLE - NO STRUCT	URES LOCATE	ON RAMP			
VPI STATION 42+25 48+50	MILE POST 203.84 203.84	APPROACH GRADE (%) 0.2107 3.8468	DEPARTURE GRADE (%) 3.8468 1.5792	LENGTH OF CURVE (FEET) 500 200	EXISTING SIGHT DISTANCE (FEET) 588 576	RECOMMEND. SIGHT DISTANCE (FEET) 422 413	EXISTING SPEED (MPH) 62 62	RECOMMEND. DESIGN SPEED (MPH) 50 50	
HORIZONTAL ALIGNMENT, SU	PERELEVATION, AND STOPP		TANCE UPERELEVATIO EXISTING	N MINIMUM		EXISTING SPEED	RECOMMEND DESIGN SPEED	DEGREE O MAXIMUM	F CURVE EXISTING
HPI STATION 41+44.35 47+11.59	MILE POST	(Ft/Ft) 0.10 0.10	(Ft/Ft) 0.073 0.03	(Ft/Ft) 0.072 ***		(MPH) 63 33	(MPH) 50 50	(DMS) 8°-15'-00" 8°-15'-00"	(DMS) 4°-00'-08" 14°-30'-00"
REMARKS									
*** Not calculated because degree	e of curve exceeds the maximur	n.							

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Toltec Rd TI

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

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) PROJECT NUMBER: MAINLINE MILEPOST: 203.84 PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: TOLTEC RD TI RAMP DESIGNATION: DESCRIPTION: WB EXIT RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 27 395 22 21 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%)
ASCENDING DESCENDING -8.00 0.3039 -2.9291 8.00 CROSS SLOPE EXISTING CROSS SLOPE IS: 1.50% AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0% TRAFFIC VOLUMES AND FACTORS DESIGN YEAR 2030 PROGRAM YEAR TRAFFIC FACTORS K=8% 2006 D=N/A ADT (VPD) 2,100 ADT (VPD) 5,200 T=36% REMARKS

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Tottec Rd TI

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

/ERTICAL CLEARANCE STRUCTURE		MILEPOST	Р	RECONSTRUCTIC CLEARANCE	N PC	STCONSTRUCT CLEARANCE	ION I	AASHTO MINIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAE	BLE - NO STRUCTU	JRES OVER RA	MP			
STRUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	GEOMETRY	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURA CAPACITY	RECOMMEND. L STRUCTURAL CAPACITY	
			NOT APPLICAE	BLE - NO STRUCTU	JRES LOCATED	ON RAMP			
VPI STATION VPI STATION 51+50 57+00	MILE POST 203.84 203.84	APPROACH GRADE (%) -0.5349 -2.9291	DEPARTURE GRADE (%) -2.9291 0.3039	LENGTH OF CURVE (FEET) 200 400	EXISTING SIGHT DISTANCE (FEET) 551 571	RECOMMEND. SIGHT DISTANCE (FEET) 420 425	EXISTING SPEED (MPH) 59 60	RECOMMEND. DESIGN SPEED (MPH) 50	
HORIZONTAL ALIGNMENT, SUF	PERELEVATION, AND STOP		TANCE SUPERELEVATION	DN		EXISTING	RECOMMEND DESIGN	DEGREE O	F CURVE
HPI STATION 52+91.59 58+44.13		MAXIMUM (Ft/Ft) 0.10 0.10	EXISTING (Ft/Ft) 0.03 0.073	MINIMUM (Ft/Ft) *** 0.072		SPEED (MPH) 33 63	SPEED (MPH) 50 50	MAXIMUM (DMS) 8°-15'-00" 8°-15'-00"	EXISTING (DMS) 14°-30'-00' 4°-00'-07'
REMARKS									
** Not calculated because degree	of curve exceeds the maxim	um.							

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Toltec Rd TI

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

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) PROJECT NUMBER: MAINLINE MILEPOST: 203.84 PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: TOLTEC RD TI RAMP DESIGNATION: DESCRIPTION: EB ENTRANCE RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 21 27 5730 22 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%)
ASCENDING DESCENDING -8.00 0.2378 -2.5347 8.00 CROSS SLOPE EXISTING CROSS SLOPE IS: 1.50% AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0% TRAFFIC VOLUMES AND FACTORS DESIGN YEAR 2030 PROGRAM YEAR TRAFFIC FACTORS 2006 K=7% D=N/A ADT (VPD) 7,600 ADT (VPD) T=36% 1,900 REMARKS

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Toltec Rd TI

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

ERTICAL CLEARANCE STRUCTURE		MILEPOST	Pl	RECONSTRUCTIC CLEARANCE	DN PO	STCONSTRUCT CLEARANCE	ION M	AASHTO NIMUM ALLOWAE CLEARANCE	3LE	
		NOT APPLICABLE - NO STRUCTURES OVER RAMP								
TRUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?		EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY		
			NOT APPLICAE	BLE - NO STRUCTU	JRES LOCATED	ON RAMP				
ERTICAL ALIGNMENT AND VPI STATION 52+00 59+50	MILE POST 203.84 203.84	APPROACH GRADE (%) -2.0323 -2.5347	DEPARTURE GRADE (%) -2.5347 0.2378	LENGTH OF CURVE (FEET) 200 400	EXISTING SIGHT DISTANCE (FEET) 2248 738	RECOMMEND. SIGHT DISTANCE (FEET) 442 442	EXISTING SPEED (MPH) +100 69	RECOMMEND. DESIGN SPEED (MPH) 50 50		
ORIZONTAL ALIGNMENT, S HPI STATION 59+62.44	UPERELEVATION, AND STOP		STANCE SUPERELEVATIC EXISTING (FVFt) 0.032	MINIMUM (Ft/Ft) 0.021		EXISTING SPEED (MPH) 84	RECOMMEND DESIGN SPEED (MPH) 50	DEGREE OF MAXIMUM (DMS) 8°-15'-00"	F CURVE EXISTING (DMS) 1°-00'-00"	
EMARKS										

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

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) PROJECT NUMBER: MAINLINE MILEPOST: 208.79 PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: SUNSHINE RD TI RAMP DESIGNATION: RAMP A DESCRIPTION: WB ENTRANCE RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 21 27 1146 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 35 mph (Urban) GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%)
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

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

STRUCTURE		MILEPOST	Р	RECONSTRUCTION CLEARANCE	ON PO	OSTCONSTRUCT CLEARANCE	ON MI	AASHTO NIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAB	LE - NO STRUCT	URES OVER RAI	MP			
STRUCTURES			EXISTING	RECOMMEND.	BRIDGE RAIL	BRIDGE RAIL	EXISTING	RECOMMEND.	
STRUCTURE		MILEPOST	BRIDGE WIDTH	BRIDGE WIDTH	GEOMETRY ADEQUATE?	STRUCTURE ADEQUATE?	STRUCTURAL CAPACITY	STRUCTURAL CAPACITY	
			NOT APPLICAB	LE - NO STRUCTI	URES LOCATED	ON RAMP			
ERTICAL ALIGNMENT AND	STOPPING SIGHT DISTANCE				EXISTING	RECOMMEND.		RECOMMEND.	
		APPROACH	DEPARTURE	LENGTH OF	SIGHT	SIGHT	EXISTING	DESIGN	
VPI STATION	MILE POST	GRADE (%)	GRADE (%)	CURVE (FEET)	DISTANCE (FEET)	DISTANCE (FEET)	SPEED (MPH)	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	
ORIZONTAL ALIGNMENT,	SUPERELEVATION, AND STOPP						RECOMMEND		
		MAXIMLIM	SUPERELEVATIO EXISTING	NUMINIM M		EXISTING SPEED	DESIGN SPEED	DEGREE OI MAXIMUM	F CURVE 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"
EMARKS									
Design Exception Required									

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Sunshine Blvd TI

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

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) PROJECT NUMBER: MAINLINE MILEPOST: 208.79 PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: SUNSHINE RD TI RAMP DESIGNATION: RAMPC DESCRIPTION: EB EXIT RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH EXISTING AASHTO RECOMMENDED MINIMUM MINIMUM RAMP INSIDE RADIUS AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 21 27 1910 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 35 mph (Urban) GRADES EXISTING MAXIMUM GRADE IS (%)
ASCENDING DESCENDING AASHTO ALLOWABLE MAXIMUM GRADE (%)
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 DESIGN YEAR 2030 PROGRAM YEAR TRAFFIC FACTORS 2006 K=7% D=N/A ADT (VPD) 7,200 ADT (VPD) T=49% 2,800 REMARKS *Design Exception Required

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Sunshine Blvd TI

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

VERTICAL CLEARANCE STRUCTURE		MILEPOST	Pl	RECONSTRUCTION CLEARANCE	ON PO	OSTCONSTRUCTI CLEARANCE	ON MI	AASHTO NIMUM ALLOWAF CLEARANCE	BLE
			NOT APPLICAB	LE - NO STRUCTI	URES OVER RAI	MP			
STRUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAB	LE - NO STRUCT	URES LOCATED	ON RAMP			
VERTICAL ALIGNMENT AND VPI STATION 5+00 12+00	MILE POST 208.79 208.79	APPROACH GRADE (%) 0.1400 2.2930	DEPARTURE GRADE (%) 2.2930 0.7539	LENGTH OF CURVE (FEET) 200 300	EXISTING SIGHT DISTANCE (FEET) 1031 851	RECOMMEND. SIGHT DISTANCE (FEET) 246 244	EXISTING SPEED (MPH) 86 78	RECOMMEND. DESIGN SPEED (MPH) 35 35	
HORIZONTAL ALIGNMENT, S HPI STATION 6+79.83	SUPERELEVATION, AND STOPF		STANCE SUPERELEVATION EXISTING (Ft/Ft) 0.015*	N MINIMUM (Ft/Ft) 0.029		EXISTING SPEED (MPH) 59	RECOMMEND DESIGN SPEED (MPH) 35	DEGREE OI MAXIMUM (DMS) 15°-00'-00"	F CURVE EXISTING (DMS) 3°-00'-00"
REMARKS *Design Exception Required									

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

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) PROJECT NUMBER: MAINLINE MILEPOST: 208.79 PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: SUNSHINE RD TI RAMP DESIGNATION: RAMP B DESCRIPTION: WB EXIT RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH EXISTING AASHTO RECOMMENDED MINIMUM MINIMUM RAMP INSIDE RADIUS AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 21 27 1273 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 35 mph (Urban) GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%)
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 DESIGN YEAR 2030 PROGRAM YEAR TRAFFIC FACTORS 2006 K=7% D=N/A ADT (VPD) 2,600 ADT (VPD) 9,700 T=45% REMARKS *Design Exception Required

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Sunshine Blvd TI

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

STRUCTURE		MILEPOST	Pl	RECONSTRUCTION CLEARANCE	ON PC	OSTCONSTRUCTI CLEARANCE	ON MI	AASHTO NIMUM ALLOWAI CLEARANCE	BLE
			NOT APPLICAB	LE - NO STRUCTI	URES OVER RAI	MP			
TRUCTURES			EXISTING	RECOMMEND.	BRIDGE RAIL	BRIDGE RAIL	EXISTING	RECOMMEND.	
STRUCTURE		MILEPOST	BRIDGE WIDTH	BRIDGE WIDTH	GEOMETRY ADEQUATE?	STRUCTURE ADEQUATE?	STRUCTURAL CAPACITY	STRUCTURAL CAPACITY	
			NOT APPLICAB	LE - NO STRUCTI	URES LOCATED	ON RAMP			
RTICAL ALIGNMENT AND	STOPPING SIGHT DISTANCE								
		APPROACH	DEPARTURE	LENGTH OF	EXISTING SIGHT	RECOMMEND. SIGHT	EXISTING	RECOMMEND. DESIGN	
VOI OTATION	AN E DOOT	GRADE	GRADE	CURVE	DISTANCE	DISTANCE	SPEED	SPEED	
VPI STATION 1+50	MILE POST 208.79	(%) 1.8850	(%) -1.4150	(FEET) 200	(FEET) 427	(FEET) 253	(MPH) 49	(MPH) 35	
10+00	208.79	-1.4150	0.1400	400	+9999	246	+100	35	
ORIZONTAL ALIGNMENT, S	SUPERELEVATION, AND STOP						RECOMMEND		
		MAXIMLIM	SUPERELEVATIO EXISTING	N MINIMUM		EXISTING SPEED	DESIGN SPEED	DEGREE O MAXIMUM	F CURVE 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"
EMARKS									
Design Exception Required									

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

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) PROJECT NUMBER: MAINLINE MILEPOST: 208.79 PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: SUNSHINE RD TI RAMP DESIGNATION: RAMP D DESCRIPTION: EB ENTRANCE RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 21 27 2865 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 35 mph (Urban) GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%)
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 DESIGN YEAR 2030 PROGRAM YEAR TRAFFIC FACTORS 2006 K=8% D=N/A ADT (VPD) ADT (VPD) T=49% 2,400 11,700 REMARKS

*Design Exception Required

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Sunshine Blvd TI

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

STRU	ARANCE CTURE		MILEPOST	P	RECONSTRUCTION CLEARANCE	ON PC	OSTCONSTRUCT CLEARANCE	ION MI	AASHTO NIMUM ALLOWAE CLEARANCE	BLE
				NOT APPLICAE	BLE - NO STRUCT	JRES OVER RA	MP			
STRUCTURES STRU	CTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
				NOT APPLICAE	BLE - NO STRUCT	URES LOCATED	ON RAMP			
VPI Sī	NMENT AND ST FATION +00	TOPPING SIGHT DISTA MILE POST 208.79	APPROACH GRADE (%) -1.4421	DEPARTURE GRADE (%) 0.3511	LENGTH OF CURVE (FEET) 400	EXISTING SIGHT DISTANCE (FEET) 12931	RECOMMEND. SIGHT DISTANCE (FEET) 251	EXISTING SPEED (MPH) +100	RECOMMEND. DESIGN SPEED (MPH) 35	
HPI ST	L ignment, su Fation 0.42	PERELEVATION, AND		TANCE UPERELEVATIO EXISTING (Ft/Ft) 0.015	ON MINIMUM (Ft/Ft) 0.015		EXISTING SPEED (MPH) 70	RECOMMEND DESIGN SPEED (MPH) 35	DEGREE OF MAXIMUM (DMS) 15°-00'-00"	EXISTING (DMS) 2°-00'-00"
REMARKS										

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10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 210.97 PROJECT LOCATION: HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10) INTERCHANGE: SR 87 TI RAMP DESIGNATION: RAMPE DESCRIPTION: WB ENTRANCE RAMP (FROM SR 87) PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (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 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 T=31% ADT (VPD) 100 ADT (VPD) 7,900 REMARKS

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

STRUCTURE		MILEPOST	Pl	RECONSTRUCTION CLEARANCE	ON PO	OSTCONSTRUCT CLEARANCE	ION M	AASHTO INIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAB	LE - NO STRUCT	URES OVER RA	MP			
TRUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	STRUCTURE	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAB	LE - NO STRUCT	URES LOCATED	ON RAMP			
ERTICAL ALIGNMENT AND VPI STATION 3+50 10+00	MILE POST 210.97 210.97	APPROACH GRADE (%) 0.8600 0.1200	DEPARTURE GRADE (%) 0.1200 3.8414	LENGTH OF CURVE (FEET) 500 400	EXISTING SIGHT DISTANCE (FEET) 1708 479	RECOMMEND. SIGHT DISTANCE (FEET) 429 453	EXISTING SPEED (MPH) +100 52	RECOMMEND. DESIGN SPEED (MPH) 50 50	
HORIZONTAL ALIGNMENT, S HPI STATION 10+44.03	SUPERELEVATION, AND STOPP		TANCE SUPERELEVATION EXISTING (FUFt) 0.09	ON MINIMUM (Ft/Ft)		EXISTING SPEED (MPH) 39	RECOMMEND DESIGN SPEED (MPH) 50	DEGREE OF MAXIMUM (DMS) 8°-15'-00"	CURVE EXISTING (DMS) 13°-47'-14
REMARKS ** Not calculated because the	degree of curve exceeds the maxi	mum.							

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10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 210.97 PROJECT LOCATION: HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10) INTERCHANGE: SR 87 TI RAMP DESIGNATION: RAMPA DESCRIPTION: EB EXIT RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 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 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 T=8% ADT (VPD) 300 ADT (VPD) 10,000 REMARKS *Design Exception Required

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

RTICAL CLEARANCE									
STRUCTURE		MILEPOST	Р	RECONSTRUCTION CLEARANCE	ON PC	OSTCONSTRUCT CLEARANCE	ION MI	AASHTO NIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAB	BLE - NO STRUCTI	JRES OVER RAI	ИP			
RUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAB	BLE - NO STRUCT	JRES LOCATED	ON RAMP			
RTICAL ALIGNMENT AND S VPI STATION 9+00	TOPPING SIGHT DISTANC MILE POST 210.97	APPROACH GRADE (%) 1.0000	DEPARTURE GRADE (%) 0.1717	LENGTH OF CURVE (FEET) 600	EXISTING SIGHT DISTANCE (FEET) 1603	RECOMMEND. SIGHT DISTANCE (FEET) 422	EXISTING SPEED (MPH) +100	RECOMMEND. DESIGN SPEED (MPH) 50	
RIZONTAL ALIGNMENT, SU	PERELEVATION, AND STO		FANCE SUPERELEVATION	NI.		EXISTING	RECOMMEND DESIGN	DEGREE OF	E CLIBVE
HPI STATION 6+83.21 25+82.55		MAXIMUM (Ft/Ft) 0.10 0.10	EXISTING (Ft/Ft) 0.015* 0.08*	MINIMUM (Ft/Ft) 0.035 0.092		SPEED (MPH) 71 46	SPEED (MPH) 50	MAXIMUM (DMS) 8°-15'-00" 8°-15'-00"	EXISTING (DMS) 1°-41'-34" 6°-00'-00"
MARKS									
esign Exception Required									

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10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 210.97 PROJECT LOCATION: CASA GRANDE - TUCSON HIGHWAY (I-10) HIGHWAY SECTION: INTERCHANGE: SR 87 TI RAMP DESIGNATION: RAMPF EB EXIT RAMP (TO SR 87) DESCRIPTION: PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (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 5.792 NONE 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 T=31% ADT (VPD) 100 ADT (VPD) N/A REMARKS

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

STRUCTURE		MILEPOST	Р	RECONSTRUCTION CLEARANCE	ON PO	OSTCONSTRUCT CLEARANCE	ION MI	AASHTO NIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAB	LE - NO STRUCTI	URES OVER RAI	MP			
TRUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?		EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAB	LE - NO STRUCTI	URES LOCATED	ON RAMP			
VPI STATION 7+00 9+50	MILE POST 210.97 210.97	APPROACH GRADE (%) 0.1283 5.792	DEPARTURE GRADE (%) 5.792 0.58	LENGTH OF CURVE (FEET) 250 250	EXISTING SIGHT DISTANCE (FEET) 231 332	RECOMMEND. SIGHT DISTANCE (FEET) 164 164	EXISTING SPEED (MPH) 32 40	RECOMMEND. DESIGN SPEED (MPH) 25 25	
HPI STATION 2+89.92	UPERELEVATION, AND STOPF		TANCE SUPERELEVATIO EXISTING (Ft/Ft) 0.015* 0.1	MINIMUM (Ft/Ft) 0.045		EXISTING SPEED (MPH) 40 25	RECOMMEND DESIGN SPEED (MPH) 25 25	DEGREE OI MAXIMUM (DMS) 36°-15'-00" 36°-15'-00"	F CURVE EXISTING (DMS) 7°-52'-13" 37°-24'-59'
REMARKS Design Exception Required ***Not calculated because the d	egree of curve exceeds the maxi	num.							

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10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 210.97 PROJECT LOCATION: HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10) INTERCHANGE: SR 87 TI RAMP DESIGNATION: RAMPG DESCRIPTION: EB ENTRANCE RAMP (FROM SR 87) PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 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 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 T=14% ADT (VPD) 1000 ADT (VPD) 10,500 REMARKS

*Design Exception Required

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

STRUCTURE		MILEPOST	Р	RECONSTRUCTION CLEARANCE	DN PC	OSTCONSTRUCT CLEARANCE	ION M	AASHTO INIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAB	LE - NO STRUCTU	JRES OVER RAM	ЛР			
STRUCTURES		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAB	LE - NO STRUCTU	JRES LOCATED	ON RAMP			
VPI STATION 1+00 12+00 16+00	MILE POST 210.97 210.97 210.97 210.97	APPROACH GRADE (%) 0.5714 0.1200 4.1650	DEPARTURE GRADE (%) 0.1200 4.1650 0.6000	LENGTH OF CURVE (FEET) 200 400 400	EXISTING SIGHT DISTANCE (FEET) 2490 440 503	RECOMMEND. SIGHT DISTANCE (FEET) 423 423 419	EXISTING SPEED (MPH) +100 51 56	RECOMMEND. DESIGN SPEED (MPH) 50 50 50	
HORIZONTAL ALIGNMENT, SUF	ERELEVATION, AND STOPE		TANCE SUPERELEVATION	NNI		EXISTING	RECOMMEND DESIGN	DEGREE OF	= CLIBVE
HPI STATION 7+29.31 15+54.84		MAXIMUM (Ft/Ft) 0.10 0.10	EXISTING (Ft/Ft) 0.08* 0.08*	MINIMUM (Ft/Ft) 0.099 0.092		SPEED (MPH) 41 46	SPEED (MPH) 50 50	DEGREE OF MAXIMUM (DMS) 8°-15'-00" 8°-15'-00"	EXISTING (DMS) 7°-29'-58 6°-00'-00
REMARKS									
Design Exception Required									

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10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 210.97 PROJECT LOCATION: CASA GRANDE - TUCSON HIGHWAY (I-10) HIGHWAY SECTION: INTERCHANGE: SR 87 TI RAMP DESIGNATION: RAMPH DESCRIPTION: SR 87 TO 5TH ST PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (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 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 T=7% ADT (VPD) 600 ADT (VPD) N/A REMARKS

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

STRUCTURE		MILEPOST	Pl	RECONSTRUCTIO CLEARANCE	DN PC	OSTCONSTRUCTI CLEARANCE	ON M	AASHTO INIMUM ALLOWAB CLEARANCE	SLE
			NOT APPLICAB	LE - NO STRUCTU	JRES OVER RAI	ИP			
TRUCTURES			=======================================				=======================================		
STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	STRUCTURE	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAB	SLE - NO STRUCTU	JRES LOCATED	ON RAMP			
ERTICAL ALIGNMENT AND	STOPPING SIGHT DISTANCE				EXISTING	RECOMMEND.		RECOMMEND.	
		APPROACH	DEPARTURE	LENGTH OF	SIGHT	SIGHT	EXISTING	DESIGN	
		GRADE	GRADE	CURVE	DISTANCE	DISTANCE	SPEED	SPEED	
VPI STATION 6+00	MILE POST 210.97	(%) 0.1100	(%) -0.3925	(FEET) 400	(FEET) 2347	(FEET) 426	(MPH) +100	(MPH) 50	
10+00	210.97	-0.3925	0.1486	400	+9999	426	+100	50	
ORIZONTAL ALIGNMENT, \$	SUPERELEVATION, AND STOI						RECOMMEND		
		MAXIMUM	SUPERELEVATIO EXISTING	NC MINIMUM		EXISTING SPEED	DESIGN SPEED	DEGREE OF MAXIMUM	CURVE EXISTING
HPI STATION		(Ft/Ft)	(Ft/Ft)	(Ft/Ft)		(MPH)	(MPH)	(DMS)	(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'
EMARKS									
esign Exception Required									

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10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 210.97 PROJECT LOCATION: HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10) INTERCHANGE: SR 87 TI RAMP DESIGNATION: RAMPB DESCRIPTION: WB ENTRANCE RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 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 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 T=12% ADT (VPD) 500 ADT (VPD) N/A REMARKS

*Design Exception Required

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

STRUCTURE		MILEPOST	P	RECONSTRUCTION CLEARANCE	DN PC	OSTCONSTRUCT CLEARANCE	ION MII	AASHTO NIMUM ALLOWAI CLEARANCE	3LE
			NOT APPLICAB	LE - NO STRUCTU	JRES OVER RAI	MР			
TRUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAB	SLE - NO STRUCTU	JRES LOCATED	ON RAMP			
VPI STATION 12+50 16+50	MILE POST 210.97 210.97	APPROACH GRADE (%) -0.3655 -3.7150	DEPARTURE GRADE (%) -3.7150 -0.2669	LENGTH OF CURVE (FEET) 300 300	EXISTING SIGHT DISTANCE (FEET) 472 422	RECOMMEND. SIGHT DISTANCE (FEET) 421 422	EXISTING SPEED (MPH) 54 50	RECOMMEND. DESIGN SPEED (MPH) 50 50	
IORIZONTAL ALIGNME	NT, SUPERELEVATION, AND STOP						RECOMMEND		
HPI STATION 12+01.80		MAXIMUM (Ft/Ft) 0.10	SUPERELEVATIC EXISTING (Ft/Ft) 0.08*	MINIMUM (Ft/Ft) 0.093		EXISTING SPEED (MPH) 45	DESIGN SPEED (MPH) 50	DEGREE O MAXIMUM (DMS) 8°-15'-00"	F CURVE EXISTING (DMS) 6°-11'-35"
EMARKS									
Design Exception Requir	ed								

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10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 210.97 PROJECT LOCATION: CASA GRANDE - TUCSON HIGHWAY (I-10) HIGHWAY SECTION: INTERCHANGE: SR 87 TI RAMP DESIGNATION: RAMPK DESCRIPTION: WB EXIT RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 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 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 T=11% ADT (VPD) 1700 ADT (VPD) 11,900 REMARKS

*Design Exception Required

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

RTICAL CLEARANCE								AASHTO	
STRUCTURE		MILEPOST	Р	RECONSTRUCTIC CLEARANCE	DN PC	OSTCONSTRUCT CLEARANCE	ION MI	NIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAB	BLE - NO STRUCTU	JRES OVER RAI	MP			
STRUCTURES		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	STRUCTURE	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAB	BLE - NO STRUCTU	JRES LOCATED	ON RAMP			
RTICAL ALIGNMENT AND	STOPPING SIGHT DISTANCE				EXISTING	RECOMMEND.		RECOMMEND.	
		APPROACH	DEPARTURE	LENGTH OF	SIGHT	SIGHT	EXISTING	DESIGN	
VPI STATION	MILE POST	GRADE (%)	GRADE (%)	CURVE (FEET)	DISTANCE (FEET)	DISTANCE (FEET)	SPEED (MPH)	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	
RIZONTAL ALIGNMENT, S	UPERELEVATION, AND STO		TANCE SUPERELEVATIO	N.		EXISTING	RECOMMEND DESIGN	DEGREE OF	CUBVE
		MAXIMUM	EXISTING	MINIMUM		SPEED	SPEED	MAXIMUM	EXISTIN
HPI STATION		(Ft/Ft)	(Ft/Ft)	(Ft/Ft)		(MPH)	(MPH)	(DMS)	(DMS
2+50.52		0.10	0.015*	0.023		57	50	8°-15'-00"	1°-04'-2
MARKS									
sign Exception Required									

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10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 210.97 PROJECT LOCATION: HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10) INTERCHANGE: PICACHO HIGHWAY HALF TI RAMP DESIGNATION: RAMPL EB ENTRANCE RAMP DESCRIPTION: PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 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 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 T=21% ADT (VPD) 100 ADT (VPD) N/A REMARKS

*Design Exception Required

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

STRUCTURE		MILEPOST	Pf	RECONSTRUCTION CLEARANCE	DN PC	OSTCONSTRUCTI CLEARANCE	ON MI	AASHTO NIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAB	LE - NO STRUCTU	JRES OVER RAI	ИP			
TRUCTURES									
STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAB	LE - NO STRUCTU	JRES LOCATED	ON RAMP			
ERTICAL ALIGNMENT AND	STOPPING SIGHT DISTANCE				EXISTING	RECOMMEND.		RECOMMEND.	
		APPROACH	DEPARTURE	LENGTH OF	SIGHT	SIGHT	EXISTING	DESIGN	
VPI STATION	MILE POST	GRADE (%)	GRADE (%)	CURVE (FEET)	DISTANCE (FEET)	DISTANCE (FEET)	SPEED (MPH)	SPEED (MPH)	
8+00	210.97	0.2731	0.3045	0	GB	GB	GB	50	
ORIZONTAL ALIGNMENT. S	UPERELEVATION, AND STOPP	ING SIGHT DIST	FANCE				RECOMMEND		
,	,	S	UPERELEVATIO			EXISTING	DESIGN	DEGREE OF	
HPI STATION		MAXIMUM (Ft/Ft)	EXISTING (Ft/Ft)	MINIMUM (Ft/Ft)		SPEED (MPH)	SPEED (MPH)	MAXIMUM (DMS)	EXISTING (DMS)
11+50.22		0.10	0.015*	0.029		73	50	8°-15'-00"	1°-24'-06"
EMARKS									
Design Exception Required									

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10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 210.97 PROJECT LOCATION: HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10) INTERCHANGE: PICACHO HIGHWAY HALF TI RAMP DESIGNATION: RAMPM DESCRIPTION: WB EXIT RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (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 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 T=19% ADT (VPD) 300 ADT (VPD) N/A REMARKS

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

STRUCTURE		MILEPOST	Pl	RECONSTRUCTION CLEARANCE	DN PC	OSTCONSTRUCTI CLEARANCE	ION MI	AASHTO NIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAB	LE - NO STRUCTU	JRES OVER RAI	ИP			
TRUCTURES			EXISTING	RECOMMEND.	BRIDGE RAIL	BRIDGE RAIL	EXISTING	RECOMMEND.	
STRUCTURE		MILEPOST	BRIDGE WIDTH	BRIDGE WIDTH	GEOMETRY ADEQUATE?		STRUCTURAL CAPACITY		
			NOT APPLICAB	LE - NO STRUCTU	JRES LOCATED	ON RAMP			
ERTICAL ALIGNMENT AND ST	OPPING SIGHT DISTANCE				EXISTING	RECOMMEND.		RECOMMEND.	
		APPROACH GRADE	DEPARTURE GRADE	LENGTH OF CURVE	SIGHT DISTANCE	SIGHT DISTANCE	EXISTING SPEED	DESIGN SPEED	
VPI STATION	MILE POST	(%) Tangent	(%)	(FEET)	(FEET)	(FEET)	(MPH)	(MPH)	
IORIZONTAL ALIGNMENT, SUP	ERELEVATION. AND STOPE	PING SIGHT DIST	FANCE				RECOMMEND		
,	,	S	SUPERELEVATION			EXISTING	DESIGN	DEGREE OF	
HPI STATION 7+11.81		MAXIMUM (Ft/Ft) 0.10	EXISTING (Ft/Ft) 0.015*	MINIMUM (Ft/Ft) 0.029		SPEED (MPH) 73	SPEED (MPH) 50	MAXIMUM (DMS) 8°-15'-00"	EXISTING (DMS) 0°-56'-37"
REMARKS									
Design Exception Required									

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10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) PROJECT NUMBER: MAINLINE MILEPOST: 219.85 PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: PICACHO PEAK TI RAMP DESIGNATION: RAMP R-3 DESCRIPTION: WB ENTRANCE RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH EXISTING AASHTO RECOMMENDED MINIMUM MINIMUM RAMP INSIDE RADIUS AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 21 27 955 24 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph $\,$ GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%)
ASCENDING DESCENDING -4.186 -8.00 0.3939 8.00 CROSS SLOPE AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0% EXISTING CROSS SLOPE IS: 1.50% TRAFFIC VOLUMES AND FACTORS PROGRAM YEAR DESIGN YEAR TRAFFIC FACTORS 2006 2030 K=10% D=N/A ADT (VPD) 1000 ADT (VPD) T=12% 3,200 REMARKS

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Picacho Peak TI

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

STRUCTURE		MILEPOST	Pf	RECONSTRUCTION CLEARANCE	ON PC	STCONSTRUCT CLEARANCE	ION M	AASHTO INIMUM ALLOWA CLEARANCE	BLE
			NOT APPLICAB	LE - NO STRUCT	URES OVER R	AMP			
STRUCTURES		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	GEOMETRY		EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAB	LE - NO STRUCT	URES LOCATE	D ON RAMP			
VPI STATION 3491+40 3495+55	MILE POST 219.85 219.85	APPROACH GRADE (%) 0.3939 -4.1860	DEPARTURE GRADE (%) -4.1860 0.0000	LENGTH OF CURVE (FEET) 500 300	EXISTING SIGHT DISTANCE (FEET) 485 340*	RECOMMEND. SIGHT DISTANCE (FEET) 426 423	EXISTING SPEED (MPH) 54 43	RECOMMEND. DESIGN SPEED (MPH) 50 50	
DRIZONTAL ALIGNMENT, S	SUPERELEVATION, AND ST					5405010	RECOMMEND		
HPI STATION 3491+00		MAXIMUM (Ft/Ft) 0.10	SUPERELEVATIO EXISTING (Ft/Ft) 0.075*	MINIMUM (Ft/Ft) 0.092		EXISTING SPEED (MPH) 46	DESIGN SPEED (MPH) 50	DEGREE O MAXIMUM (DMS) 8°-15'-00''	F CURVE EXISTING (DMS) 6°-00'-00'
EMARKS									
esign Exception Required									

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10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD MAINLINE MILEPOST: 219.85 PROJECT NUMBER: PROJECT LOCATION: HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10) INTERCHANGE: PICACHO PEAK TI RAMP DESIGNATION: RAMP R-4 DESCRIPTION: EB EXIT RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 17* 21 27 1432 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph $\,$ GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%)
ASCENDING DESCENDING -8.00 0.3939 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 2030 K=11% 2006 D=N/A ADT (VPD) 600 ADT (VPD) T=11% 1,300 REMARKS *Design Exception Required

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

STRUCTURE		MILEPOST	PF	RECONSTRUCTI CLEARANCE	ON PO	OSTCONSTRUCT CLEARANCE	ION M	AASHTO MINIMUM ALLOWA CLEARANCE	BLE
			NOT APPLICAB	LE - NO STRUCT	URES OVER R	AMP			
STRUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	GEOMETRY	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURA CAPACITY	RECOMMEND. L STRUCTURAL CAPACITY	
			NOT APPLICAB	LE - NO STRUCT	URES LOCATE	ED ON RAMP			
ERTICAL ALIGNMENT AND VPI STATION 3492+50 3496+88.56	MILE POST 219.85 219.85	APPROACH GRADE (%) 0.3939 -4.0000	DEPARTURE GRADE (%) -4.0000 0.0000	LENGTH OF CURVE (FEET) 500 360	EXISTING SIGHT DISTANCE (FEET) 496 409*	RECOMMEND. SIGHT DISTANCE (FEET) 454 454	EXISTING SPEED (MPH) 53 47	RECOMMEND. DESIGN SPEED (MPH) 50 50	
,	SUPERELEVATION, AND STOPP	S MAXIMUM	SUPERELEVATION EXISTING	MUMIMIM		EXISTING SPEED	RECOMMEND DESIGN SPEED	DEGREE O	EXISTING
HPI STATION 3490+50		(Ft/Ft) 0.10	(Ft/Ft) 0.015*	(Ft/Ft) 0.072		(MPH) 53	(MPH) 50	(DMS) 8°-15'-00"	(DMS) 4°-00'-00'
EMARKS Design Exception Required									
Design Exception Required									

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Picacho Peak TI

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) MAINLINE MILEPOST: 219.85 PROJECT NUMBER: PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: PICACHO PEAK TI RAMP DESIGNATION: RAMP R-3 DESCRIPTION: WB EXIT RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 21 27 1146 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph $\,$ GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%)
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) 900 ADT (VPD) T=10% REMARKS *Design Exception Required

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Picacho Peak TI

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

VERTIC	AL CLEARANCE STRUCTURE		MILEPOST	Р	RECONSTRUCTI CLEARANCE	ON PC	STCONSTRUCT CLEARANCE	ION MI	AASHTO NIMUM ALLOWAI CLEARANCE	BLE
				NOT APPLICAE	BLE - NO STRUCT	TURES OVER R	AMP			
STRUC	TURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	STRUCTURE	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
				NOT APPLICAE	BLE - NO STRUCT	TURES LOCATE	D ON RAMP			
VERTIC	AL ALIGNMENT AND	STOPPING SIGHT DISTANCE								
	VPI STATION	MILE POST	APPROACH GRADE	DEPARTURE GRADE	LENGTH OF CURVE	EXISTING SIGHT DISTANCE	RECOMMEND. SIGHT DISTANCE	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED	
	3499+55 3504+80	219.85 219.85	(%) 0 4.248	(%) 4.248 0.3349	(FEET) 400 450	(FEET) 420* 501	(FEET) 457 457	47 53	(MPH) 50 50	
HORIZO	NTAL ALIGNMENT, S	UPERELEVATION, AND STO			S.L.		EMOTINO	RECOMMEND	DEODEE O	E OUDVE
	HPI STATION 3505+00.00		MAXIMUM (Ft/Ft) 0.10	SUPERELEVATIO EXISTING (Ft/Ft) 0.022*	MINIMUM (Ft/Ft) 0.083		EXISTING SPEED (MPH) 49	DESIGN SPEED (MPH) 50	DEGREE OI MAXIMUM (DMS) 8°-15'-00"	EXISTING (DMS) 5°-00'-00"
REMAR	KS									
*Design	Exception Required									

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10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) MAINLINE MILEPOST: 219.85 PROJECT NUMBER: PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: PICACHO PEAK TI RAMP DESIGNATION: RAMP R-2 DESCRIPTION: EB ENTRANCE RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (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 (%)
ASCENDING DESCENDING AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING NONE -8.00 8.00 CROSS SLOPE AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0% EXISTING CROSS SLOPE IS: 1.50% TRAFFIC VOLUMES AND FACTORS PROGRAM YEAR DESIGN YEAR TRAFFIC FACTORS 2006 2030 K=12% D=N/A ADT (VPD) 500 ADT (VPD) T=11% 3,900 REMARKS *Design Exception Required

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

TICAL CLEARANCE			Pi	RECONSTRUCTI	ON PC	STCONSTRUCT	ION M	AASHTO IINIMUM ALLOWAI	BLE
STRUCTURE		MILEPOST		CLEARANCE		CLEARANCE		CLEARANCE	
			NOT APPLICAE	BLE - NO STRUCT	URES OVER R	AMP			
ICTURES			EXISTING BRIDGE	RECOMMEND. BRIDGE	BRIDGE RAIL GEOMETRY		EXISTING	RECOMMEND. STRUCTURAL	
STRUCTURE		MILEPOST	WDTH	WIDTH	ADEQUATE?		CAPACITY	CAPACITY	
			NOT APPLICAB	BLE - NO STRUCT	URES LOCATE	D ON RAMP			
ICAL ALIGNMENT AND	STOPPING SIGHT DISTANCE				EXISTING	RECOMMEND.		RECOMMEND.	
		APPROACH	DEPARTURE	LENGTH OF	SIGHT	SIGHT	EXISTING	DESIGN	
VPI STATION	MILE POST	GRADE (%)	GRADE (%)	CURVE (FEET)	DISTANCE (FEET)	DISTANCE (FEET)	SPEED (MPH)	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	
ZONTAL ALIGNMENT,	SUPERELEVATION, AND STOP		TANCE SUPERELEVATION)N		EXISTING	RECOMMEND DESIGN	DEGREE OI	E CLIRV
		MAXIMUM	EXISTING	MUMIMUM		SPEED	SPEED	MAXIMUM	EXIS
HPI STATION 3506+00.00		(Ft/Ft) 0.10	(Ft/Ft) 0.022*	(Ft/Ft) 0.072		(MPH) 53	(MPH) 50	(DMS) 8°-15'-00''	(DI 4°-00
ARKS									
gn Exception Required									

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10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) MAINLINE MILEPOST: 226.45 PROJECT NUMBER: PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: RED ROCK TI RAMP DESIGNATION: RAMP R-6 DESCRIPTION: WB ENTRANCE RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 27 5730 21 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph GRADES EXISTING MAXIMUM GRADE IS (%)
ASCENDING DESCENDING AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING NONE -8.00 8.00 CROSS SLOPE AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0% EXISTING CROSS SLOPE IS: 1.50% TRAFFIC VOLUMES AND FACTORS PROGRAM YEAR DESIGN YEAR TRAFFIC FACTORS 2006 2030 K=20% D=N/A ADT (VPD) 200 ADT (VPD) T=18% REMARKS *Design Exception Required

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

VERTICAL CLEARANCE									
STRUCTURE		MILEPOST	PF	RECONSTRUCTI CLEARANCE	ON PC	OSTCONSTRUCT CLEARANCE	ION MI	AASHTO NIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAB	LE - NO STRUCT	TURES OVER RA	AMP			
STRUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	STRUCTURE	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAB	LE - NO STRUCT	FURES LOCATE	D ON RAMP			
VERTICAL ALIGNMENT AND ST VPI STATION 3838+05 3846+49.84	MILE POST 226.45 226.45	APPROACH GRADE (%) 0.4400 4.0000	DEPARTURE GRADE (%) 4.0000 -4.0000	LENGTH OF CURVE (FEET) 500 1000	EXISTING SIGHT DISTANCE (FEET) 602 519	RECOMMEND. SIGHT DISTANCE (FEET) 454 454	EXISTING SPEED (MPH) 60 54	RECOMMEND. DESIGN SPEED (MPH) 50 50	
HPI STATION 3835+54 3843+27	PERELEVATION, AND STOP		STANCE SUPERELEVATION EXISTING (Ft/Ft) 0.015*	MINIMUM (Ft/Ft) 0.021 0.021		EXISTING SPEED (MPH) 59 59	RECOMMEND DESIGN SPEED (MPH) 50 50	DEGREE OF MAXIMUM (DMS) 8°-15'-00" 8°-15'-00"	CURVE EXISTING (DMS) 1°-00'-00" 1°-00'-00"
REMARKS									
*Design Exception Required									

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10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) MAINLINE MILEPOST: 226.45 PROJECT NUMBER: PROJECT LOCATION: HIGHWAY SECTION: RED ROCK TI RAMP R-7 INTERCHANGE: RAMP DESIGNATION: DESCRIPTION: EB EXIT RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM MINIMUM RAMP INSIDE RADIUS (FEET) (FEET) (FEET) (FEET) 27 145 21 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph GRADES EXISTING MAXIMUM GRADE IS (%)
ASCENDING DESCENDING AASHTO ALLOWABLE MAXIMUM GRADE (%)
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 DESIGN YEAR 2030 PROGRAM YEAR TRAFFIC FACTORS 2006 K=12% D=N/A ADT (VPD) 300 ADT (VPD) T=19% REMARKS *Design Exception Required

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

STRUCTURE		MILEPOST	Pf	RECONSTRUCTI CLEARANCE	ON PC	OSTCONSTRUCT CLEARANCE	ION MI	AASHTO NIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAE	BLE - NO STRUCT	URES OVER R	AMP			
STRUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	STRUCTURE	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAE	BLE - NO STRUCT	URES LOCATE	D ON RAMP			
VERTICAL ALIGNMENT AND VPI STATION 3841+50	MILE POST 226.45	APPROACH GRADE (%) -0.7800	DEPARTURE GRADE (%) -0.9290	LENGTH OF CURVE (FEET) 200	EXISTING SIGHT DISTANCE (FEET) 7342	RECOMMEND. SIGHT DISTANCE (FEET) 430	EXISTING SPEED (MPH) +100	RECOMMEND. DESIGN SPEED (MPH) 50	
HORIZONTAL ALIGNMENT, S	SUPERELEVATION, AND STOPP		STANCE UPERELEVATION EXISTING	МПМІМІМ		EXISTING SPEED	RECOMMEND DESIGN SPEED	DEGREE OI	F CURVE EXISTING
HPI STATION 3838+28.08		(Ft/Ft) 0.10	(Ft/Ft) 0.1	(Ft/Ft) ***		(MPH) 24	(MPH) 50	(DMS) 8°-15'-00"	(DMS) 39°-30'-50"
REMARKS *** Not calculated because deg	gree of curve exceeds the maximul	m.							

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10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) MAINLINE MILEPOST: 226.45 PROJECT NUMBER: PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: RED ROCK TI RAMP DESIGNATION: RAMP R-6 DESCRIPTION: WB EXIT RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 21 27 3820 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph GRADES EXISTING MAXIMUM GRADE IS (%)
ASCENDING DESCENDING AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING 0.297 -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 2030 K=12% 2006 D=N/A ADT (VPD) 200 ADT (VPD) T=12% REMARKS *Design Exception Required

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

STRUCTU		MILEPOST	PF	RECONSTRUCTI CLEARANCE	ON PC	OSTCONSTRUCT CLEARANCE	ION MI	AASHTO NIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAB	LE - NO STRUCT	TURES OVER RA	AMP			
STRUCTURES									
STRUCTU	RE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?		EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAB	LE - NO STRUCT	FURES LOCATE	D ON RAMP			
VERTICAL ALIGNME VPI STATI 3846+49. 3853+23	84 226.45	APPROACH GRADE (%) 4.0000 -4.0000	DEPARTURE GRADE (%) -4.0000 0.2970	LENGTH OF CURVE (FEET) 1000 300	EXISTING SIGHT DISTANCE (FEET) 519 332*	RECOMMEND. SIGHT DISTANCE (FEET) 454 425	EXISTING SPEED (MPH) 54 43	RECOMMEND. DESIGN SPEED (MPH) 50 50	
HORIZONTAL ALIGN	IMENT, SUPERELEVATION, AND STOPE	ING SIGHT DIS	TANCE				RECOMMEND		
HPI STATI 3851+29.	ON		UPERELEVATIC EXISTING (Ft/Ft) 0.015*	ON MINIMUM (Ft/Ft) 0.031		EXISTING SPEED (MPH) 73	DESIGN SPEED (MPH) 50	DEGREE OF MAXIMUM (DMS) 8°-15'-00"	CURVE EXISTING (DMS) 1°-30'-00"
REMARKS									
*Design Exception Re	quired								
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10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) MAINLINE MILEPOST: 226.45 PROJECT NUMBER: PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: RED ROCK TI RAMP DESIGNATION: RAMP R-1 DESCRIPTION: EB ENTRANCE RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 21 27 115 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%)
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) 400 ADT (VPD) T=11% REMARKS *Design Exception Required

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Red Rock TI

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

VERTICAL CLEARANCE									
STRUCTURE		MILEPOST	PF	ECONSTRUCTION CLEARANCE	DN PC	OSTCONSTRUCT CLEARANCE	ION MI	AASHTO NIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAB	LE - NO STRUCT	URES OVER RA	AMP			
STRUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAB	LE - NO STRUCT	URES LOCATE	D ON RAMP			
VERTICAL ALIGNMENT / VPI STATION 3855+00	AND STOPPING SIGHT DISTANCE MILE POST 226.45	APPROACH GRADE (%) 0.0000	DEPARTURE GRADE (%) 0.6480	LENGTH OF CURVE (FEET) 400	EXISTING SIGHT DISTANCE (FEET) +9999	RECOMMEND. SIGHT DISTANCE (FEET) 423	EXISTING SPEED (MPH) +100	RECOMMEND. DESIGN SPEED (MPH) 50	
HORIZONTAL ALIGNMEI HPI STATION 3851+76.62 3863+46.41	NT, SUPERELEVATION, AND STOPF		STANCE SUPERELEVATIO EXISTING (Ft/Ft) warped 0.03*	N MINIMUM (Ft/Ft) *** 0.078		EXISTING SPEED (MPH) 18 51	RECOMMEND DESIGN SPEED (MPH) 50 50	DEGREE OF MAXIMUM (DMS) 8°-15'-00" 8°-15'-00"	= CURVE EXISTING (DMS) 50°-00'-36" 4°-30'-00"
REMARKS *Design Exception Require *** Not calculated because	ed degree of curve exceeds the maximum	n.							

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10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 232.02 PROJECT LOCATION: 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): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 21 27 160 22 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 25 mph Loop Ramp GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%)
ASCENDING DESCENDING -8.00 NONE 8.00 CROSS SLOPE EXISTING CROSS SLOPE IS: 10.00% AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0% TRAFFIC VOLUMES AND FACTORS DESIGN YEAR 2030 PROGRAM YEAR TRAFFIC FACTORS K=10% 2006 D=N/A ADT (VPD) 200 ADT (VPD) T=7% 4,100 REMARKS

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Pinal Air Park TI

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

MILEPOS G SIGHT DISTANCE	EXISTING BRIDGE ST WIDTH	BLE - NO STRUC RECOMMEND. BRIDGE WIDTH BLE - NO STRUC	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
	BRIDGE ST WIDTH	BRIDGE WIDTH	GEOMETRY ADEQUATE?	STRUCTURE ADEQUATE?	STRUCTURAL	STRUCTURAL	
	BRIDGE ST WIDTH	BRIDGE WIDTH	GEOMETRY ADEQUATE?	STRUCTURE ADEQUATE?	STRUCTURAL	STRUCTURAL	
	ST WIDTH	WIDTH	ADEQUATE?	ADEQUATE?			
G SIGHT DISTANCE	NOT APPLICA	BLE - NO STRUC	TURES LOCATE	ED ON RAMP			
G SIGHT DISTANCE	NOT APPLICA	BLE - NO STRUC	TURES LOCATE	ED ON RAMP			
G SIGHT DISTANCE							
			EMOTINIO	DECOMMEND		DECOMMEND	
APPROAC	CH DEPARTURE	LENGTH OF	EXISTING SIGHT	RECOMMEND. SIGHT	EXISTING	RECOMMEND. DESIGN	
GRADE		CURVE	DISTANCE	DISTANCE	SPEED	SPEED	
POST (%)	(%)	(FEET)	(FEET)	(FEET)	(MPH)	(MPH)	
32.02 4.0000	-4.0000	1000	519	160	54	25	
32.02 -4.0000	0.1400	400	430	152	50	25	
	DISTANCE				DECOMMEND.		
EVATION, AND STOPPING SIGHT		ON		EVICTING		DECREE OF	CLIDVE
MAXIMIII							EXISTIN
							(DMS)
							19°-05'-5
0.10	0.075*	0.10		20	25	36°-15'-00"	35°-48'-3
0.10	0.075*	0.081		27	25	36°-15'-00"	19°-05'-5
	32.02 -4.0000 EVATION, AND STOPPING SIGHT MAXIMU (FVF) 0.10 0.10	32.02 -4.0000 0.1400 EVATION, AND STOPPING SIGHT DISTANCE SUPERELEVATI MAXIMUM EXISTING (FVFt) (FVFt) 0.10 0.075* 0.10 0.075*	32.02 -4.0000 0.1400 400 EVATION, AND STOPPING SIGHT DISTANCE SUPERELEVATION MAXIMUM EXISTING MINIMUM (FVFt) (FVFt) (FVFt) 0.10 0.075* 0.081 0.10 0.075* 0.10	32.02 -4.0000 0.1400 400 430 EVATION, AND STOPPING SIGHT DISTANCE SUPERELEVATION MAXIMUM EXISTING MINIMUM (FVFt) (FVFt) (FVFt) 0.10 0.075* 0.081 0.10 0.075* 0.10	32.02 -4.0000 0.1400 400 430 152 EVATION, AND STOPPING SIGHT DISTANCE SUPERELEVATION MAXIMUM EXISTING MINIMUM SPEED (FvFt) (FvFt) (FvFt) (MPH) 0.10 0.075* 0.081 27 0.10 0.075* 0.10 20	RECOMMEND SUPERELEVATION SUPERELEVATION EXISTING SPEED SPEED	RECOMMEND SIGHT DISTANCE RECOMMEND SUPERELEVATION SUPERELEVATION SUPERELEVATION SUPERELEVATION SPEED SPEED MAXIMUM SPEED SPEED MAXIMUM SPEED SPE

*Design Exception Required

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Pinal Air Park TI

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 232.02 PROJECT LOCATION: HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10) INTERCHANGE: PINAL AIR PARK TI RAMP R-1 EB EXIT RAMP RAMP DESIGNATION: DESCRIPTION: PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH EXISTING (FEET) MINIMUM RAMP INSIDE RADIUS AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) 19* 21 27 593 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%) 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 2030 K=11% 2006 D=N/A ADT (VPD) 1,800 ADT (VPD) T=9%

REMARKS

*Design Exception Required

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Pinal Air Park TI

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

STRUCTURE		MILEPOST	PF	RECONSTRUCTI CLEARANCE	ON PC	STCONSTRUCT CLEARANCE	ION M	AASHTO NIMUM ALLOWAI CLEARANCE	BLE
			NOT APPLICAB	BLE - NO STRUCT	TURES OVER R	AMP			
TRUCTURES			EXISTING	RECOMMEND.	BRIDGE RAII	BRIDGE RAII	EXISTING	RECOMMEND.	
STRUCTURE		MILEPOST	BRIDGE WIDTH	BRIDGE WIDTH	GEOMETRY		STRUCTURAL CAPACITY		
			NOT APPLICAB	BLE - NO STRUCT	TURES LOCATE	ED ON RAMP			
ERTICAL ALIGNMENT AND	STOPPING SIGHT DISTANCE				EXISTING	DECOMMEND		RECOMMEND.	
		APPROACH	DEPARTURE	LENGTH OF	SIGHT	RECOMMEND. SIGHT	EXISTING	DESIGN	
		GRADE	GRADE	CURVE	DISTANCE	DISTANCE	SPEED	SPEED	
VPI STATION	MILE POST	(%)	(%)	(FEET)	(FEET)	(FEET)	(MPH)	(MPH)	
4135+20 4140+20	232.02 232.02	-0.25 0.066	0.066 -2.43	400 400	+9999 632	425 441	+100 63	50 50	
4144+05	232.02	-2.43	-0.3	300	1367	441	+100	50	
IORIZONTAL ALIGNMENT, S	SUPERELEVATION, AND STOP						RECOMMEND		
		MAXIMUM	UPERELEVATIO EXISTING	MINIMUM N		EXISTING SPEED	DESIGN SPEED	DEGREE O MAXIMUM	F CURVE EXISTING
HPI STATION		(Ft/Ft)	(Ft/Ft)	(Ft/Ft)		(MPH)	(MPH)	(DMS)	(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									

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Pinal Air Park TI

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 232.02 PROJECT LOCATION: 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): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 21 27 160 22 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 25 mph Loop Ramp GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%)
ASCENDING DESCENDING 0.147 -8.00 -4.00 8.00 CROSS SLOPE EXISTING CROSS SLOPE IS: 1.50% AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0% TRAFFIC VOLUMES AND FACTORS DESIGN YEAR 2030 PROGRAM YEAR TRAFFIC FACTORS K=30% 2006 D=N/A ADT (VPD) ADT (VPD) T=3% 1000 7,800 REMARKS

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Pinal Air Park TI

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

STRUCTURE		MILEPOST	PF	RECONSTRUCTI CLEARANCE	ON PO	STCONSTRUCTI CLEARANCE	ON MI	AASHTO NIMUM ALLOWA CLEARANCE	BLE
			NOT APPLICAB	BLE - NO STRUCT	TURES OVER R	AMP			
RUCTURES			EXISTING	RECOMMEND	BRIDGE RAIL	BRIDGE RAII	EXISTING	RECOMMEND.	
STRUCTURE		MILEPOST	BRIDGE WIDTH	BRIDGE WIDTH	GEOMETRY		STRUCTURAL CAPACITY		
			NOT APPLICAB	BLE - NO STRUCT	TURES LOCATE	ED ON RAMP			
RTICAL ALIGNMENT AND	STOPPING SIGHT DISTANCE				EVECTIVE	DECOMMEND		DECOMMEND	
VPI STATION 4169+24.5	MILE POST 232.02	APPROACH GRADE (%) -4.0000	DEPARTURE GRADE (%) 0.1470	LENGTH OF CURVE (FEET) 400	EXISTING SIGHT DISTANCE (FEET) 430	RECOMMEND. SIGHT DISTANCE (FEET) 152	EXISTING SPEED (MPH) 48	RECOMMEND. DESIGN SPEED (MPH) 25	
RIZONTAL ALIGNMENT, S	SUPERELEVATION, AND STOPE	PING SIGHT DIST	TANCE				RECOMMEND		
		_	JPERELEVATIO			EXISTING	DESIGN	DEGREE C	
HPI STATION		Maximum (Ft/Ft) 0.10 0.10	EXISTING (Ft/Ft) 0.075* 0.075*	MINIMUM (Ft/Ft) 0.081 0.10		SPEED (MPH) 27 20	SPEED (MPH) 25 25	MAXIMUM (DMS) 36°-15'-00" 36°-15'-00"	EXISTING (DMS) 19°-05'-56 35°-48'-36
4164+31.38 No PI Sta		UTU							

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Pinal Air Park TI

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 232.02 PROJECT LOCATION: 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): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO MAXIMUM AASHTO RECOMMENDED MINIMUM (FEET) (FEET) (FEET) (FEET) 18* 21 27 955 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%) 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 2030 K=25% 2006 D=N/A ADT (VPD) 1,600 ADT (VPD) T=3%

REMARKS

*Design Exception Required

1,200

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Pinal Air Park TI

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

STRUCTURE		MILEPOST	Pl	RECONSTRUCTION CLEARANCE	ON PC	STCONSTRUCTI CLEARANCE	ON M	AASHTO IINIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAE	BLE - NO STRUCT	URES OVER R	AMP			
RUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	GEOMETRY	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAE	BLE - NO STRUCT	URES LOCATE	ED ON RAMP			
RTICAL ALIGNMENT AND	STOPPING SIGHT DISTANCE	APPROACH GRADE	DEPARTURE GRADE	LENGTH OF CURVE	EXISTING SIGHT DISTANCE	RECOMMEND. SIGHT DISTANCE	EXISTING SPEED	RECOMMEND. DESIGN SPEED	
VPI STATION	MILE POST	(%)	(%)	(FEET)	(FEET)	(FEET)	(MPH)	(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 4165+50	232.02 232.02	-1.326 0.81	0.81 -0.0239	500 300	1902 1444	433 423	+100 +100	50 50	
RIZONTAL ALIGNMENT, S	SUPERELEVATION, AND STOPE						RECOMMEND	DE0.DEE.01	- 01101/15
		MAXIMUM	SUPERELEVATION EXISTING	MINIMUM		EXISTING SPEED	DESIGN SPEED	DEGREE OF MAXIMUM	EXISTIN
HPI STATION		(Ft/Ft)	(Ft/Ft)	(Ft/Ft)		(MPH)	(MPH)	(DMS)	(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
MARKS									
esign Exception Required									

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Pinal Air Park TI

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 236.42 PROJECT LOCATION: CASA GRANDE - TUCSON HIGHWAY (I-10) HIGHWAY SECTION: INTERCHANGE: MARANA RD TI RAMP DESIGNATION: RAMP R-10 DESCRIPTION: WB ENTRANCE RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM MINIMUM RAMP INSIDE RADIUS (FEET) (FEET) (FEET) (FEET) 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 ASCENDING 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 T=12% ADT (VPD) 1,100 ADT (VPD) 6,000 REMARKS *Design Exception Required

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Marana Rd TI

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

VERTICAL CLEARANCE STRUCTURE	MILEPOST	Р	RECONSTRUCTION CLEARANCE	ON PC	OSTCONSTRUCT CLEARANCE	ION M	AASHTO INIMUM ALLOWAI CLEARANCE	BLE
		NOT APPLICAB	LE - NO STRUCT	URES OVER RA	MP			
STRUCTURES STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
		NOT APPLICAB	LE - NO STRUCT	URES LOCATED	ON RAMP			
VERTICAL ALIGNMENT AND STOPPING SIGHT DIST VPI STATION MILE POST	ANCE APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)	
		N	o Asbuilt Informati	on				
HORIZONTAL ALIGNMENT, SUPERELEVATION, AND					EVICTING	RECOMMEND	DE0055 0	5 OUD) (5
HPI STATION 10+50 15+50	MAXIMUM (Ft/Ft) No Horizontal	EUPERELEVATIO EXISTING (Ft/Ft) Curves (0-40'-34 Curves (0-41'-34	MINIMUM (Ft/Ft) I" angle break)		EXISTING SPEED (MPH)	DESIGN SPEED (MPH)	DEGREE O MAXIMUM (DMS)	EXISTING (DMS)
REMARKS								

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Marana Rd TI

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 236.42 PROJECT LOCATION: 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): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 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 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) 1,300 ADT (VPD) 7,700 T=14% REMARKS *Design Exception Required

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

VERTICAL OF FARANCE									
VERTICAL CLEARANCE STRUCTURE		MILEPOST	Pl	RECONSTRUCTION CLEARANCE	ON PO	OSTCONSTRUCTI CLEARANCE	ION MI	AASHTO NIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAB	LE - NO STRUCT	URES OVER RA	MP			
STRUCTURES									
STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAB	LE - NO STRUCT	URES LOCATED	ON RAMP			
VERTICAL ALIGNMENT AND S	TOPPING SIGHT DISTANCE	APPROACH	DEPARTURE	LENGTH OF	EXISTING SIGHT	RECOMMEND. SIGHT	EXISTING	RECOMMEND. DESIGN	
VPI STATION	MILE POST	GRADE (%)	GRADE (%)	CURVE (FEET)	DISTANCE (FEET)	DISTANCE (FEET)	SPEED (MPH)	SPEED (MPH)	
12+00 24+50	236.42 236.42	0.1675 0.5944	0.5944 -1.0000	200 100	+9999 727	422 430	+100 69	50 50	
HORIZONTAL ALIGNMENT, SU	PERELEVATION, AND STOPE						RECOMMEND		
		MAXIMUM	SUPERELEVATION EXISTING	MINIMUM		EXISTING SPEED	DESIGN SPEED	DEGREE OF MAXIMUM	EXISTING
HPI STATION		(Ft/Ft)	(Ft/Ft)	(Ft/Ft)		(MPH)	(MPH)	(DMS)	(DMS)
3+71.02 21+72.58		0.10 0.10	0.015* 0.015*	0.021 0.031		59 73	50 50	8°-15'-00" 8°-15'-00"	1°-00'-00' 1°-30'-00'
REMARKS									
*Design Exception Required									

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Marana Rd TI

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 236.42 PROJECT LOCATION: 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): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (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 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) 3,000 ADT (VPD) 4,800 T=8% REMARKS *Design Exception Required

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Marana Rd TI

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

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VERTICAL CLEARANCE STRUCTURE		MILEPOST	PF	RECONSTRUCTION CLEARANCE	DN PO	OSTCONSTRUCT CLEARANCE	ION MI	AASHTO INIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAB	LE - NO STRUCT	URES OVER RA	MP			
STRUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAB	LE - NO STRUCT	URES LOCATED	ON RAMP			
VPI STATION	STOPPING SIGHT DISTANCE 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)	
			N	o Asbuilt Informati	on				
HPI STATION 19+73.61	JPERELEVATION, AND STOPP	MAXIMUM (Ft/Ft)	FANCE SUPERELEVATIO EXISTING (FVFt) Il Curves (0-18'-30	MINIMUM (Ft/Ft)		EXISTING SPEED (MPH)	RECOMMEND DESIGN SPEED (MPH)	DEGREE OI MAXIMUM (DMS)	CURVE EXISTING (DMS)
REMARKS									

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Marana Rd TI

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD PROJECT NUMBER: MAINLINE MILEPOST: 236.42 PROJECT LOCATION: 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): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 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 0.4735 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) 3,400 ADT (VPD) 8,300 T=8% REMARKS *Design Exception Required

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Marana Rd TI

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

VERTICAL CLEARANCE STRUCTURE		MILEPOST	Р	RECONSTRUCTION CLEARANCE	ON F	POSTCONSTRUCTI CLEARANCE	ION MI	AASHTO NIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAE	BLE - NO STRUCT	URES OVER RA	AMP			
STRUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	STRUCTURE	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAE	BLE - NO STRUCT	URES LOCATE	D ON RAMP			
VERTICAL ALIGNMENT AND VPI STATION 1+00	STOPPING SIGHT DISTANCE MILE POST 236.42	APPROACH GRADE (%) -1.0000	DEPARTURE GRADE (%) 0.4735	LENGTH OF CURVE (FEET) 100	EXISTING SIGHT DISTANCE (FEET) +9999	RECOMMEND. SIGHT DISTANCE (FEET) 430	EXISTING SPEED (MPH) +100	RECOMMEND. DESIGN SPEED (MPH) 50	
HPI STATION 5+65.04 22+17.82	UPERELEVATION, AND STOPP		TANCE SUPERELEVATION EXISTING (FVFt) 0.015* 0.015*	ON MINIMUM (FVFt) 0.04 0.021		EXISTING SPEED (MPH) 67 59	RECOMMEND DESIGN SPEED (MPH) 50 50	DEGREE OF MAXIMUM (DMS) 8°-15'-00" 8°-15'-00"	= CURVE EXISTING (DMS) 2°-00'-00" 1°-00'-00"
REMARKS									
*Design Exception Required									

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99 Marana Rd TI

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) MAINLINE MILEPOST: 240.45 PROJECT NUMBER: PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: TANGERINE RD TI RAMP DESIGNATION: RAMP R-1 DESCRIPTION: WB ENTRANCE RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 21 27 22 2865 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: $50 \ \text{mph}$ GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%)
ASCENDING DESCENDING 8.00 -8.00 0.26 NONE 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 K=10% D=N/A ADT (VPD) 1,800 ADT (VPD) T=16% 5,800 REMARKS

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Tangerine Rd TI

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

STRUCTURE	STRUCTURE	MILEPOST	PF	RECONSTRUCTION CLEARANCE	ON PO	OSTCONSTRUCTI CLEARANCE	ON M	AASHTO IINIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAB	LE - NO STRUCT	URES OVER RA	AMP			
UCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	STRUCTURE	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAB	LE - NO STRUCT	URES LOCATE	D ON RAMP			
TICAL ALIGNMENT AND VPI STATION 8+00	MILE POST 240.45	APPROACH GRADE (%) 0.2600	DEPARTURE GRADE (%) 0.1800	LENGTH OF CURVE (FEET) 0	EXISTING SIGHT DISTANCE (FEET) GB	RECOMMEND. SIGHT DISTANCE (FEET) GB	EXISTING SPEED (MPH) GB	RECOMMEND. DESIGN SPEED (MPH) 50	
	SUPERELEVATION, AND STOPF	MAXIMUM	SUPERELEVATIO EXISTING	MINIMUM		EXISTING SPEED	RECOMMEND DESIGN SPEED	DEGREE OF	EXISTIN
HPI STATION 1+21.43 8+21.14		(Ft/Ft) 0.10 0.10	(Ft/Ft) 0.015* 0.015*	(Ft/Ft) 0.04 0.021		(MPH) 67 59	(MPH) 50 50	(DMS) 8°-15'-00'' 8°-15'-00''	(DMS) 2°-00'-00 1°-00'-00
IARKS									
sign Exception Required									

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Tangerine Rd TI

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) MAINLINE MILEPOST: 240.45 PROJECT NUMBER: PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: TANGERINE RD TI RAMP DESIGNATION: RAMP R-4 DESCRIPTION: EB EXIT RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 21 27 1146 22 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: $50 \ \text{mph}$ GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%)
ASCENDING DESCENDING 0.22 8.00 -8.00 NONE 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 K=9% D=N/A ADT (VPD) 1,900 ADT (VPD) 7,700 T=16% REMARKS

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Tangerine Rd TI

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

STRUCTURE	STRUCTURE		Pl	RECONSTRUCTION CLEARANCE	ON P	OSTCONSTRUCTI CLEARANCE	ON M	AASHTO IINIMUM ALLOWAI CLEARANCE	BLE
			NOT APPLICAE	BLE - NO STRUCT	URES OVER R	AMP			
STRUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	STRUCTURE	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAE	BLE - NO STRUCT	URES LOCATE	D ON RAMP			
VPI STATION VPI STATION 7+00			DEPARTURE GRADE (%) 0.2200	LENGTH OF CURVE (FEET) 0	EXISTING SIGHT DISTANCE (FEET) GB	RECOMMEND. SIGHT DISTANCE (FEET) GB	EXISTING SPEED (MPH) GB	RECOMMEND. DESIGN SPEED (MPH) 50	
HORIZONTAL ALIGNMENT, S	SUPERELEVATION, AND S	TOPPING SIGHT DIS	TANCE				RECOMMEND		
HPI STATION 11+93.27	,,,,,		SUPERELEVATIO EXISTING (Ft/Ft) 0.015*	ON MINIMUM (Ft/Ft) 0.021		EXISTING SPEED (MPH) 59	DESIGN SPEED (MPH) 50	DEGREE O MAXIMUM (DMS) 8°-15'-00"	F CURVE EXISTING (DMS) 1°-00'-00"
REMARKS									
Design Exception Required									

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Tangerine Rd TI

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) MAINLINE MILEPOST: 240.45 PROJECT NUMBER: PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: TANGERINE RD TI RAMP DESIGNATION: RAMP R-2 DESCRIPTION: WB EXIT RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 21 27 5730 22 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: $50 \ \text{mph}$ GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%)
ASCENDING DESCENDING 0.5479 8.00 -8.00 NONE 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 K=10% D=N/A ADT (VPD) 4,400 ADT (VPD) T=9% 11,700 REMARKS

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Tangerine Rd TI

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

STRUCTURE		MILEPOST	Pl	RECONSTRUCTION CLEARANCE	ON PC	STCONSTRUCTI CLEARANCE	ON M	AASHTO NIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAE	LE - NO STRUCT	URES OVER RA	AMP			
RUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAE	LE - NO STRUCT	URES LOCATEI	O ON RAMP			
RTICAL ALIGNMENT AND VPI STATION 5+00 10+42.42	MILE POST 240.45 240.45	APPROACH GRADE (%) 0.3400 0.0184	DEPARTURE GRADE (%) 0.0184 0.5479	LENGTH OF CURVE (FEET) 0 0	EXISTING SIGHT DISTANCE (FEET) GB GB	RECOMMEND. SIGHT DISTANCE (FEET) GB GB	EXISTING SPEED (MPH) GB GB	RECOMMEND. DESIGN SPEED (MPH) 50 50	
PRIZONTAL ALIGNMENT,	SUPERELEVATION, AND STOP						RECOMMEND		
HPI STATION 2+50.16		MAXIMUM (Ft/Ft) 0.10	SUPERELEVATIO EXISTING (Ft/Ft) 0.015*	ON MINIMUM (Ft/Ft) 0.021		EXISTING SPEED (MPH) 59	DESIGN SPEED (MPH) 50	DEGREE OI MAXIMUM (DMS) 8°-15'-00"	F CURVE EXIST (DM 1°-00'
MARKS									
esign Exception Required									

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Tangerine Rd TI

10 PN 199 H6773 01 L JCT I-8 TO TANGERINE ROAD CASA GRANDE - TUCSON HIGHWAY (I-10) PROJECT NUMBER: MAINLINE MILEPOST: 240.45 PROJECT LOCATION: HIGHWAY SECTION: INTERCHANGE: TANGERINE RD TI RAMP DESIGNATION: RAMP R-3 DESCRIPTION: EB ENTRANCE RAMP PAVEMENT WIDTH CASE (1 OR 2 OR 3): TRAFFIC CONDITIONS (A OR B OR C): TOTAL PAVEMENT WIDTH MINIMUM RAMP INSIDE RADIUS EXISTING AASHTO RECOMMENDED MINIMUM AASHTO MAXIMUM (FEET) (FEET) (FEET) (FEET) 21 27 22 2865 DESIGN SPEED THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: $50 \ \text{mph}$ GRADES AASHTO ALLOWABLE MAXIMUM GRADE (%)
ASCENDING DESCENDING EXISTING MAXIMUM GRADE IS (%)
ASCENDING DESCENDING 0.49 NONE 8 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 K=9% D=N/A ADT (VPD) 5,300 ADT (VPD) T=10% 7,800 REMARKS

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Tangerine Rd TI

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA TANGERINE RD TI - RAMP R-3 - CONTINUED

VERTICAL CLEARANCE STRUCTURE		MILEPOST	PI	RECONSTRUCTI CLEARANCE	ON PC	OSTCONSTRUCTI CLEARANCE	ION M	AASHTO INIMUM ALLOWAE CLEARANCE	BLE
			NOT APPLICAB	BLE - NO STRUCT	URES OVER RA	AMP			
STRUCTURES STRUCTURE		MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY	
			NOT APPLICAB	BLE - NO STRUCT	URES LOCATE	O ON RAMP			
VPI STATION 30+00	MILE POST 240.45	APPROACH GRADE (%) 0.4900	DEPARTURE GRADE (%) 0.3000	LENGTH OF CURVE (FEET) 0	EXISTING SIGHT DISTANCE (FEET) GB	RECOMMEND. SIGHT DISTANCE (FEET) GB	EXISTING SPEED (MPH) GB	RECOMMEND. DESIGN SPEED (MPH) 50	
HPI STATION 26+67.11 33+75.97	SUPERELEVATION, AND STOPP		TANCE SUPERELEVATIO EXISTING (Ft/Ft) 0.015* 0.015*	ON MINIMUM (FVFt) 0.021 0.04		EXISTING SPEED (MPH) 59 67	RECOMMEND DESIGN SPEED (MPH) 50 50	DEGREE OI MAXIMUM (DMS) 8°-15'-00" 8°-15'-00"	F CURVE EXISTING (DMS) 1°-00'-00' 2°-00'-00'
REMARKS									
*Design Exception Required									

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Tangerine Rd TI

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ROADWAY ENGINEERING GROUP ROADWAY PREDESIGN SECTION

DATE: 11/15/2006

TO: SUNIL ATHALYE BRIDGE GROUP

FEDERAL REFERENCE NO: 10 PN 199 TRACS NO: H6773 01L BRIDGE MANAGEMENT SECTION, MD 635E HIGHWAY: I-10 LOCATION: Junction I-8 TI to Tangerine Road TI MP LIMITS: 199.00
PROJECT DESCRIPTION: Corridor Study TO: 242.00

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:

		STR. NO.		BRIDGE	BRIDGE	RAIL / BARR	IER		AC OVERL	AY	VERTICAL C	CLEARANCE	BRIDGE	BRIDGE
		AND	BRIDGE	ROADWAY		GEOM.	STRUC	THICKNESS	REMOVE	REPLACE/NEW	(MINIA)	MUM)	LOAD	SUFFICIENCY
ROUTE NO.	MILEPOST	NAME	LENGTH	WIDTH	TYPE	ОК	OK	(EXISTING)	(MINIMUM)	(MAXIMUM)	NB/EB	SB/WB	RATING	RATING
I-8	178.33	1102	286'	30'	Thrie-Beam Retrofit	Yes	Yes	N/A	N/A	N/A	16.46'	16.25'	HS20+	78.61
		I-8 TI UP WB	Comments											
I-8	178.33	1103	286'	24'	Thrie-Beam Retrofit	Yes	Yes	N/A	N/A	N/A	16.29'	16.28'	HS20+	F93.68
		I-8 TI UP EB RAMP	Comments					•						
I-10	200.12	941	337'	30'	Thrie-Beam Retrofit	Yes	Yes	N/A	N/A	N/A	16.30'	16.35'	HS20+	88.06
		SUNLAND GIN ROAD TI UP	Comments					-	-			-		
I-10	203.84	2152			Concrete			I				I		
			258'	68'	Barrier	Yes	Yes	N/A	N/A	N/A	17.59'	16.14'	HS20+	98.00
		TOLTEC ROAD TI UP	Comments											
I-10	204.51	1427	70'	42'	Concrete Barrier	Yes	Yes	N/A	N/A	N/A	N/A	N/A	HS20	96.49
		SANTA ROSA CNL BR WB	Comments											

PAGE 2 OF 5

ROADWAY ENGINEERING GROUP ROADWAY PREDESIGN SECTION

DATE: 11/15/2006

TRACS NO: H6773 01L

| TRACS NO | HIGHWAY: TO: 242.00

SUBJECT: BRIDGE EVALUATION REQUEST

FROM: Matt Kershner, DMJM Harris 1860 E. River Road, Suite 300 Tucson, AZ 85718

TO: SUNIL ATHALYE BRIDGE GROUP

Please evaluate the following structures per AASHTO guidelines:

BRIDGE MANAGEMENT SECTION, MD 635E

		STR. NO.		BRIDGE	BRIDGE	RAIL / BARR	IER		AC OVERL	AY	VERTICAL (CLEARANCE	BRIDGE	BRIDGE
		AND	BRIDGE	ROADWAY		GEOM.	STRUC	THICKNESS	REMOVE	REPLACE/NEW	(MININ)	MUM)	LOAD	SUFFICIENCY
ROUTE NO.	MILEPOST	NAME	LENGTH	WIDTH	TYPE	OK	OK	(EXISTING)	(MINIMUM)	(MAXIMUM)	NB/EB	SB/WB	RATING	RATING
I-10	204.51	1426	70'	42'	Concrete Barrier	Yes	Yes	N/A	N/A	N/A	N/A	N/A	HS20	96.49
		SANTA ROSA CNL BR EB	Comments				-		-	-		-	-	-
I-10	205.45	943			Single Rail									
			425'	26'	w/ Parapet	Yes	Yes	N/A	N/A	N/A	16.06'	16.05'	HS18.9	F85.67
		BATTAGLIA ROAD UP	Comments	:	The Struct	ure is cur	rently carry	ing normal	l traffic loa	d without shov	ving any sig	nificant dis	stress.	
I-10	207.17	944			Single Rail									
			426'	26'	w/ Parapet	Yes	Yes	N/A	N/A	N/A	16.56'	16.17'	HS20+	F91.84
		ALSDORF ROAD UP	Comments											
I-10	208.79	945			Thrie-Beam									
			277'	30'	Retrofit	Yes	Yes	N/A	N/A	N/A	16.10'	16.50'	HS20+	F79.00
		SUNSHINE BLVD TI UP	Comments											
I-10	209.85	1104	82'	37.8'	Thrie-Beam Retrofit	Yes	Yes	N/A	N/A	N/A	N/A	N/A	HS20+	95.47
		DRAIN CHANNEL BR WB	Comments		The	Structure	is currently	/ rated as '	Scour Crit	ical' by the Bri	dge Hydrau	llics Team.		-

PAGE 3 OF 5

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 T MP LIMITS: 199.00
PROJECT DESCRIPTION: Corridor Study TO: 242.00

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:

		STR. NO.		BRIDGE	BRIDGE	RAIL / BARR	IER		AC OVERL	AY	VERTICAL C	CLEARANCE	BRIDGE	BRIDGE
		AND	BRIDGE	ROADWAY		GEOM.	STRUC	THICKNESS	REMOVE	REPLACE/NEW	(MININ)	MUM)	LOAD	SUFFICIENCY
ROUTE NO.	MILEPOST	NAME	LENGTH	WIDTH	TYPE	OK	OK	(EXISTING)	(MINIMUM)	(MAXIMUM)	NB/EB	SB/WB	RATING	RATING
I-10	209.85	908			Thrie-Beam									
			82'	37.9'	Retrofit	Yes	Yes	N/A	N/A	N/A	N/A	N/A	HS20+	95.47
		DRAIN CHANNEL BR EB	Comments	:				-	_					
					The	Structure	is currently	y rated as '	Scour Crit	ical' by the Bri	dge Hydrau	lics Team.		
I-10	210.97	959			Thrie-Beam									
			137'	37.9'	Retrofit	Yes	Yes	N/A	N/A	N/A	15.41'	15.37'	HS20+	F93.00
		HWY 84 TI OP WB	Comments											
140	040.07	050	-		Their Deen									
I-10	210.97	958	137'	37.9'	Thrie-Beam Retrofit	Yes	Yes	N/A	N/A	N/A	15.40'	15.31'	HS20+	F93.00
		HWY 84 TI OP EB			Retiont	162	162	IN/A	IV/A	IVA	13.40	13.31	ПЭZUТ	F33.00
		HWY 64 IT OP EB	Comments											
I-10	211.34	1088			Thrie-Beam									
' '		1.555	91'	37.8'	Retrofit	Yes	Yes	N/A	N/A	N/A	16.11'	16.11'	HS20+	93.39
		PICACHO 5TH ST OP WB	Comments											
I-10	211.34	1087			Thrie-Beam									
			91'	55.1'	Retrofit	Yes	Yes	N/A	N/A	N/A	15.63'	15.63'	HS20+	94.41
		PICACHO 5TH ST OP EB	Comments										·	
1														

PAGE 4 OF 5

ROADWAY ENGINEERING GROUP ROADWAY PREDESIGN SECTION

DATE: 11/15/2006

TO: SUNIL ATHALYE BRIDGE GROUP BRIDGE MANAGEMENT SECTION, MD 635E

TRACS NO: H6773 01L

| TRACS NO | HIGHWAY: TO: 242.00

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:

		STR. NO.		BRIDGE	BRIDGE	RAIL / BARR	IER		AC OVERL	AY	VERTICAL (CLEARANCE	BRIDGE	BRIDGE
		AND	BRIDGE	ROADWAY		GEOM.	STRUC	THICKNESS	REMOVE	REPLACE/NEW	(MINII)	MUM)	LOAD	SUFFICIENCY
ROUTE NO.	MILEPOST	NAME	LENGTH	WIDTH	TYPE	OK	OK	(EXISTING)	(MINIMUM)	(MAXIMUM)	NB/EB	SB/WB	RATING	RATING
I-10	212.21	793	97'	37.9'	Thrie-Beam Retrofit	Yes	Yes	2"			15.03'	15.03'	HS18.9	95.21
		E PICACHO TI OP EB	Comments	:	The Struct	ure is cur	rently carry	ing normal	traffic loa	d without show	ing any sig	nificant dis	stress.	-
I-10	212.21	794	97'	37.9'	Thrie-Beam Retrofit	Yes	Yes	2"			15.13'	15.13'	HS18.9	95.21
		E PICACHO TI OP WB	Comments	:	The Struct	ure is cur	rently carry	ing normal	traffic loa	d without show	ving any sig	nificant dis	stress.	
I-10	219.85		29'	38'	Special Steel	Yes	Yes	6"			14.83'	14.96'	HS20+	F94.00
		PICACHO PK TI OP WB	Comments	:			-	-				-		-
I-10	219.85	572	001	001	Special	V	V	au			44.00	44.00	11000	
ı		PICACHO PK TI OP EB	29' Comments	38'	Steel	Yes	Yes	6"			14.92'	14.96'	HS20+	F94.00
							-		-					•
I-10	226.45	592	162'	26'	Concrete Barrier	Yes	Yes	N/A	N/A	N/A	16.54'	16.10'	HS20	91.38
		RED ROCK TI UP	Comments	:										

ROADWAY ENGINEERING GROUP ROADWAY PREDESIGN SECTION

DATE: 11/15/2006

FEDERAL REFERENCE NO: 10 PN 199 HIGHWAY: 1-10

PAGE 5 OF 5

TRACS NO: H6773 01L

TO: 242.00

TO: SUNIL ATHALYE BRIDGE GROUP

BRIDGE MANAGEMENT SECTION, MD 635E

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:

		\$TR. NO.		BRIDGE	BRIDGE	RAIL / BARR	IER		AC OVERL	AΥ	VERTICAL C	LEARANCE	BRIDGE	BRIDGE
		AND	BRIDGE	ROADWAY		GEOM.	STRUC	THICKNESS	REMOVE	REPLACE/NEW	(MININ)	MUM)	LOAD	SUFFICIENCY
ROUTE NO.	MILEPOST	NAME	LENGTH	WIDTH	TYPE	OK	OK	(EXISTING)	(MINIMUM)	(MAXIMUM)	NB/EB	SB/WB	RATING	RATING
I-10	232.03	771			Special									
			251'	30'	Steel	No	Yes	N/A	N/A	N/A	16.70'	16.25'	HS20+	98.43
		PINAL AIR PARK TI UP	Comments	:										
I-10	236.42	774			Thrie-Beam									
			127'	38'	Retrofit	Yes	Yes	4"			14.45'	14.45'	HS20+	97.00
		MARANA OP TI WB	Comments											
I-10	236.42	773			Thrie-Beam									
			127'	38'	Retrofit	Yes	Yes	1"			14.45'	14.45'	HS20+	97.00
		MARANA OP TI EB	Comments											
I-10	240.45	961			Thrie-Beam									
			127'	38'	Retrofit	Yes	Yes	N/A	N/A	N/A	15.21'	15.21'	HS20+	98.00
		TANGERINE TI OP WB	Comments	:										
I-10	240.45	960			Thrie-Beam									
			127'	38'	Retrofit	Yes	Yes	N/A	N/A	N/A	15.50'	15.50'	HS20+	98.00
		TANGERINE TI OP EB	Comments											
l														

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





March 2007

Project Scoping Report Interstate 10 Corridor Study Jct. I-8 to Tangerine Road, Casa Grande – Tucson Highway 10 PN 199 H 6773 01 L

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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.

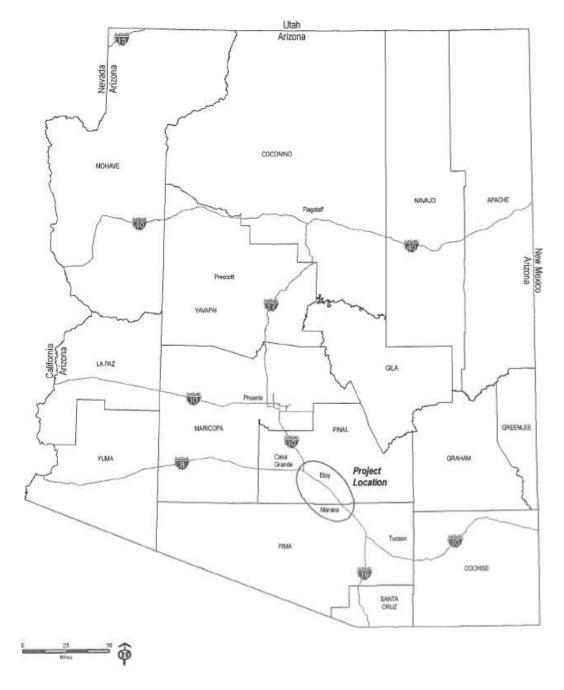
The meeting was attended by representatives of ADOT, FHWA, the U.S. Fish and Wildlife Service (USFWS), the City of Casa Grande, Arizona State Parks-Picacho Peak State Park, the Town of Marana, Pima Association of Governments, Central Arizona Association of Governments, Pinal County, City of Eloy, Arizona 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.

Jct. I-8 to Tangerine Road, Casa Grande – Tucson Highway 10 PN 199 H 6773 01 L

Project Scoping Report

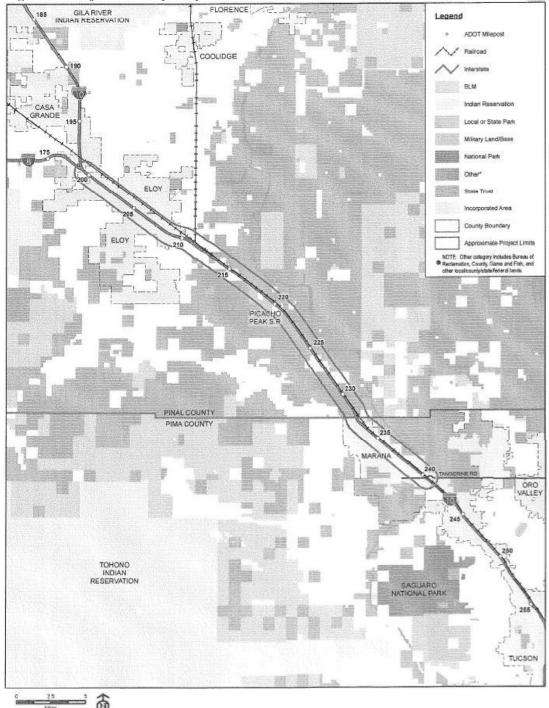
Interstate 10 Corridor Study

Figure 1: Project Location Map



Z

Figure 2: Project Vicinity Map



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Project Scoping Report
Interstate 10 Corridor Study
Jct. I-8 to Tangerine Road, Casa Grande – Tucson Highway
10 PN 199 H 6773 01 L

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.

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- 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:

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o Barrier – difficult to cross the median; could decrease fatal accidents.

Project Scoping Report Interstate 10 Corridor Study Jct. I-8 to Tangerine Road, Casa Grande – Tucson Highway 10 PN 199 H 6773 01 L

- Open Median larger R/W requirements for I-10; ideal for patrol cars; could contribute to fatal accidents with drivers making uturns 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.

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.

State Trust Lands Considerations

- 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.

Environmental Considerations

- 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.

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• 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,

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Project Scoping Report Interstate 10 Corridor Study Jct. I-8 to Tangerine Road, Casa Grande – Tucson Highway 10 PN 199 H 6773 01 L

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.

What did you like the most about Alternative 1?

- 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.

What did you like the least about Alternative 1?

- 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.

What did you like the most about Alternative 2?

- 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.

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Appendix 1 - Agency Scoping Meeting Materials

DMJM HARRIS | AECOM

DMJM Harris

2777 East Camelback Road, Suite 200, Phoenix, Arizona 85016 † 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
 - O 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.

		wentenando

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.

DMIM HARRIS AECOM

Sincerely,

DMIM+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

	Company/Organization	Phone Number	E-Mail Address	Check-in
Name	ADOT Traffic	602-712-7611	maglan@azdot.gov	
Aglan, Mona	EEC	520-321-4625	callison@eectuc.com	2VY
Allison, Craig Beloshapka, Sarah	EcoPlan	480-733-6666 x101	sbeloshapka@ecoplanaz.com	S
		520-382-2629	kbrann@marana.com	100/13-
Brann, Keith	Town of Marana	520-792-1093 x518	ccampbell@pagnet.org	a
Campbell, Cherie	PAG Cardley Design Group		susanna@gordleydesign.com	
Cañizo, Susanna	Gordley Design Croup	520-327-6077	tcooney@pagnet.org	1 A San
Cooney, Tom	Pima Association of Governments	520-792-1093		M
Delleo, Mike	ADOT	602-712-8648	mdelleo@azdot.gov	7757
Deltering, Tom	Federal Highway Administration	602-379-3645 x114	thomas,deitering@fhwa.dot.gov	Y FOS
	ADOT	520-620-5411	ggentsch.azdot.gov	
Gentsch, Greg		602-712-6799	dgorman@azdot.gov	1 LUE
Gorman, Don	ADOT	520-620-5422	dgranillo@azdot.gov	-
Granillo, Danny	ADOT	520-866-6407	doug.hanson@co.pinal.az.us	
Hanson, Doug	Pinal County		shaque.azdot.gov	
Haque, Shajed	ADOT	602-712-6244		KN
Horne, Kammy	DMJM Harris	602-337-2777	kammy.horne@dmjmharris.com	100
Kles, Mike	DMJM Harris	602-337-2777	mike.kies@dmimharris.com	
Kish, Kevin	Town of Marana	520-382-2600	kkish@marana.com	
	DMJM Harris	520-299-8700	felipeladrondequevara@dmjmharris.com	
Ladron, Felipe	CAAG	800-782-1445	bleister@caagcentral.org	JAJA C
Leister, Bill		602-712-8687	clitin@azdot.gov	Q/
Litin, Curtis	ADOT Traffic	602-712-7404	wiyons@azdot.gov	
Lyons, Bill	ADOT	520-321-4625	mmajefski@azdot.gov	
Maiefski, Melissa	ADOT EEG		gmazur@camsvs.com	Gem
Mazur, George	Cambridge Systems SYSTEMATIC	1	imitchell@ci.elov.az.us	
Mitchell, John	City of Eloy	520-466-3082		me h
Morais, Julio	EEC	520-321-4625	imorais@eectuc.com	7
Olivares, Ana	ADOT	520-620-5412	aolivares@azdot.gov	1917
Parker, Laurel	ADOT	520-620-5430	lparker@azdot.gov	+Q/P
Pfeiffer, Jackle	DMJM Harris	602-337-2777	aclyn.pfeiffer@dmimharris.com	+04
	Town of Marana	520-382-2600	fprol@marana.com	
Prol, Fernando		520-299-8700	bill.schlesinger@dmimharris.com	Was
Schlesinger, Bill	DMJM Harris	520-866-6934	andrew.smith@co.pinal.az.us	
Smith, Andy	Pinal County	320-000-000-4		

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
	ADOT		jbeimer@azdot.gov	
eimer, Jeff	Gordley Design Grpup	520-327-6077	susanna@gordleydesign.com	
añizo, Susanna	Plma Association of Governments	520-792-1093	tcooney@pagnet.org	
Cooney, Tom		602-712-8648	mdelleo@azdot.gov	
elleo, Mike	ADOT	502-379-3645 x114	thomas.deitering@fhwa.dot.gov	
eitering, Tom	Federal Highway Administration		dgranillo@azdot.gov	
Granillo, Danny	ADOT	520-620-5422	1 S 7 Y 1 S 7	Ch
Grier, Christy	DMJM Harris	222 740 0044	shaque.azdot.gov	
łaque, Shajed	ADÓT	602-712-6244	dhelms Pland-AZ-BOV	977
Helms, Dempsey	Arizona State Land Department	520-2094250		7507
łorne, Kammy	DMJM Harris	602-337-2777	kammy.home@dmjmharris.com	BE
Johnston, Brett	DMJM Harris	520-299-8700	brett.johnston@dmimharris.com	10
Kershner, Matt	DMJM Harris	520-299-8700	matt.kershner@dmjmharris.com	111
Kidane, Meron	DMJM Harris	520-299-8700	merone.kidane@dmimharris.com	that
	DMJM Harris	602-337-2777	mike.kies@dm mharris.com	
Kies, Mike	DMJM Harris	520-299-8700	felipeladrondeguevara@dmimharris.com	000
Ladron, Felipe	ADOT	602-712-7404	wiyons@azdot.gov	Word
Lyons, Bill 1000 N	Cambridge Systems	530-750-1166	gmazur@camsys.com	GDY
Mazur, George		520-321-4625	imorais@eectuc.com	ļ
Morals, Julio	EEC	520-299-8700	roberto.murietta@dmimharris.com	Dell
Murietta, Roberto	DMJM Harris	320-233 0.00	aolivares@azdot.gov	
Olivares, Ana	ADCT	200 000 0456	cperdrindlies probably	uce and
Perchinelli, Claudia	Structural Grace	520-320-0156	rruziska@land.az.gov	
Ruziska, Ron	Arizona State Land Department	520-209-4250		
Schlesinger, Bill	DMJM Harris	520-299-8700	bill.schlesinger@dmimharris.com	
Smith, Andy	Pinal County	520-866-6480	andrew.smith@co.pinal.az.us	+
Streicher, Eric	DMJM Harris	520-299-8700	eric.streicher@dmimharris.com	1/3/
Sykes, Debra	ADOT	520-904-3568	dsykes@azdot.gov	- INNA
Tanner, René 21	Gordley Design Grpup	520-327-6077	rene@aordleydesign.com	
Van Echo, Jay	DMJM Harris	520-299-8700	jay,vanecho@dmjmharris.com	
	ADOT	602-712-8681	bvana@azdot.gov	1 3
Vana, Bruce	DMJM Harris	520-299-8700	hank,warner@dmjmharris.com	1 12 .
Warner, Hank Htu		500 466 3183	ryoung@pr.state.az.us	173
Young, Rob	Picacho State Park 2a ADDT	524-620- 54	31 1 Karlmand @92dot.80	1
Karimvand Ile		1402 200 24AC	KIIS Manuel, sanchez @ [nva do
MANUEL E. SAN	CHEZ FHWA	1006.514.500	ALL BURELLOUS MANNEY	

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

	Company/Organization	Phone Number	E-Mail Address	Check-in
Name		520-904-3568	dsykes@azdot.gov	KAUS
Sykes, Debra	ADOT		rene@gordleydesign.com	
Tanner, René	Gordley Design	520-327-6077	kthornton@marana.com	
Thornton, Kevin	Town of Marana	520-382-2600		
Van Echo, Jay	DMJM Harris	520-299-8700	jay.vanecho@dmjmharris.com	
Warner, Hank	DMJM Harris	520-299-8700	hank.warner@dm mharris.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

	M. 300 / W. T.
Name	
Agency	

	7.7.20	13.7	5,745	Variation (Section)	Address	City	State	Zip
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reuerai Ri M			E CONTRACTOR DE LA CONT	BLM Tucson Field Office	12661 E Broadway	Tucson /	AZ	85748
W/APA	2	Pennini		inistration	PO Box 6457	Phoenix /	AZ 8	85005-6457
VALA Declaration	Robert W	Tohnson	Regional Director		P.O. Box 61470	Boulder City	NN	89006-1470
Stata	TOOOL II.	To Company						
200	Miles	Corbin	1	Arizona Department of Public Safety	410 West Centennial	Casa Grande	ZY	85222
	Delmac	Blimk		Π		Tucson	AZ	85706
	Roh	Young	k Manager	П		PICACHO	ΑZ	85241
	Ken	Travous		Arizona State Parks	1300 W Washington	Phoenix	AZ	85007
County								
	Maxine	Leather	Director	Central Arizona Association of Govern 271 Main St			AZ	85273
	Garv	Haves	/e Director	Pima Association of Governments	h Ave	Tucson	AZ	85701
	Chilck	Huckelberry	tor	Pina County	130 W Congress St	Tucson	AZ	85701
	John M.	Bernal	istrator	Pima County	130 W Congress St	Tucson	ΑZ	85701
	Clarence	Dupnik		Pima County	1750 E Benson Highway	Tucson	ΑZ	85714
	Benny	Gomez	Senior Coordinator	Pima County	150 W Congress	Tucson	ΑZ	85701-1333
	Nanette	Jenkins	dministrator	Pima County	130 West Congress	Tucson	ΑZ	85701
	Oscar	Miranda	Г	Pima County	1750 E Benson Highway	Tucson	ΑZ	85714
	Ana	Olivares	Deputy Director, Transportation Ir	Deputy Director, Transportation Ir Pima County Department of Transporta 201 N Stone Ave. 3rd Floor	201 N Stone Ave.3rd Floor	Tucson	AZ	85701-1207
	Кепу	Reeve	Homeland Security Manager	Pima County	150 W Congress St	Tucson	ΑZ	85701
	Priscilla	Cornelio		Pima County Department of Transporta 201 N Stone Ave	201 N Stone Ave	Tucson	AZ	85701
	Priscilla	Cornelio		Pima County Department of Transporta 150 W Congress St	150 W Congress St	Tucson	ΑZ	85705
	Ionathan	Crowe	Principal Planner	Pima County Department of Transportal 201 N Stone Ave	201 N Stone Ave	Tucson	ΨZ	85701-1215
	Albert	Letzkus	Division Manager	Pima County Department of Transporta 1313 S Mission Rd	1313 S Mission Rd	Tucson	ΑZ	85713
	Juanita	Garcia-Seiger	Assistant to Deputy County Admit Pima County Public Works	Pima County Public Works	130 W Congress	Tucson	ΑZ	85701
	Stanley	Griffis	Manager/Clerk of the Board	Pinal County	31 N Pinal St, Bldg A	Florence	ΑZ	85232
	Terry	Haifley	Director	Pinal County	PO Box 3110, 11MC-RB	Casa Grande	ΑZ	85222
	Phil	Hogue	Flood Plain Administrator	Pinal County	31 N Pinal St, Bldg F	Florence	ΑZ	85232
	David	Kuhl	Director	Pinal County	31 N Pinal St, Bldg F	Florence	ΑZ	85232
	Toe	Ortiz	District Project Engineer	Pinal County	PO Box 727	Florence	AZ	85232
	Tohn	Roffer	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

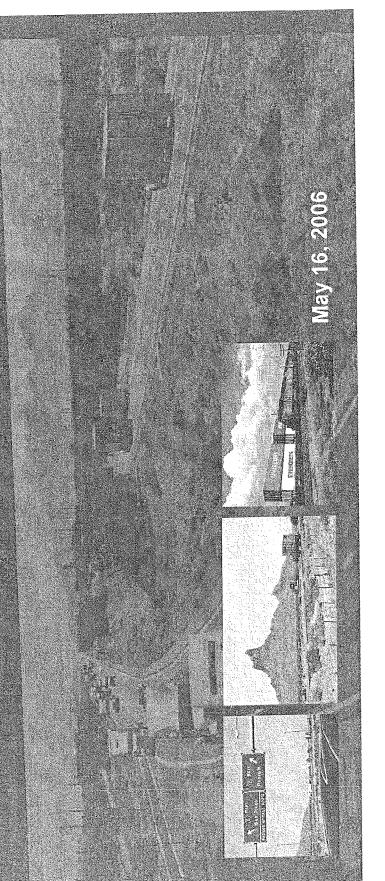
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Louis Public Works Director City Manager Thompson City Manager City Manager City Manager Bender Deputy Director Blaha Director Police Chief Chief Chief Chief Miller Planning Director Chief City Manager City Manager City Engineering Project Manager Fire Chief	T			ity of Casa Grande	510 E Florence Blvd	Casa Grande	ΑZ	85222
Thompson City Manager Bender Deputy Director Blaha Director City Manager Garling Comm. Chairman Garling Chief Andller Chief Androna Director Medina Director Medina Director Mitchell City Engineer Androna City Manager Coordit City Engineer Fire Chief Coordit Director Condit Deputy Planning Director City Project Manager City Project Manager City Project Manager City Project Manager Condit Deputy Planning Director Condit Deputy Planning Director at Large					3181 N Lear Ave	Casa Grande	AZ	85222
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Lee Planning Comm. Chairman Chiller Planning Director	bert	eston	iief		520 N. Marshall	Casa Grande	ΑZ	85222
Miller Planning Director Miller Chief Rodriguez Engineering Project Manager Jackson Mayor McFellin City Manager Mitchell City Banineer Pitman Police Chief Zozaya Public Works Superintendent Condit Director Braun Town Baineer r Christelman Braun Town Engineer r Christelman Braun Town Engineer Gill Public Works Director Gill Public Works Director Kish Deputy Planning Director Cabric CIP Project Manager Leska CIP Project Manager Smith Parks & Recreation Director Smith Parks & Recreation Director Smith Parks & Recreation Director Mason Director at Large	>		mm. Chairman		510 E. Florence Blvd.	Casa Grande	ΑZ	85222
Miller Chief Rodriguez Engineering Project Manager Jackson Mayor McFellin City Manager Medina Director Mitchell City Bngineer Pitman Police Chief Tarango Fire Chief Condit Director Condit Director Brann Town Engineer DeSpain Utilities Director Cill Deputy Planning Director Kish Deputy Planning Director Cill Project Manager Condit Director Misch Deputy Planning Director Cill Project Manager Condit Despain Utilities Director Cill Project Manager Condit Despain Utilities Director Cill Project Manager Condit Deputy Planning Director Condit Deputy Planning Director Condit Director Manager Condit Director Manager Condit Director Manager Condit Director at Large Mason Director at Large		filler			510 E. Florence Blvd.	Casa Grande	AZ	85222
Rodriguez Engineering Project Manager Jackson Mayor City Manager Michell City Bugineer Police Chief Director Tarango Fire Chief Director Condit Director Director DeSpain Utilities Director Condit Despain Town Environmental Manager DeSpain Utilities Director Cill DeSpain Director Cill Deputy Planning Director Cill Deputy Planning Director Cill Deputy Planning Director Cill Deputy Planning Director Smith Parks & Recreation Director Manager Director at Laske Director		filler			101 E 5th Street	Casa Grande	ΑZ	85222
Jackson Mayor McFellin Gity Manager Medina Director Mitchell City Engineer Pitman Police Chief Fire Chief Fire Chief Zozaya Public Works Superintendent Condit Director I Reuwsaat Town Manager Public Works Director I Christelman Enann Town Engineer I Christelman Expain Utilities Director Gill Public Works Director Kish Deputy Planning Director Leska CIP Project Manager do Prol Fraffic Division Manager Smith Parks & Recreation Director Fraffic Division Manager Smith Parks & Recreation Director Thornton Engineering Division Manager Wisdaurri Police Chief Mason Director at Large	T	odriguez	sering Project Manager	City of Casa Grande	510 E. Florence Blvd.	Casa Grande	ΥZ	85222
McFellin City Manager Medina Director Mitchell City Engineer Pitnan Police Chief Tarango Fire Chief Zozaya Public Works Superintendent Locaya Public Works Superintendent Zozaya Public Works Superintendent Fire Chief Brann Town Manager Christelman Environmental Manager I Condit DeSpain Utilities Director Rish Deputy Planning Director CIP Project Manager I Leska CIP Project Manager Mish Deputy Planning Director Traffic Division Manager Traffic Division Manager Smith Parks & Recreation Director Smith Parks & Recreation Director In Thornton Engineering Division Manager And Vidaurri Police Chief Mason Director at Large		ackson		City of Eloy	628 N Main St	Eloy	ΑZ	85231
be Medina Director Mitchell City Engineer Pitman Police Chief Tarango Fire Chief Zozaya Public Works Superintendent Zozaya Public Works Superintendent Enclose Director Brann Town Manager Christelman Environmental Manager I DeSpain Utilities Director I Despain Deputy Planning Director Kish Deputy Planning Director CIP Project Manager Traffic Division Manager Thornton Engineering Division Manager Thornton Engineering Division Manager Thando Prol Traffic Division Manager Thando Prol Director at Large		AcFellin	anager	City of Eloy	628 N Main St	Eloy	ΑZ	85231
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rt Tarango Fire Chief 2 Zozaya Public Works Superintendent 2 Lozaya Public Works Superintendent 2 Lozaya Public Works Superintendent 2 Director 2 Director 3 Brann Town Engineer 4 Christelman Environmental Manager 5 Christelman Utilities Director 6 Gill Public Works Director 7 CIP Project Manager 7 Leska CIP Project Manager 8 Amano Prol Traffic Division Manager 7 Indinton Engineering Division Manager 8 Smith Parks & Recreation Director 9 Parks & Recreation Director 1 Thornton Engineering Division Manager 1 And Vidaurri Police Chief 1 Post Office		Aitchell	ineer	City of Eloy	226 N Main St	Eloy	ΑZ	85231
Tarango Fire Chief Zozaya Public Works Superintendent Condit Director Renwsaat Town Manager Christelman Environmental Manager DeSpain Utilities Director Cill Public Works Director Cill Project Manager Con Prol Control Parks & Recreation Director Christen Director at Large Mason Director at Large		itman		City of Eloy	628 N MAIN ST	ELOY	AZ	85231
Zozaya Public Works Superintendent		Carango		City of Eloy	500 S. Sunshine Blvd.	ELOY	AZ	85231
Condit Director Reuwsaat Town Manager Brann Town Engineer Christelman Environmental Manager DeSpain Utilities Director Gill Public Works Director Kish Deputy Planning Director Leska CIP Project Manager Leska CIP Project Manager Tronton Engineering Division Manager Thornton Engineering Division Manager A Vidaurri Police Chief Mason Director at Large		Cozava	rks Superintendent	City of Eloy	226 N MAIN ST	ELOY	ΑZ	85231
Reuwsaat Town Manager Grustelman Town Engineer DeSpain Utilities Director Gill Public Works Director Kish Deputy Planning Director Leska CIP Project Manager Troffic Division Manager Smith Parks & Recreation Director Thornton Engineering Division Manager d Vidaurri Police Chief Mason Director at Large		Condit		Cortaro Water Users' Association	12253 W. Grier Road	Marana	ΑZ	85653
Reuwsaat Town Manager Brann Town Engineer Christelman Environmental Manager DeSpain Utilities Director Gill Public Works Director Kish Deputy Planning Director Leska CIP Project Manager Horl Traffic Division Manager Smith Parks & Recreation Director Thornton Engineering Division Manager Jyidaurri Police Chief Mason Director at Large Post Office				Hohokam Irrigation & Drainage District 142 S. Arizona Blvd.	142 S. Arizona Blvd.	Coolidge	AZ	85228
Brann Town Engineer Christelman Environmental Manager DeSpain Utilities Director Gill Public Works Director Kish Deputy Planning Director Leska CIP Project Manager GP Prol Smith Parks & Recreation Director Thornton Engineering Division Manager Ji Vidaurri Police Chief Mason Director at Large		Remysaat		Town of Marana	11555 W Civic Center Dr	Marana	ΑZ	85653
Christelman Environmental Manager DeSpain Utilities Director Gill Public Works Director Kish Deputy Planning Director Leska CIP Project Manager do Prol Traffic Division Manager Smith Parks & Recreation Director Thornton Engineering Division Manager I Vidaurri Police Chief Mason Director at Large	Τ	Brann		Town of Marana	11555 W Civic Center Drive	Marana	AZ	85653
DeSpain Utilities Director Gill Public Works Director Kish Deputy Planning Director Leska CIP Project Manager John Prol Traffic Division Manager Smith Parks & Recreation Director Thornton Engineering Division Manager Vidaurri Police Chief Mason Director at Large	je.	Christelman	Manager	Town of Marana	11555 W. Civic Center Dr.	Marana	ΑZ	85653
Gill Public Works Director Kish Deputy Planning Director Leska CIP Project Manager Deputy Planning Director I Caska CIP Project Manager Smith Parks & Recreation Director Parks & Recreation Director Posito Chief Mason Director at Large Post Office		DeSpain	Utilities Director	Town of Marana	5100 W Ina Rd	Tucson	ΑZ	85741
Kish Deputy Planning Director Leska CIP Project Manager do Prol Traffic Division Manager Smith Parks & Recreation Director Thornton Engineering Division Manager Joice Chief Police Chief Mason Director at Large Post Office		Gill	Public Works Director	Town of Marana	3696 W Orange Grove Rd	Tucson	ΑZ	85741
Leska CIP Project Manager do Prol Traffic Division Manager Smith Parks & Recreation Director Thornton Engineering Division Manager d Vidaurri Police Chief Mason Director at Large Post Office	Γ	Kish	Deputy Planning Director	Town of Marana	11555 W Civic Center Dr	Marana	ΑZ	85653
Indo Prol Traffic Division Manager Smith Parks & Recreation Director Thornton Engineering Division Manager Ind Vidaurri Police Chief Mason Director at Large Post Office		Leska	CIP Project Manager	Town of Marana	3696 W Orange Grove Rd	Tucson	ΑZ	85741
Smith Parks & Recreation Director Thornton Engineering Division Manager d Vidaurri Police Chief Mason Director at Large Post Office	ndo	Prol	Traffic Division Manager	Town of Marana	3696 W Orange Grove Rd	Tucson	ΑZ	85741
Thornton Engineering Division Manager d Vidaurri Police Chief Mason Director at Large Post Office		Smith	Parks & Recreation Director	Town of Marana	13250 N Lon Adams Rd	Marana	AZ	85653
d Vidaurri Police Chief Mason Director at Large Post Office		Thornton	Engineering Division Manager	Town of Marana	3696 W Orange Grove Rd	Tucson	ΑZ	85741
Mason Director at Large Post Office	Dichard	Vidauri	Police Chief	Town of Marana	11555 W Civic Center Dr	Marana	ΑZ	85653
Post Office		Mason	Director at Large	San Carlos Irrigation District	P.O. Box 218	Coolidge	ΑZ	85228
			Post Office	Rillito	11651 N. Casa Grande Dr	Rillito	ΑZ	85654
			Post Office	Red Rock	22187 E Camino Correo	Red Rock	ΑZ	85245-9997

Schools						The second second			
Schools	Dennis	Dearden	Superintendent	Marana Unified School District	11279 W Grier Rd	Marana	AZ	85653	
		_		Casa Grande Elementary School Distric 1460 N. Pinal Avenue		Casa Grande	AZ	85222	
	T	4	resident	Casa Grande Elementary School Distric 1460 N. Pinal Ave		Casa Grande	AZ	85222	
			vices Manager	Casa Grande Elementary School Distric 1460 N. Pinal Avenue		Casa Grande	AZ	85222	
		200	_	Casa Grande Union High School Distrid 1362 N. Casa Grande Ave.	tve.	Casa Grande	AZ	85222	
			of Schools	Casa Grande Union High School Distrid 1362 N. Casa Grande Ave.		Casa Grande	ΑZ	85222	
		ignez		Bloy Elementary School District		ELOY	AZ	85231	
					33656 W. Aguirre Ln.	Red Rock	AZ	85245	
Inforest Crouns	34					1			
	rian	Segee		Center for Biological Diversity	P.O. Box 710	Tucson	ΑZ	85702-0710	01
		Silver			P.O. Box 39382	Phoenix	ΑZ	85069	
Hacmital	TOOM!								
Tanal Market	I laff	Camoki		Southwest Ambulance	3759 N Commerce Dr	Tucson	AZ	85705	
	Tohn	Cole	Operations Manager		3759 N Commerce Dr	Tucson	AZ	85705	
	Toombo	Canaford			3759 N Commerce Dr	Tucson	AZ	85705	
	Marco	Rivera			3759 N. Commerce Drive	Tucson	ΑZ	85705	
	IMIAICO	2			3759 North Commerce Drive	Tueson	AZ.	85705	
Ţ.	Patrick	Sullivan	DGM/Director of Operations	Southwest Amountaine	STOP INDIGIT COMMISSION OF THE	1,40001	}		
Private	,	11/100		Tripo Blothio	PO Boy 35970	Tueson	AZ	85743	
	Chuck	Wilcox			1 C DON 33710	Cose Grands	47	85222	
 	Eddie	Reyes		Southwest Gas Corporation	201 W 4th St	Casa Orande	2 .	77770	
	Randy	Smith		Southwest Gas Corporation	3401 E Gas Rd	Tucson	A.Z	97/58	
	Martin	Shultz	Vice President	Pinnacle West Capital Corporation	400 North 5th Street	Phoenix	AZ	85004	
	Iarrv	Lewis	Senior Design Engineer	Owest Communication	333 E Wetmore	Tucson	ΑZ	85705	
	Tonv	Pro		Qwest Communication	333 E Wetmore Rd	Tucson	ΑZ	85705	
	Tack	Rowland		APS	50 N Brown St	Casa Grande	AZ	85222	
	James	Smith	Manager, Industry and Public Proj Union Pacific Railroad	Union Pacific Railroad	10031 Foothills Blvd.	Roseville	CA		
	Comme								

Agency Scoping Meeting

I-10 Corridor Study

Design Concept and Environmental Studies I-8 to Tangerine Road, Casa Grande – Tucson Highway



Meeting Overview and Agenda

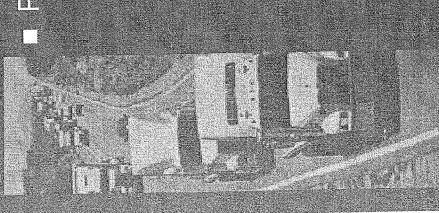


- Purpose and Need
- Action Items and Next Steps
- Open Discussion

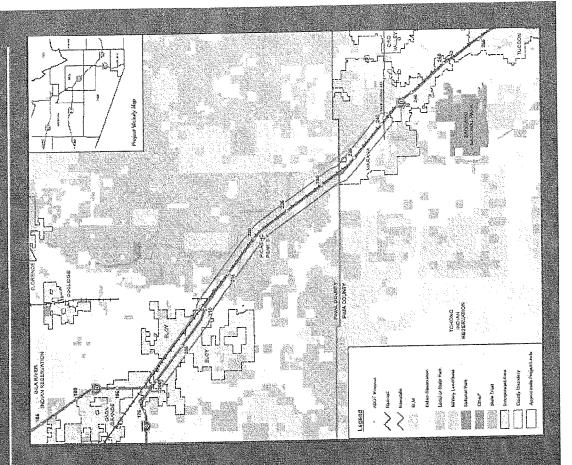


DMJM HARRIS AECOM

Project Overview



■ I-10; I-8 to Tangerine Road Project Limits



Project Overview

DMJM HARRIS AFCOM



- 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



DMJM HARRIS AECOM

The NEPA Process



- Purpose and Need
- Alternatives Development
- Environmental Analysis
- Environmental Finding



Pallose and Need

Population growth and future development

	Year 2005	Year 2015	Year 2025
Pinal County (Bote Feasibility Study)	504,201	990,675	1.5 million
Southem Pinal County (Casa Grande, Eloy, Proacho-Red Rock Marana subsections)	93,273	173,540	295, 356
Casa Grande (SATS)	51,000		200.000
Eloy (General Plan)	17,190		55,843
Marana (Arzona DES)	29,518	62,328	88.678
Municipality Totals	802,708	62,328+	370,967



DMIM HARRIS AFCOM

Deen bus asocial



Improved Safety

Roadway Considerations

Purpose and Need

DMJM HARRIS AFCON



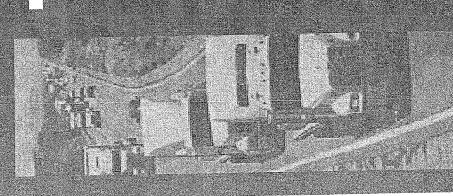
■ Process and Products

Cultural Resources

 Biological Resources Hazardous Materials Next Steps for Agency Coordination



Purpose and Need



- Drainage Issues
 - Floodplain
- FEMA mapped floodplains
- Frontage Roads
 - Dip SectionsIrrigationChannels
- Mainline Drainage Structures

DMIM HARRIS MECOIM



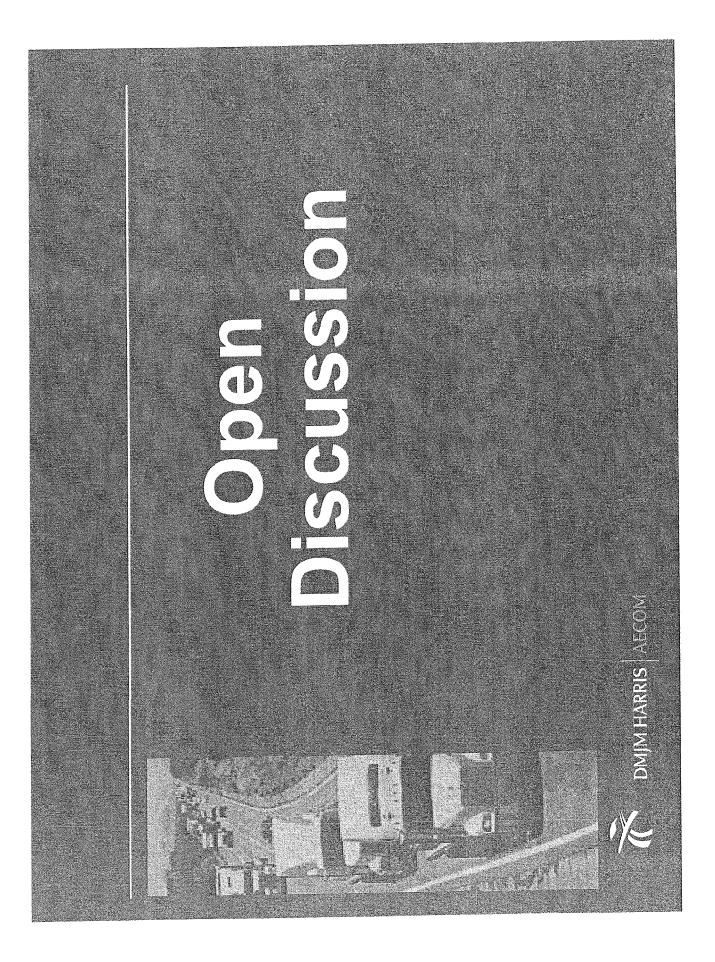
Action Items and Next Steps



- Regional Coordination
- Public Involvement
- Alternatives Analysis Process



DMIM HARRIS ALCOM





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:
 - O Planning to support the need to widen I-10;
 - o An access management plan; and
 - o 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).

PHX/I-10 CORRIDOR STUDY AGENCY SCOPING 051606 FINAL

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:
 - o September 12, 2006 Town of Marana
 - o September 13, 2006 Casa Grande
 - o 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.

<u>Project Response Actions</u>: 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.

<u>Project Response Actions</u>: 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.

<u>Project Response Actions</u>: 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.

<u>Project Response Actions</u>: 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:
 - o Spacing between new and existing interchanges
 - Congestion
 - o Access
 - o 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>Project Response Actions</u>: 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:
 - o Barrier- difficult to cross the median; could decrease fatal accidents.
- 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 Fublic 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.

MAY 16, 2006

• 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		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	
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Christelman, Jennif	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 Administration	602-379-3645 x114	thomas.deitering@fnwa.dot.gov	TPD
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Hague, Shajed	ADOT	602-712-6244	shaque@azdot.gov	
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Kish, Kevin	Town of Marana	520-382-2600	kkish@marana.com	
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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@cc.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 AC	DOT	520-620-5430	lparker@azdot.gov	LP
1	MJM Harris	602-337-2777	jaclyn.pfeiffer@dmjmharris.com	JP
	wn 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 Cit	ty of Casa Grande	520-421-8625	crodriquez@ci.casa-grande.az.us	CR
	SLD	520-209-4250	rruziska@land.az.gov	RR
Sanchez, Manuel E. Fe	ederal Highway Administration	602-379-3645 ext 115	manuel.sanchez@fhwa.dot.gov	MS
	MJM Harris	520-299-8700	william.schlesinger@dmimharris.com	WDS
	nal County	520-866-6934	andrew.smith@co.pinal.az.us	
	OOT	602-712-7003	sstewart@azdot.gov	SS
	OOT	520-904-3568	dsykes@azdot.gov	DS
	ordley Design	520-327-6077	rene@gordleydesign.com	RG
	ructural Grace	520-320-0156	sthorne@structuralgrace.com	ST
	own of Marana	520-382-2600	kthornton@marana.com	KT
	иJM Harris	520-299-8700	jay.vanecho@dmjmharris.com	JVE
12. 1	DOT	602-712-8687	bvana@azdot.gov	
	иJM Harris	520-299-8700	hank.warner@dmjmharris.com	JHW
	OOT Bridge Group	602-712-8606	pyang@azdot.gov	
	cacho State Park	520-466-3183	ryoung@pr.state.az.us	RY
3,				

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,

W.D. Helms, Arizona State Land Department, 177 N Church Ave., Suite 1100, Tucson,

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

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
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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:

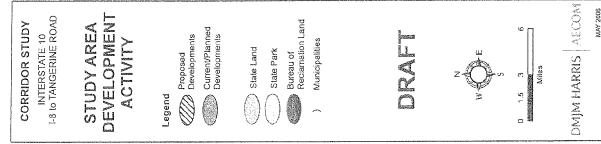
I-10 Corridor Study; Junction I-8 to Tangerine Road, Casa Grande -

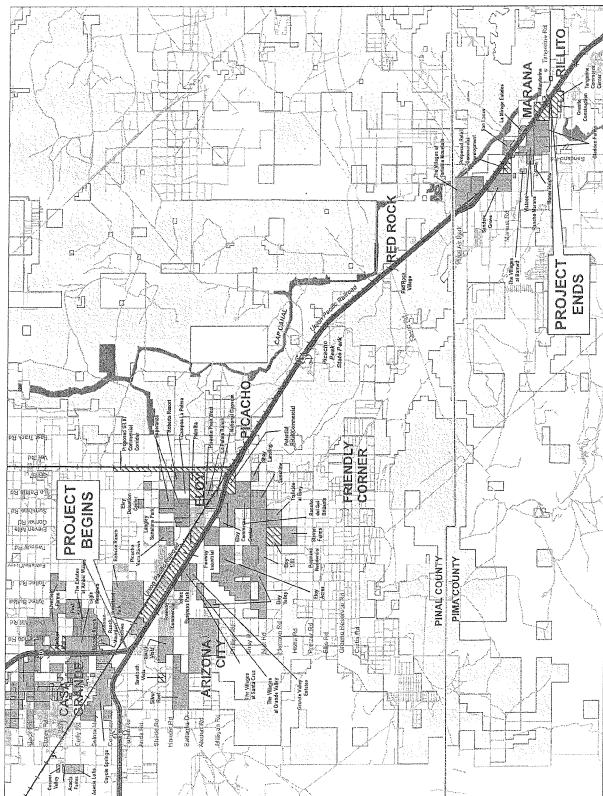
Tucson Highway

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.







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 Enginee

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



Abbendia 2 - 1 abiic Scobing Miccinig Matchai	Appendix 2 -	Public	Scoping	Meeting	Material
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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 meioras 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:

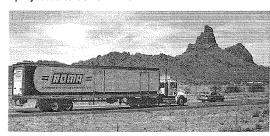
- . Began in spring of 2006
- Complete in spring of 2008
- The study will produce an Access Management Plan and Design Concept Report
- The study will follow the National Environmental Policy Act process to evaluate alternatives for improvements and document potential impacts to the social, natural and 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

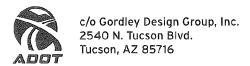


You're invited!

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 angle@ 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.

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We need your input!

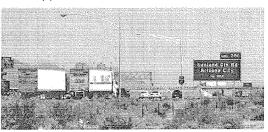
Mark your calendar!

Marana Casa Grande Elov Tuesday Thursday Tuesday Sept. 19, 2006 Sept. 12, 2006 Sept. 14, 2006 6 p.m. - 8 p.m., 5 p.m. - 7 p.m., 5 p.m. - 7 p.m., with a presentation with a presentation with a presentation at 6:30 p.m. at 5:30 p.m. at 5:30 p.m. City of Casa Grande Marana Municipal Complex Trov Thomas Center 2nd Floor Conference Room Council Chambers 510 E. Florence Blvd. 11555 W. Civic Center Dr. 501 W. 3rd Place Elov. AZ 85231 Casa Grande, AZ 85222 Marana, AZ 85653

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.itOtucsondistrict.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, |parker@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 Gordlev Community Relations (520) 327-6077 angie@gordleydesign.com jan@gordleydesign.com



NEWS RELEASE

Date: 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 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

Thursday, Sept. 14, 2006 5 - 7 p.m.Presentation at 5:30 p.m. Trov Thomas Center 501 W. 3rd Place

Eloy, 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.

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[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. 1-8 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 1-10 through the year 2030. At each meeting, a presentation followed by a question-andanswer session will start 30 minutes after the meeting

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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.

LAUREL PARKER

ADOT Design Project Manager

SAM ELTERS

(10) Tuesday, Sept. 19, 2006 6 p.m. – 8 p.m. City of Casa Grande Council Chambers 510 E. Florence Blvd. Casa Grande, AZ 囫 Thursday, Sept. 14, 2006 5 p.m. - 7 p.m. PIMA COUNTY Troy Thomas Center 501 W. 3rd Place, Eloy, AZ Tuesday, Sept. 12, 2006 5 p.m. – 7 p.m. Marana Municipal Complex 2nd Floor Conference Room 11555 W. Civic Center Dr., Marana, AZ ADDT Project Area

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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

2540 North Tucson Blvd. Tucson, AZ 85716 520-327-6077 fax 327-4687 qordleydesign.com

GREG GENTSCH

DON GORMAN ADOT Tucson District Engineer ADOT Predesign Project Manager

TRACS No.: H 6773 O1L

DMJM Harris, I-10:I-8 to Tangerine August 29, 2006 Tucson Citizen, Section 2B

ARIZONA DEPARTMENT OF TRANSPORTATION PUBLIC MEETINGS

[87]

Your Input is Needed on the Interstate 10 **Corridor Study:** Jct. I-8 to **Tangerine Road**

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GREG GENTSCH

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DON GORMAN

LAUREL PARKER

SAM FITERS ADOT Tucson District Engineer ADOT Predesign Project Manager ADOT Design Project Manager ADOT State Engineer

City of Casa Grande Council Chambers 510 E. Florence Blvd. Casa Grande, AZ \odot Picacino Prisa Thursday, Sept. 14, 2006 PINAL COUNTY 5 a.m. - 7 a.m. Troy Thomas Center PIMA COUNTY 501 W. 3rd Place, Eloy, AZ Tuesday, Sept. 12, 2006 5 p.m. - 7 p.m. Marana Municipal Complex 2nd Floor Conference Room 11555 W. Civic Center Dr., Marana, AZ ADOT Project Area

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520-327-6077 fax 327-4687 oordleudesign.com

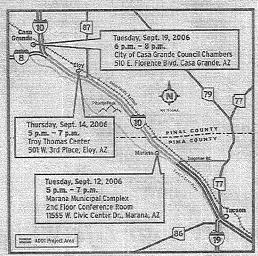
2540 North Tucson Blvd. Tucson 87 85716

[Gordley Design Group, Inc.]

DMJM Harris, I-10:I-8 to Tangerine August 30, 2006 Explorer, Page 22A

ARIZONA DEPARTMENT OF TRANSPORTATION UBLIC MEETINGS

Your Input is Needed on the Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road



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Tuesday, Sept. 19, 2005 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.

Engineer

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GREG GENTSCH

DON GORMAN ADOT Predesign Project Manager

LAUREL PARKER ADOT Design Project Manager

2540 North Tucson Blvd. Tucson, 8Z 85716 520-327-6077 fax 327-4687 gordleydesign.com

TRACS No.: H 6773 01L



DMJM Harris, I-10:I-8 to Tangerine August 30 & 31, 2006

Casa Grande Tri-Valley Dispatch, Section 13A

ARIZONA DEPARTMENT OF TRANSPORTATION

Thursday, Sept. 14, 2006

Tuesday, Sept. 12, 2006

Marana Municipal Complex

2nd Floor Conference Room

11555 W. Civic Center Dr., Marana, AZ

5 p.m. – 7 p.m.

5 e.m. - 7 p.m.

ADOT Project Area

Troy Thomas Center 501 W. 3rd Place, Elov. AZ

Your Input is **Needed on the** Interstate 10 **Corridor Study:** Jct. I-8 to **Tangerine Road**

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LAUREL PARKER

TRACS No.: H 6773 01L

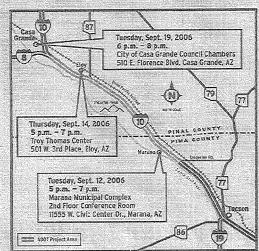
SAM ELTERS ADOT State Engineer

[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

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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

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GREG GENTSCH ADOT Tucson District Engineer

DON GORMAN LAUREL PARKER

SAM ELJERS

2540 North Tucson Blvd. Tucson, AZ 85716 520-327-6077 fax 327-4687 gordleudesign.com

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

8 p.m. - 8 p.m.,

with a presentation

at 6:30 p.m.

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

Tuesday, Sept. 19, 2006

City of Casa Grande Council Chambers

510 E. Florence Blvd. Casa Grande, AZ

(N)

PINAL COUNTY

IMA COUNTY

(19)

6 p.m. – 8 p.m.

2540 North Tucson Blvd Tucson, AZ 85716 520-327-6077 fax 327-4687

qordleydesign.com

DMJM Harris, I-10:I-8 to Tangerine August 30, 2006 Arizona City Independent, Page 3

ARIZONA DEPARTMENT OF TRANSPORTATION 2034 (GN) = = 1 N(CS

Your Input is Needed on the Interstate 10 **Corridor Study:** Jet. I-8 to **Tangerine Road**

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GREG GENTSCH ADOT Tucson District Engineer

ADOT Predesign Project Manager

LAUREL PARKER DON GORMAN

SAM ELTERS

Tuesday, Sept. 19, 2006 City of Casa Grande Council Chambers 510 E. Florence Blvd. Casa Grande, AZ (N) Thursday, Sept. 14, 2006 PINAL COUNTY 5 p.m. - 7 p.m. IMA COUNTY Troy Thomas Center 501 W. 3rd Place, Eloy, AZ Tuesday, Sept. 12, 2006 5 p.m. - 7 p.m. Marana Municipal Complex 2nd Floor Conference Room 11555 W. Civic Center Dr., Marana, AZ ADOT Project Area

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2540 North Tucson Blvd. Tucson, AZ 85716 520-327-6077 fax 327-4687 cordleudesion.com

T Gordley Desian Group, Inc.]

DMJM Harris, I-10:I-8 to Tangerine September 06, 2006 Arizona City Independent, Page 3

ARIZONA DEPARTMENT OF TRANSPORTATION BL C- VI E E

[87

Thursday, Sept. 14, 2006

501 W. 3rd Place, Eloy, AZ

Tuesday, Sept. 12, 2006

Marana Municipal Complex

2nd Floor Conference Room

11555 W. Civic Center Dr., Marana, AZ

5 p.m. - 7 p.m.

5 p.m. - 7 p.m.

ADOT Project Area

Troy Thomas Center

Tuesday, Sept. 19, 2006

6 p.m. - 8 p.m. City of Casa Grande Council Chambers

510 E. Florence Blvd. Casa Grande, AZ

 $\langle \mathbb{N} \rangle$

PINAL COUNTY

PIMA COUNTY

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GREG GENTSCH ADOT Tueson District Engineer DON GORMAN

LAUREL PARKER

SAM ELTERS

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2540 North Tucson Blvd. Tucson, AZ 85716 520-327-6077 fax 327-4687 qordleydesign.com

TRACS No.: H 6773 01L

ADOT Predesign Project Manager TRACS No.: H 6773 01L

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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DON GORMAN GREG GENTSCH ADOT Tucson District Engineer

ADOT Precesion Project Manag

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at 6:30 p.m.

520-327-6077 fax 327-4687

2540 North Tucson Blvd. Tucson 87,85716 gordleudesign.com

T Gordley Desian Group, Inc.1

DMJM Harris, I-10:I-8 to Tangerine

August 18-31, 2006

Ak-Chin O'odham Runner

Page 3



ARIZONA DEPARTMENT OF TRANSPORTATION PUBLIC MEETINGS

Your Input is Needed on the Interstate 10 **Corridor Study:** Jet. I-8 to **Tangerine Road**

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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



Additional project information, as well as directions and maps to the meeting sites, are available at www.i1.0tucsondistrict.com

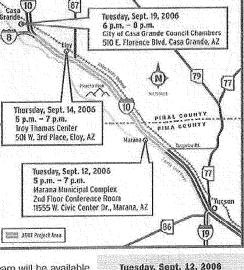
Si le gustaria recibir información en español, favor de ADDT comunicarse con Paki Rico al (520) 327-6077. Gracias.

GREG GENTSCH

DON GORMAN

LAUREL PARKER

TRACS No.: H 6773 01L



5 p.m. - 7 p.m., with a presentation at 5:30 p.m. fhursday, Sept. 14, 2006 Troy Thomas Center 501 W. 3rd Place Eloy, AZ 5 p.m. - 7 p.m., with a presentation

Marana Municipal Complex,

2nd Floor Conference Room

11555 W. Civic Center Dr.

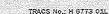
Marana, AZ

Tuesday, Sept. 19, 2006 City of Casa Grande Council Chambers 510 F. Florence Blvd Casa Grande, AZ 6 p.m. - 8 p.m.. with a presentation

at 6:30 p.m.

at 5:30 n.m.

2540 North Tucson Blvd. Tucson, AZ 85716 520-327-6077 fax 327-4607 qordleydesign.com



DMJM Harris, I-10:I-8 to Tangerine September 1-14, 2006 Ak-Chin O'odham Runner

Page 9



ARIZONA DEPARTMENT OF TRANSPORTATION PUBLIC MEETINGS

Your Input is Needed on the Interstate 10 Corridor Study: Jet. 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

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GREG GENTSCH

DOM CORMAN

LAUREL PARKER

TRACS No.: H 6773 010

SAM ELTERS

Tuesday, Sept. 19, 2006 510 E. Florence Blvd. Casa Grande, AZ (M) Thursday, Sept. 14, 2006 5 p.m. - 7 p.m. PINA COUNT Troy Thomas Center 501 W. 3rd Place, Eloy, AZ Tuesday, Sept. 12, 2006 5 p.m. – 7 p.m. Marana Municipal Complex 11555 W. Civic Center Dr., Marana, AZ

> Tuesday, Sept. 12, 2006 Marana Municipal Complex, 2nd Floor Conference Room 11555 W. Civic Center Dr. Marana, AZ 5 o.m. - 7 o.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.

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2540 North Tucson Blvd. Tucson, AZ 85716 520-327-6077 fax 327-4687 oordleudesion.com



Director

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Sam Elters State Engineer

November 3, 2006 Victor M. Mendez

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

I-10 Corridor Study, Jct. I-8 to Tangerine Road TRACS No. 010 PN 199 H6773 01L November 3, 2006 Page 2 of 3

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.il0tucsondistrict.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



I-10 Corridor Study, Jct. I-8 to Tangerine Road TRACS No. 010 PN 199 H6773 01L November 3, 2006 Page 3 of 3

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

Janet Napolitano Governor Victor M. Mendez Director Sam Elters State Engineer

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. The approximately 41-mile long project corridor is located within the central portion of Pinal County and the northeastern portion of Pinal County between the City of Casa Grande and the Town of Marana.

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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, and drainage features.

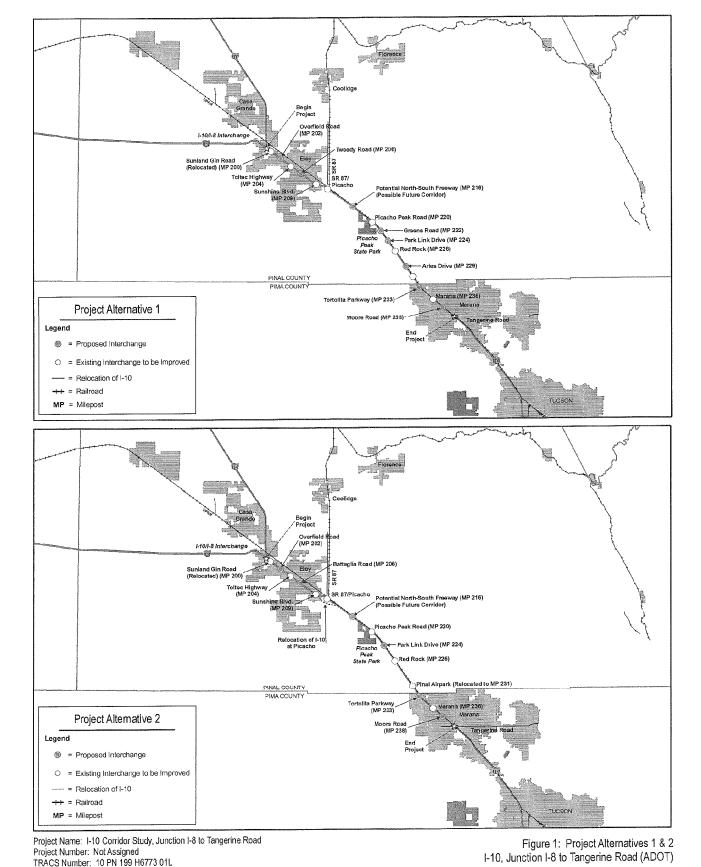
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I-10, Junction I-8 to Tangerine Road | Arizona Department of Transportation



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.

Phone E-mail						
Address						
Name						



Sign-In Sheet
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Eloy Troy Thomas Center
Sept. 14, 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.

Address	Phone	E-mail

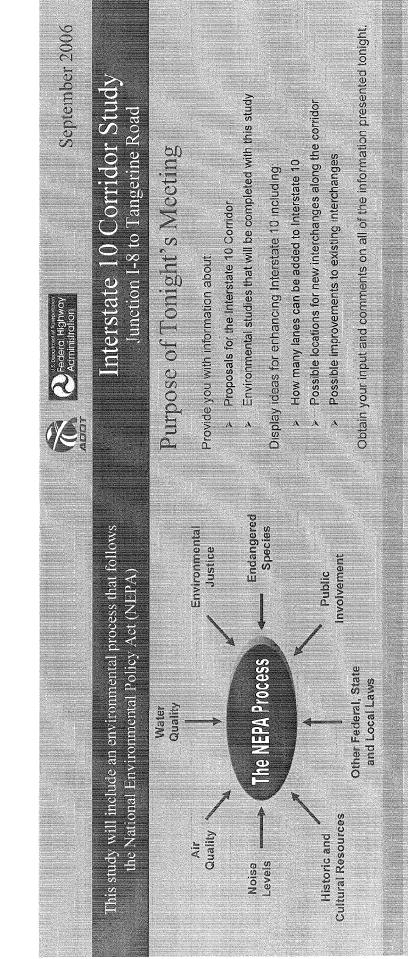


Sign-In Sheet Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting City of Casa Grande Council Chambers Sept. 19, 2006

Federal Highway Administration

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Interstate 10 to expand the freeway to three lanes in each direction as follows: ADOT is planning to move forward with four separate widening projects along

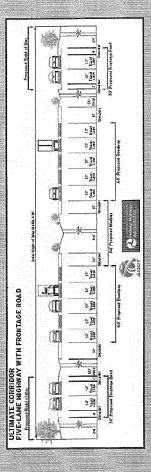
Interstate 8 to State Route (SR) 87 Construction could begin in 2008 SR 87 to Picacho Peak Road: Construction could begin in Fall 2007

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.

- Ultimate Widening Interstate 10



- Expand conventional freeway to five lanes in each direction Maximize corridor flexibility with open median Continuous one-way frontage roads
- A A A

secess Management Alternatives

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Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road



FACT SHEET

Project Overview

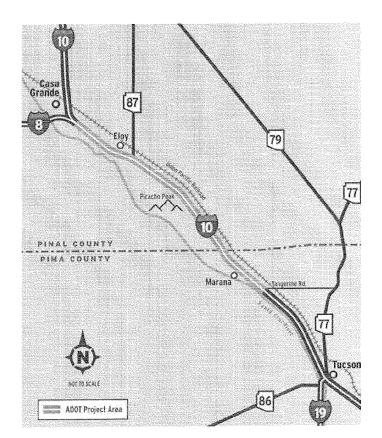
The Arizona Department of Transportation (ADOT) is studying long-term improvements for 41 miles of Interstate 10, between Interstate 8 at milepost 199 in Casa Grande and Tangerine Road at milepost 240 in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the 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

8/31/06 10 PN 199 H6773 01L



Estudio del Corredor Interestatal I-10: Cruce I-8 con Tangerine Road



HOJA INFORMATIVA

Visión General del Proyecto

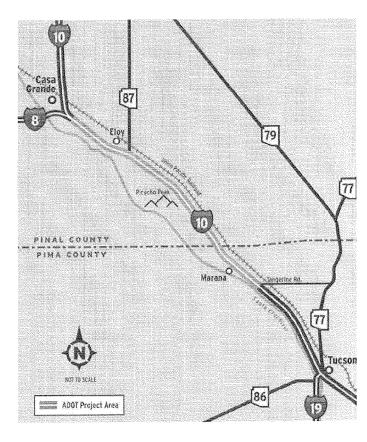
El Departamento de Transporte de Arizona (ADOT siglas en inglés) está estudiando mejoras a largo plazo en 41 millas de la Interestatal 10, entre la Interestatal 8 en la milla 199 en Casa Grande y la milla 240 en Tangerine Road en Marana. El fin de este estudio es establecer un plan que guiará el desarrollo 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.

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Formulario Para Comentarios Estudio del Corredor Interestatal 10: **Cruce I-8 con Tangerine Road**

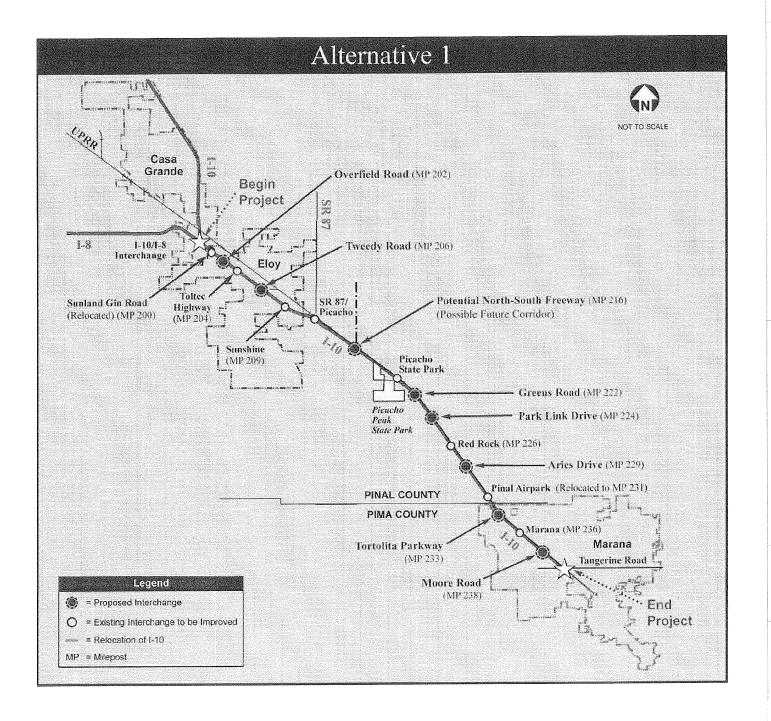
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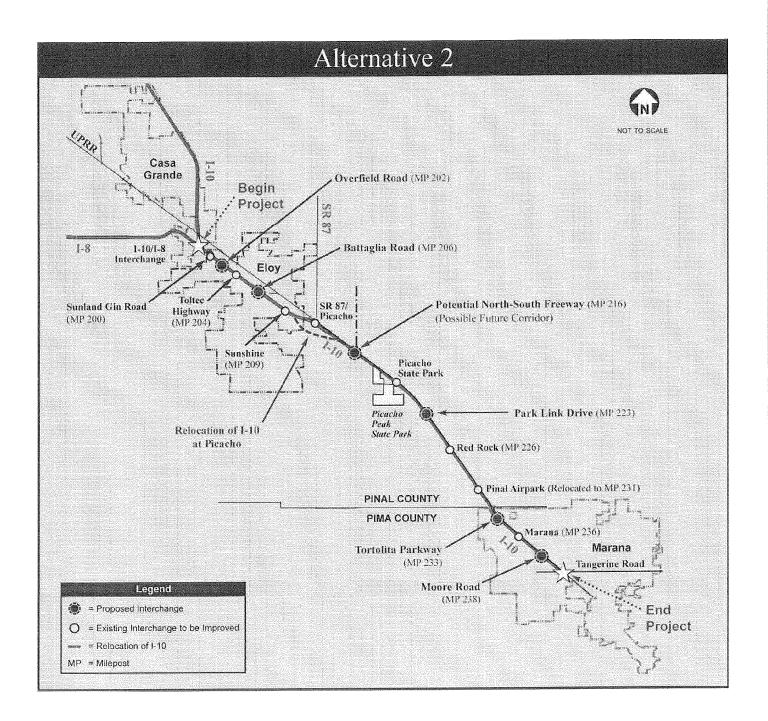
City of Casa Grande, Council Chambers Sala de Conferencias 19 de Septiembre, 2006

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

participación.	o envíelos electrónicamente a an sign Group, 2540 N. Tucson Blvd. ramente con letra de molde.	, Tucson, AZ, 85716	. Gracias p	or su
1. ¿Qué es lo que más	s le gustó de la alternativa 1?			

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Teléfono:	Correo Electrónico:			





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.

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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

opiniones con respecto a est	rte de Arizona (ADOT siglas e le estudio. Por favor deposite los electrónicamente a angie(ign Group, 2540 N. Tucson Blv e en letra de molde.	esta forma co @gordleydesig	n sus come n.com, o p	entarios en la or correo a
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Oncional: Por favor incluya	n mi nombre en su lista de correo pa	ara recibir informa	ación sobre e	ste 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

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- Jay Koesters, Parsons Brinckerhoff Quade & Douglas, Gerente Consultor de Proyecto, 882-6424, koesters@pbworld.com
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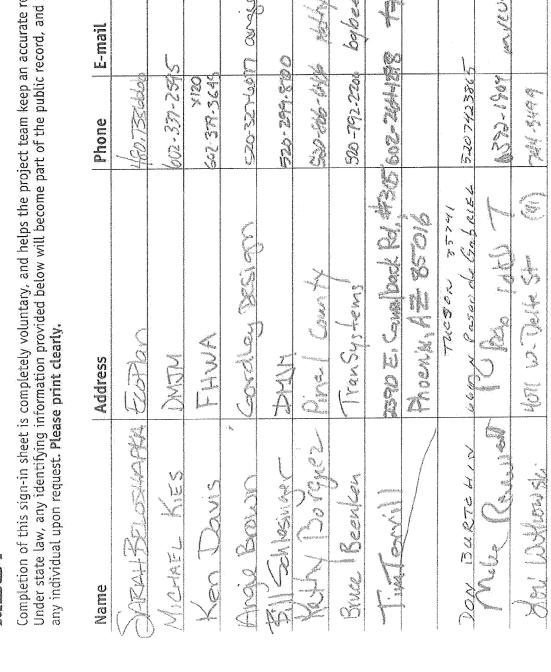
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Sign-In Sheet Study: Jct. I-8 to Tangerine Road Public Meeting Interstate 10 Corridor Judy. - Marana Municipal Complex Sept. 1

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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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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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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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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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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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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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City of Eloy Troy Thomas Center
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Sign-In Sheet
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Eloy Troy Thomas Center
Sept. 14, 2006

Federal Highway Administration

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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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Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Casa Grande Council Chambers
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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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Appendix 3 – Public Comment Summary

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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?
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2. What did you like the least about alternative 1? (No North South Corndor)
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 Llughes Marano 12 85653
Phone: E-mail:
5204447650 MSY Cattle @ aol.com
Optional: Please include me on your mailing list to receive information concerning this project.



Please print clearly.

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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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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Comment Form Interstate 10 Corridor Study:

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3. What did you like the most about alternative 2?
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4. What did you like the least about alternative 2?
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Bente Jensen 305 Stuart Eloy AZ 85223 Phone: 520 406-3411
Phone: E-mail:
50 406-3411

Optional: Please include me on your mailing list to receive information concerning this project.

Federal Highway Administration

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.

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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.

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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

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Optional: Please include me on your mailing list to receive infor	ranmellCrow. Cov

SMOS BOR OCHURD THEO WAY SHE HEIL **Interstate 10 Corridor Study:** Jct. I-8 to Tangerine Road ADDT Winter Visitors Public Meeting are our iringity of Casa Grande, Council Chambers 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? After the mto. + 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? Would be much better, that Is on alt. 2. 3. What did you like the most about alternative 2? 4. What did you like the least about alternative 2? TRR CYCROGS Should be at Misse Base Rd with new mesting - Short, sweet ao ooli State: Zip: 520-876-7088 MOD. DAM (D) E TOOMT Optional: Please include me on your mailing list to receive information concerning this project. My + Mrs R. R. MOOR 31012 E. Mangung Rd.



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 then to Arizona to Arizona comments to

Blvd., Tucson, AZ, 85716. Thank you for your participation.
Please print clearly.
1. What did you like most about alternative 1?
LIDDITIONAL INSENCYANCES OF ARISEDRIVE DAVO
GREEN RD.
2. What did you like the least about alternative 1?
INTER CHANGE AT TWEEDE RO, MOVING SYNLAND GIN
1NTERCHANGE & MILE TO THE EAST 3. What did you like the most about alternative 2?
INTERCHANCE OF BATTALIARD (BETTER ACCESS TO
DZ CITY AND DOWNTOWN ELOY VS INTERCHANCE AT TWEENY) 4. What did you like the least about alternative 2?
RECOCHTION ON I-10 AT PICACHO
General comments: FRONTOGEROS AND EXPANDING NYMBER
OF LANGS ARG CRITICAL FORTHE GROWTY OF THIS GREA
LEO INCLUSION OF PARK + RIDE LOSS WOULD BENILE FOR
MIGHT COR POOLING AND LIGHT HEAVY RAIL USE
JERRY MORRISON Z4DZ WHARRISON ST CHANDIEN AZ 85224 ame: Address: Gitar CHANDIEN AZ 85224
. City; State: Zin:
1002-502-5353 JERRY@MAYIMUM HOMES NET E-mail:
Optional: Please include me on your mailing list to receive information concerning this project.

	Set Grindright Commonts	I have a few suggestions that might make the drive between Phoenix and Tucson a fair more safe. It seems wed need six lanes, but there could be some ewe leave 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 tracks going only about 65 mph pass slower moving vehicles and stay in the jamp out in front of vehicles that are going 75 mph to pass, it causes that vehicle to slam on their brakes. The positive this has a caused many accidents and road rage. My solution is like they do in least: Lade trucks have a speed limit 10 mph leas than cars. They also in some places restrict them to the right lane only.		Jth			Sunland Gin Road - Option 2 Batsejils Road - Option 1 or 2 Mr 1 s0/209 Tuter Road - Option 1 Sunshine Boulevard - Option 1		I was PLEASED to see that there will be elevated RR crossings. I have a son	and daughter in-house and five driving teenage grandfuldren who live at the saste and 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 backtop coating like on I-10 near Elilott Road? It is so much quieter. Also, uses a lot of old tres. Mokes 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. Rease consider Palo Yerde trees in medians. I-10 is the diritest highway in the U.S. between Tucson and Phoenix. If drunk or askep driver his a tree in a median, it is better than hithing oncoming traffic and killing an innocent.	
Arzora Department of Transportation Intersrate 10 Corridor Study: Jct. 1-8 to Tangerine Road TRACS No.: H 6773 011. Public Meeting Comment Summary	What did you five most. What did you like least about alternative 27.		PAL COMPLEX	r Tortoika Interchange Proposed North-South Corrdor	TROY THOMAS CENTER	It would interfere with a Irle expansion would not protein of our Irle expansion would not forcing us to move our overpass. The cost of facility to another and others might be less.	٥	I like the Battaglia option - this will service AZ City, Toltec and Eloy!			Page 1
Arizona De Interstate 10 Corrid TRA Public Mee	What did you like most What did you like least about alternative 17 about alternative 17		12, 2006, MEETING AT THE MARANA MUNICIPAL COMPLEX	Tortolita Interchange, No North-South Corridor Tortolita Interchange Moore Road Interchange, Tangerine, SR 87 Traffic Interchange	14, 2006, MEETING AT THE CITY OF ELOY TROY THOMAS CENTER	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 1 like the Battaglia Tweed Road business opton - this will service area. AZ City, Toltec and Eloy!			
	(JEH UIO)	Paul. Cregle@ Honeywell.com	BOOK AND	-	200	464- challard@ yes	251- ricsha@ 0504 qwest.net		88 —		
Action of the Control	Address COMMENTS SUBMITTED BEFORE MEETINGS	Gragle, Paul	COMMENTS SUBMITTED AT THE TUESDAY, SEPT.	Pareons, Clay 14901 W. Kirby Hughes Rd. Marana, AZ 85653	COMMENTS SUBMITTED AT THE THURSDAY, SEP	Ballard, Charlie 464- 1007 PO Box 896 1175 W. Alsdorf Eloy, AZ 85231	Horton, Richard 409 N. Santa Cruz Eloy, AZ	Jensen, Bente 466- info@ 3411 eloychamber. 305 Stuart Eloy, AZ 85223	Moor, Mary	. 0	

TRACS No.: H 6773 01L Public Meeting Comment Summar

General Comments	Your e-mail was provided at a recent public meeting regarding widening of I- 10 from Narana northward to Pinal County. I have heart that some consideration is being guen to relocating the I appendix-I/I bil interchange. An affaithe of our fine work approximately 100 acres on the west side of this necests. A plan to relocate this interchange in the future would seriously mibit our ability to solidify retail interests for this property. Please maintain the current road alignment and interchange location. The lieve the goal of relocating the interchange was to provide a grade- separated road for the railroad tracks. This can readily be accommodated by slevating the railroad tracks and maintaining the current alignment. I realize slevating the railroad tracks and maintaining the current alignment. I realize storyde a grade-separated interchange, but intuitively this would be less should be less costly to do so without relocating the interchange. Rease keep me apprised of any plans ADOT may have with respect this regard.	Thank you for giving me the opportunity to make comments on the 1-10 widening project. I torally support Afernative One of the widening project widening project and the supports. I solid supports the project of the west of the farnative of the Grands AZ 2022, which is located to the west of the Suland Gin Road overpass at the 2001. I believe it is impressive you choose this alternative, as the residents of the saction of t	My small maps don't you ran a good meeting - short, sweet and to the point. You had someone gove the details of Missile there who could answer questions well. Now get it done and start at I-8 to Base Road as the large. Firehird Park! Scon!! Base Road as the large. Firehird Park! Scon!! I wish the new part down south had some median landscaping. Native types think the interchange. Saguaros, meaguite and Park of South Winter and RR overpass should instors are arriving and say that they like the highway, but why is it so ugy? With new road west of I-1. 10 to the air park.
What did you like the cast about alternative			My small maps don't give the atelals for Missile Base Road as the large ones at the meeting did. I think the interdange and RR overpass should be at Missile Base Road with new road west of 1.0 to the air park.
What did you like the most about alternative			More interchanges and by-pass Prcacho.
What did you like the least about alternative			I think the proposed "bypass" at Picacho on Alternative # 2 would be much better.
What did you like the most about alternative 17			After the meeting and thinking it through, it seems to me that a Alternative #! would allow more growth potentia since it has more interchanges. This makes good sense.
E-mail Join list?	phalinang yes cortonwood properties.com	philmenne@azci.net	fmoor3@ mac.com
Address Address	Ballinan, Bill 299-199 2507 E. Sumfse Dr. Suite 219 Tucson, AZ 85718	Menne, Philip 11.15 W. Monte Carlo Lane Casa Grande, AZ 85222	Moor, Mary 82-6. Alice 7088 1110 N. Henness Rd. # 1088 AZ 85222
A STATE OF THE STA			

				Arizona Del Interstate 10 Corridd TRAI Public Mee	Arizona Department of Transportation Interstate 10 Corndor Study; JCf. L-8 to Tangerine Road TRACS No.: H 573 011. Public Meeting Comment Summary	ine Road	
Name / Phy Address	Phone E-mail	Join W Hst? m	What did you like the most about alternative	What did you like the least about afternative.	What did you like the most about alternative 23	What did you like the least about alternative	Serietal Comments
Morrison, Jerry (66 2402 W. Harrison St. Chandler, AZ 85224	(602) Jerry@ 502- maximur 5353 homes.net	yes Ac	Additional interchanges at Aries Drive and Green Road	Additional interchanges Interchange at Tweedy at Anes Drive and Green Road moving Sunland Goad mile to the east 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 lance are critical for the growth of this area. Also, inclusion of Park and Ride lots would be nice for future carpooling and light/heavy rall use.
Thuringer, (66 Catherine 281 2850 E. 311 Camelback ##270 Phoenix, AZ 85016	(602) cthuringe@ 285- tranmelitrow. 3104 com	Yes					I represent the owners of 185 acres of commercial property at the SWC of Sulahand Gin Road and Dimmer Kers Blvd. (SR 84.) This property has 112 mile of frontage along 1-10 immediately adjacent to ADOT's eakthing Royl. Areas of concern are: 1) IT configuration potions at Sulahand Gin Road, 2) TI configuration potions at Sulahand Gin Road, 2) TI configuration options at Sulahand Gin Road, 2) TI properties at Jimmie Kerr Blvd., 3) Reconfiguration options for I 10/4 in interchango, 4) Scheduling of interim widering of 1-10 north of MP 1994, 5) Implementation of additional ROW acqualition for 1-10 tultimate widening. This could potentially directly impact our freeway fronting property. PLEASE provider me with any information updates regarding hease issues. The development plan for our property weights heavily on the adjacency of 1-10 and 1-8. Any confideration for changes either in widening, reconfiguring with respect to impacts to our property.
QUESTIONS ASKED AT THE TUESDAY, SEPT. 12, 2	UESDAY, SEPT. 12		MEETING AT THE M	DOG, MEETING AT THE MARANA MUNICIPAL COMPLEX	COMPLEX		
None					Allswer		
 QUESTIONS ASKED AT THE THURSDAY, SEPT. 14.	HURSDAY, SEPT.		, MEETING AT THE	 2006, MEETING AT THE CITY OF ELOY TROY THOMAS CENTER	 THOMAS GENTER		
Question					Answer		
What is the policy is Will you notify local	What is the policy for access to the frontage. Will you notify local agencies of what you are	age roads and r	roads and major arterials? a proposing?		Property owners can app We have been coordinati	y for a permit from ADOT ig closely with the local a commendations as soon a	Property owners can apply for a permit from ADOT to obtain an access point on state owned roadways. 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
Are the frontage ro:	Are the frontage roads the responsbility of the state?	of the stat	69	- ANTE STANCE	Currently the frontage ro	ads are the responsibility	the that. Committy the frontage roads are the responsibility of Pinal County, but the state is going to begin discussions to change that status.
Will you maintain a	Will you maintain an open median to allow for light rail?	ow for light	rail?		We do not know what other modes considered but not with this study,	ier modes future planners his study,	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 chai	in link fence or barrier	r between t	Will there be a chain link fence or tarrier between the frontage road and the highway?	ne highway?	There will be a fence beto	veen the highway and fro	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	What is the source of the additiona funding	ling for the	for the interim widening?		The Arizona Legislature has allocated addition identified as a high priority for improvements.	as allocated additional m y for improvements.	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 Co	What is the Pinal County growth projection?	on?	THE PROPERTY OF THE PROPERTY O		1.9 million persons in the year 2030	year 2030	The property of the second sec
Is there a plan in pl	is there a plan in place for public art at the interchanges?	the intercha	inges?	7 - 10 - 10 - 10 - 10 - 10 - 10 - 10 - 1	There will be the opportunion enhancements are desired	nity for enhancements, h	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: 3ct. I-8 to Tangerine Road TRACS No.: H 6773 01L
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	runic meeting comment summary
QUESTIONS ASKED AT THE TUESDAY, SEFT, 19, 2006, MEETING AT THE CITY OF CASA GRANDE COUNCIL CHAMBERS Obeston	COUNCIL CHAMBERS
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 1-10 goes to five lanes in each direction.
What percentage of the funding is lederai? To what extent are our federal representatives included in the process of widening 1-10 from Pivernix to Tucson? It seems that all levels or 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 tren 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 botteneck.
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 1-8 before there are three lanes from 1-8 to Phoenix?	Tucson up to 1-8 before there are three lanes from 1-8 We are planning a long range plan for the section of 1-10 from 1-8 to Tangerine Road. There will also be a long range plan from 1-8 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 medians are 64 feet wide, and you are planning on obtaining right-of-way on both sides of the The open median is a safety consideration; we don't want a solid strip of concrete wall for 110 miles between Tucson and reeway. Why aren't you using the median space to widen the freeway? Is that for future use? 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 trocs.
AND THE PROPERTY AND TH	Page 4

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.

- ➤ <u>Corridor Field Review</u> Thursday, May 11 10 a.m. to 3 p.m., starting and ending at the Marana Municipal Complex
 - O 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)
 - O 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

DMJM HARRIS AECOM

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.goy	
Allison, Craig	EEC	520-321-4625	callison@eectuc.com	ZW
Beloshapka, Sarah	EcoPlan	480-733-6666 x101	sbeloshapka@ecoplanaz.com	
Brann, Kelth	Town of Marana	520-382-2629	kbrann@marana.com	147/15-
Campbell, Cherie	PAG	520-792-1093 x518	ccampbell@pagnet.org	a
Cañizo, Susanna	Gordley Design Group 50	520-327-6077	susanna@gordleydesign.com	
Cooney, Tom	Pima Association of Governments	520-792-1093	tcooney@pagnet.org	700
Delleo, Mike	ADOT	602-712-8648	mdelleo@azdot.gov	190
Deltering, Tom	Federal Highway Administration	602-379-3645 x114	thomas.deitering@fhwa.dot.gov	YPD
Gentsch, Greg	ADOT	520-620-5411	ggentsch.azdot.gov	
Gorman, Don	ADOT	602-712-6799	dqorman@azdot.qov	1 July
Granillo, Danny	ADOT	520-620-5422	dgranillo@azdot.gov	
Hanson, Doug	Pinal County	520-866-6407	doug.hanson@co.pinal.az.us	1300
Haque, Shajed	ADOT	602-712-6244	shaque.azdot.gov	
Horne, Kammy	DMJM Harris	602-337-2777	kammy.horne@dmimharris.com	KX
Kles, 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	MAR
Litin, Curtis	ADOT Traffic	602-712-8687	clitin@azdot.gov	021
Lyons, Bill	ADOT	602-712-7404	wlyons@azdot.gov	
Maiefski, Melissa	ADOT EEG	520-321-4625	mmaiefski@azdot.gov	
Mazur, George	Cambridge Systems SYSTEMATIC	5 530-750-1166	gmazur@camsvs.com	Gem
Mitchell, John	City of Eloy	520-466-3082	imitchell@cl.eloy.az.us	
Morais, Julio	EEC	520-321-4625	jmorais@eectuc.com	me u
Olivares, Ana	ADOT	520-620-5412	aolivares@azdot.gov	1./
Parker, Laurel	ADOT	520-620-5430	lparker@azdot.gov	IXY_
Pfeiffer, Jackie	DMJM Harris	602-337-2777	jaclyn.pfeiffer@dmjmharris.com	XV
Prol, Fernando	Town of Marana	520-382-2600	fprol@marana.com	
Schlesinger, Bill	DMJM Harris	520-299-8700	bill.schlesinger@dmimharris.com	WDS
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

jbeimer@azdot.gov usanna@gordleydesign.com tcooney@pagnet.org mdelleo@azdot.gov omas.deitering@fhwa.dot.gov dgranillo@azdot.gov
tcooney@pagnet.org mdelleo@azdot.gov omas.deitering@fhwa.dot.gov dgranillo@azdot.gov
mdelleo@azdot.gov omas.deitering@fhwa.dot.gov dgranillo@azdot.gov
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mmy.horne@dmjmharris.com
ett.johnston@dmjmharris.com
att.kershner@dmjmharris.com
erone.kidane@dmimharris.com
mike.kies@dmimharris.com
eladrondeguevara@dmimharris.com
wlyons@azdot.gov Woo
gmazur@camsys.com GDY
imorals@eectuc.com
ento.murietia@dmimharris.com
aolivares@azdot.gov
whindliestwaterdgade.and
rruziska@land.az.gov
l.schlesinger@dmimharris.com
andrew.smith@co.plnal.az.us
ric.streicher@dmimharris.com
dsvkes@azdot.gov
rene@gordlevdesign.com
ay.vanecho@dmjmharris.com
byana@azdot.gov
ank.warner@dmjmharris.com
ryoung@pr.state.az.us 73
(Karmand 092dod.80V
Manuel, sanchez @ fhyra, dot

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	ANS-
anner, René	Gordley Design	520-327-6077	rene@gordleydesign.com	
Thornton, Kevin	Town of Marana	520-382-2600	kthornton@marana.com	
∕an Echo, Jay	DMJM Harris	520-299-8700	jay.vanecho@dmjmharris.com	
Warner, Hank	DMJM Harris	520-299-8700	hank warner@dmimharris.com	
Yang, Pe-Shen	ADOT Bridge Group	602-712-8606	oyang@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

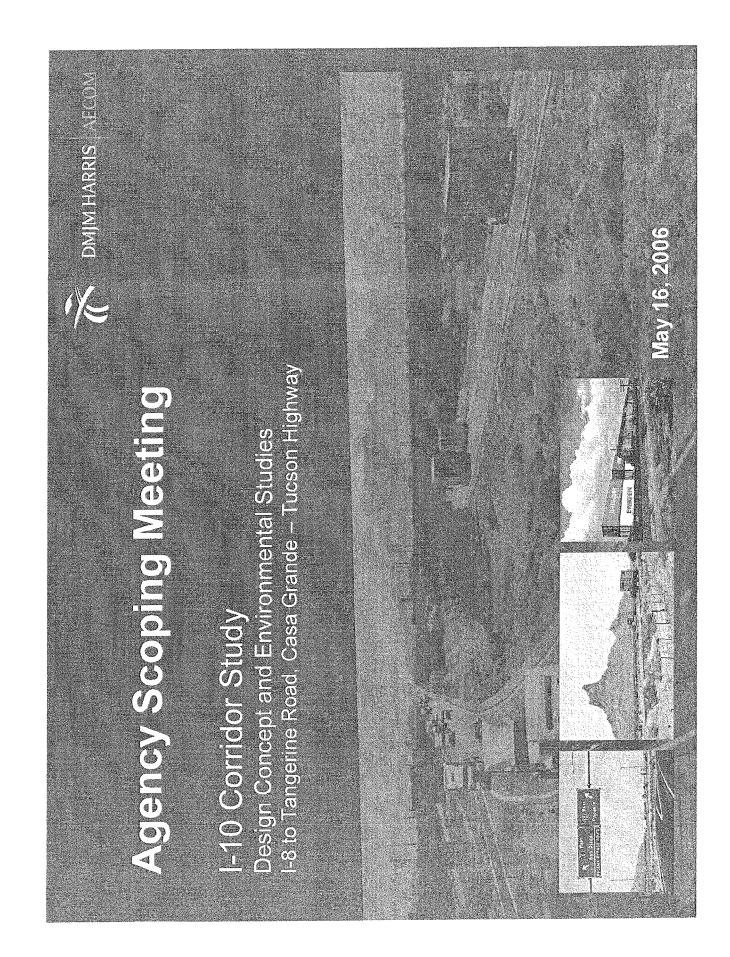
Comment Sheet

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	OLIGANO - LA SERVICIO ANGLES - TOTAL -
n 1	
Name	
Agency	
Agency	

Affiliation	First	Last	Title	Agency	searppy	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 8	85005-6457	
Reclamation	Robert W.	Johnson	Regional Director	U.S. Bureau of Reclamation	P.O. Box 61470	Boulder City	} ∧N	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	ΥZ	85241	
	Ken	Travous	7	Arizona State Parks	1300 W Washington	Phoenix	ΑZ	85007	
County									
	Maxine	Leather	Director	Central Arizona Association of Govern 271 Main St	271 Main St	Superior	AZ	85273	
	Gary	Hayes	Executive Director	Pima Association of Governments	th Ave	Tucson	AZ	85701	-
	Chuck	Huckelberry	County Administrator	Pima County	130 W Congress St	Tucson	AZ	85701	
	John M.	Bernal	inistrator	Pima County		Tucson	ZV	85701	
	Clarence	Dupnik	Ť	Pina County	1750 E Benson Highway	Tucson	AZ	85714	
	Benny	Gomez	Senior Coordinator	Pima County	150 W Congress	Tucson	AZ	85701-1333	
	Nanette		t County Administrator	Pima County	130 West Congress	Tucson	AZ	85701	
	Oscar		Captain	Pima County	1750 E Benson Highway	Tucson	AZ	85714	
	Апа	Olivares	Deputy Director, Transportation In	Deputy Director, Transportation In Pima County Department of Transporta 201 N Stone Ave 3rd Floor		Tucson		85701-1207	
	Кепу	Reeve	Homeland Security Manager	Pima County	150 W Congress St		AZ	85701	
	Priscilla			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 Admin	County Admir 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	
	Тепту	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	ΑZ	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	-

Domes	100	Chine	A TOTAL TOTA	E CHEST TO LESS COLUMN	3.0	ì	27720
Бапту	Gerbei	Cniei	Avra Valley Fire Department	15790 W Silverbell Road	Marana	AZ	82623
			Central Arizona Irrigation	231 Sunshine Blvd	Eloy	AZ	85231
			Central Arizona Irrigation & Drainage I PO Box 605	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	VΖ	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	ΑZ	85222
Robert	Huddleston	Police Chief	City of Casa Grande	520 N. Marshall	Casa Grande	ZV	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	VΣ	85222
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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.	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
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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	ΑZ	85741
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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
			The state of the s				

Schools									
	Dennis	Dearden	Superintendent	Marana Unified School District	11279 W Grier Rd	Marana	AZ	85653	
	Frank		Superintendent	Casa Grande Elementary School Distric 1460 N. Pinal Avenue	1460 N. Pinal Avenue	Casa Grande	AZ	85222	
	Tom	Hollenbach	School Board President	Casa Grande Elementary School Distric 1460 N. Pinal Ave	1460 N. Pinal Ave		ΑZ	85222	
	Kevin	Kelty	Administrative Services Manager	Casa Grande Elementary School Distric 1460 N. Pinal Avenue	1460 N. Pinal Avenue	Casa Grande	AZ	85222	
	Jack	Henness	Board President	Casa Grande Union High School Distriq1362 N. Casa Grande Ave.	1362 N. Casa Grande Ave.	Casa Grande	AZ	85222	
	Nancy	Pifer	Superintendent of Schools	Casa Grande Union High School Distrid 1362 N. Casa Grande Ave.	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	sd	· 阿爾斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯斯	是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个						
	Brian	Segee		Center for Biological Diversity	P.O. Box 710	Tucson	8 ZY	85702-0710	0
	Robin	Silver		Center for Biological Diversity	P.O. Box 39382	Phoenix	AZ	85069	
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	John	Cole	Operations Manager	Southwest Ambulance	3759 N Commerce Dr	Tucson	AZ	85705	
	Jeanne	Crawford		Southwest Ambulance	3759 N Commerce Dr	Tucson	AZ	85705	
	Магсо	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	
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	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	
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	Tony	Pro		Qwest Communication	333 E Wetmore Rd	Tucson	AZ	85705	
	Jack	Rowland		APS	50 N Brown St	Casa Grande	ΑZ	85222	
	James	Smith	Manager, Industry and Public Proj Union Pacific Railroad	Union Pacific Railroad	10031 Foothills Blvd.	Roseville	CA		



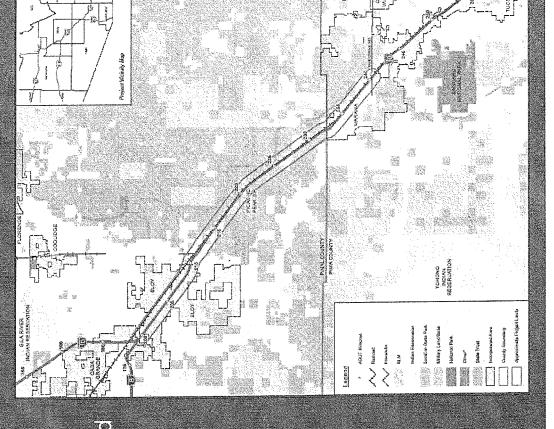
# Meeting Overview and Agenda

- Project Overview
- Purpose and Need
- Action Items and Next Steps
- Open Discussion



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## Project Overview



## Project Objectives

- ong 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



- Purpose and Need
- Environmental Analysis

Alternatives Development

- Environmental Finding



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# Purpose and Need



	Year 2005	Year 2015	Year 2025
Pinal County (Bond Feasibility Study)	504,201	990,675	1.5 million
Southern Pinal County (Casa Grande, Eloy, Preacho-Red Rock Marana subsections)	93,273	173,340	295,356
Casa Grande (SATS)	51,000		200,000
<b>Eloy</b> (General Plan)	17,190		55,843
Marana (Arzona DES)	29,518	62,328	88,678
Municipality Totals	97.708	62,328+	370, 961

# Paris and Need

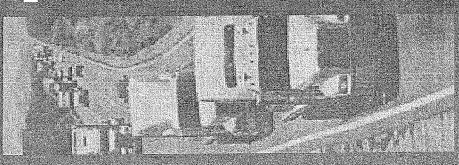
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- Future Traffic Congestion
- Improved Safety
- Roadway Considerations



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# Purpose and Need

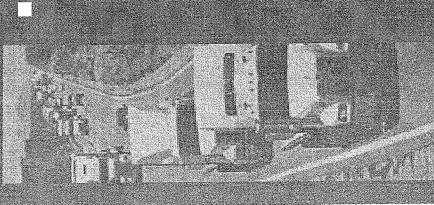


# Environmental Resources

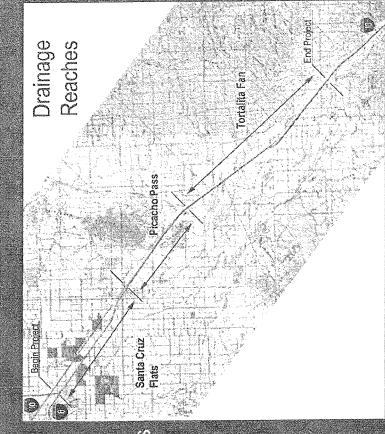
- Process and Products
- Cultural Resources
- Biological Resources
- Hazardous Materials
- Next Steps for Agency Coordination



# Purpose and Need



- ı Drainage Issues
  - Floodplain
- FEMA mapped floodplains
- Frontage Roads
- Dip SectionsIrrigation
  - 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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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:
  - o Planning to support the need to widen I-10;
  - o An access management plan; and
  - o 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:
  - o September 12, 2006 Town of Marana
  - o September 13, 2006 Casa Grande
  - o 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.

<u>Project Response Actions</u>: 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.

<u>Project Response Actions</u>: 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.

<u>Project Response Actions</u>: 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.

<u>Project Response Actions</u>: 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:
  - o Spacing between new and existing interchanges
  - o Congestion
  - o Access
  - o 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>Project Response Actions</u>: 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:
  - o 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.

<u>Project Response Actions</u>: 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.

<u>Project Response Actions</u>: 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.

<u>Project Response Actions</u>: 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

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## 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

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## 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,

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.

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 –

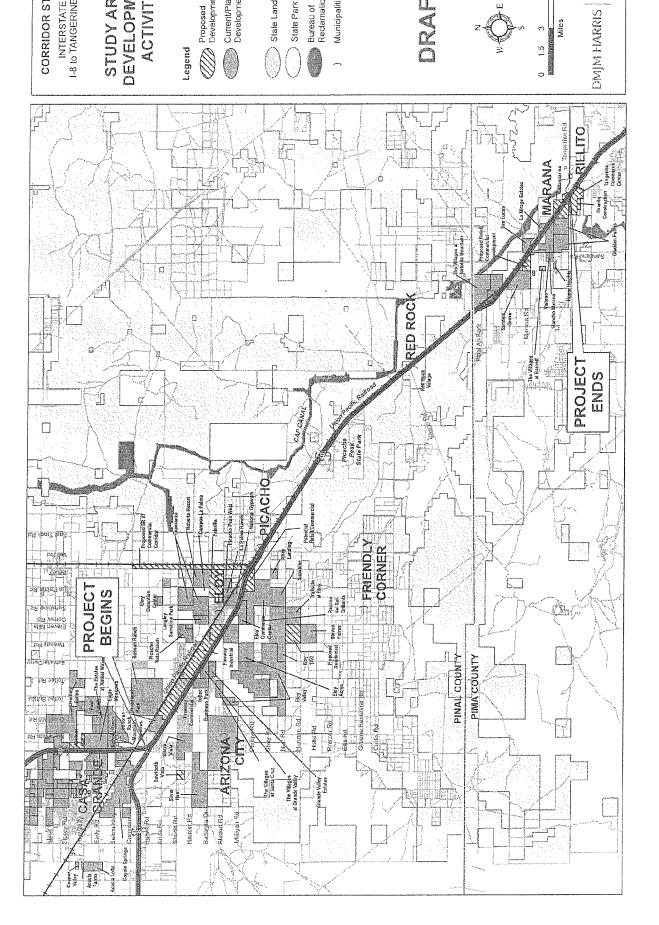
Tucson Highway

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.

STUDY AREA DEVELOPMENT ACTIVITY INTERSTATE 10 -8 to TANGERINE ROAD CORRIDOR STUDY 





## Arizona Department of Transportation

## **Intermodal Transportation Division** 206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano Governor

Victor M. Mendez

August 23, 2006

Sam Elters State Engineer

## 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



## **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

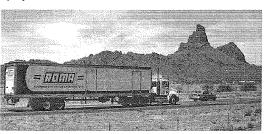
## Project study schedule:

- 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

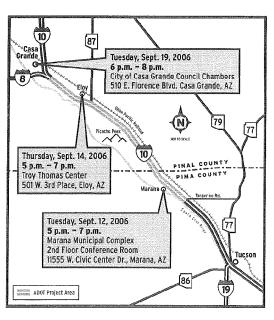


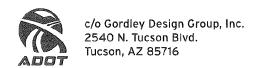
## You're invited!

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.





## We need your input!

## Mark your calendar!

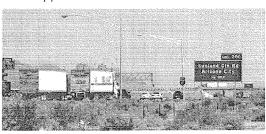
## Elov Marana Tuesday Thursday Sept. 12, 2006 Sept. 14, 2006 5 p.m. - 7 p.m., 5 p.m. - 7 p.m., with a presentation with a presentation at 5:30 p.m. at 5:30 p.m. Trov Thomas Center Marana Municipal Complex 2nd Floor Conference Room 11555 W. Civic Center Dr. 501 W. 3rd Place Eloy, AZ 85231 Marana, AZ 85653

## Casa Grande Tuesday Sept. 19, 2006 6 p.m. - 8 p.m., with a presentation at 6:30 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

## Your input is valuable!

To successfully plan for the long-term future of I-10, · Attend one of three public meetings being held 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:

- 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, |parker@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 Gordlev Community Relations (520) 327-6077 angie@gordleydesign.com jan@gordleydesign.com



Date:

## Teresa Welborn, ADOT Communication and Community Media Contact: Partnerships, (520) 388-4257

Aug. 28, 2006

NEWS RELEASE

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.





# [ Gordleu Desian 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-andanswer session will start 30 minutes after the meeting

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For more information about the public meetings, please contact Angle 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 angle@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



GREG GENTSCH

Si le gustaria recibir información en español. favor de comunicarse con Paki Rico al

ADDT (520) 327-6077, Gracias.

DON GORMAN LAUREL PARKER ADOT Predesign Project Manager ADOT Design Project Manager

SAM ELTERS

Tuesday, Sept. 19, 2006 6 p.m. – 8 p.m. City of Casa Grande Council Chambers 510 E. Florence Blvd. Casa Grande, AZ Thursday, Sept. 14, 2006 Troy Thomas Center PIMA COUNT 501 W. 3rd Place, Elov, AZ Tuesday, Sept. 12, 2006 5 p.m. - 7 p.m. Marana Municipal Complex 2nd Floor Conference Room 11555 W. Civic Center Dr., Marana, AZ ADDT Project Area

> Tuesday, Sept. 12, 2006 Marana Municipal Complex, 2nd Floor Conference Room 11555 W. Civic Center Dr. Marana 87

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

2540 North Tucson Blvd Tucson, AZ 85716 520-327-6077 fax 327-4687 oordleudesion.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

5 a.m. - 7 a.m.

States ADOT Project Area

Troy Thomas Center

Your Input is Needed on the Interstate 10 **Corridor Study:** Jct. I-8 to **Tangerine Road** 

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GREG GENTSCH

Si le gustaria recibir información en español, favor de comunicarse con Paki Rico al ▲DDT (520) 327-6077. Gracias.

DON GORMAN

at 6:30 p.m.

SAM FITERS

LAUREL PARKER ADOT Tucson District Engineer ADOT Predesign Project Manager ADOT Design Project Manager ADOT State Engineer

Thursday, Sept. 14, 2006 PINAL COUNTY 501 W. 3rd Place, Eloy, AZ Tuesday, Sept. 12, 2006 5 p.m. - 7 p.m. Marana Municipal Complex 2nd Floor Conference Room 11555 W. Civic Center Dr., Marana, AZ

Tuesday, Sept. 12, 2006

Marana Municipal Complex,

2nd Floor Conference Room

11555 W. Civic Center Dr.

Marana, AZ

5 o.m. - 7 o.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

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6 p.m. - 8 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. Gasa Grande, AZ 6 p.m. - 8 p.m., with a presentation

Tucson AZ 85716 520-327-6077 fax 327-4687 oordleudesign.com

2540 North Tucson Blvd.

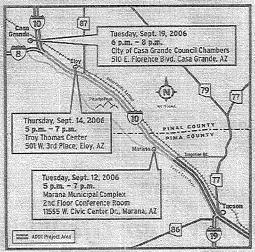
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# T Gordley Design Group, Inc.1

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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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 ADDT Paki Rico al (520) 327-6077, Gracias.

GREG GENTSCH

DON GORMAN ADOT Predesign Project Manager

LAUREL PARKER

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

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 n.m.

at 5:30 p.m.

Tuesday, Sept. 19, 2005 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.

> Tucson, AZ 85716 520-327-6077 fax 327-4687 gordleydesign.com

2540 North Tucson Blvd.

# [ 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

# Your Input is **Needed on the** Interstate 10 **Corridor Study:** Jet. 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.

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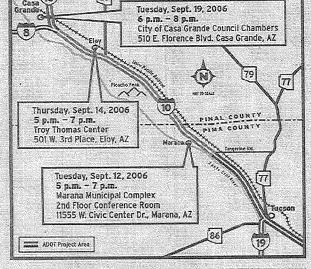
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GREG GENTSCH ADOT Tucson District Engineer

DON GORMAN ADOT Predesign Project Manager LAUREL PARKER

SAM ELTERS ADOT State Engineer



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 \$:30 p.m.

Tuesday, Sept. 19, 2006 City of Casa Grande Council Chambers 510 E. Florence Blvd. Casa Grande, AZ 8 p.m. - 8 p.m., with a presentation at 6:30 p.m.

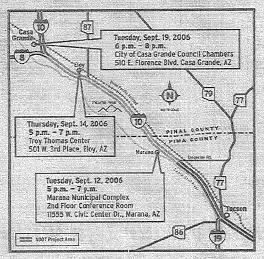
2540 North Tucson Blvd. Tucson, AZ 85716 520-327-6077 fax 327-4687 qordleydesign.com

# 「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 BLIC MEETINGS

Your Input is Needed on the Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road



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angle@gordleydesign.com or (520) 327-6077. Requests should be made as soon as possible to allow time to arrange the accommodations.

TRACS No.: H 6773 01L



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GREG GENTSCH ADOT Tucson District Engineer

DON GORMAN LAUREL PARKER

SAM ELTERS

Tuesday, Sept. 12, 2006

Marana Municinal 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 o.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.

2540 North Tucson Blvd. Tucson, AZ 85716 520-327-6077

fax 327-4687 gordleudesign.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

Thursday, Sept. 14, 2006

Tuesday, Sept. 12, 2006

Marana Municipal Complex

2nd Floor Conference Room

11555 W. Civic Center Dr., Marana, AZ

5 p.m. - 7 p.m.

5 p.m. - 7 p.m.

ADOT Project Area

Troy Thomas Center 501 W. 3rd Place, Eloy, AZ

# 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 1-10 through the year 2030. At each meeting, a presentation followed by a question-and-answer session will start 30 minutes after the meeting begins.

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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.

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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 ▲回回T (520) 327-6077. Gracias.

TRACS No.: H 6773 01L

GREG GENTSCH ADOT Tucson District Engineer

DON GORMAN ADOT Predesign Project Manager

I ALIREL PARKER

SAM ELTERS

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.

Tuesday, Sept. 19, 2006

City of Casa Grande Council Chambers

510 E. Florence Blvd. Casa Grande, AZ

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PINAL COUNTY

PIMA COUNTY

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.



2540 North Tucson Blvd. Tucson, AZ 85716 520-327-6077 fax 327-4687 gordleydesign.com

# T Gordley Design Group, Inc.)

DMJM Harris, I-10:I-8 to Tangerine September 06, 2006 Arizona City Independent, Page 3

# ARIZONA DEPARTMENT OF TRANSPORTATION USL GIVE Z

Thursday, Sept. 14, 2006

501 W. 3rd Place, Eloy, AZ

5 p.m. - 7 p.m.

Tuesday, Sept. 12, 2006

Marana Municipal Complex

2nd Floor Conference Room

11555 W. Civic Center Dr., Marana, AZ

5 p.m. - 7 p.m.

ADOT Project Area

Troy Thomas Center

Tuesday, Sept. 19, 2006

City of Casa Grande Council Chambers

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PIMA COUNTY

(19)

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GREG GENTSCH ADOT Tueson District Engineer

TRACS No.: H 6773 01L

LAUREL PARKER DON GORMAN ADOT Predesign Project Manager

SAM ELTERS



2540 North Tucson Blvd Tucson, AZ 85716 520-327-6077 fax 327-4687 qordleydesign.com

# [ Gordley Design Group, Inc.]

DMJM Harris, I-10:I-8 to Tangerine August 18, 2006 Gila River Indian News, page 6

# ARIZONA DEPARTMENT OF TRANSPORTATION BBL CAMEZIANCES

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GREG GENTSCH ADOT Tucson District Engineer

DON GORMAN ADOT Precesion Project Manage

TRACS No.: H 6773 01L

LAUREL PARKER

SAM ELTERS

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

5 p.m. - 7 p.m.,

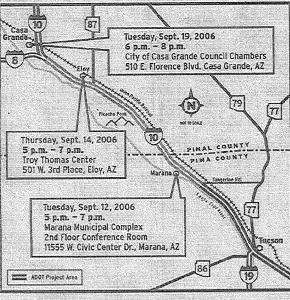
with a presentation

at 5:30 p.m.

Tuesday, Sept. 19, 2006

City of Casa Grande

Eloy, AZ



2540 North Tucson Blvd. Tucson 87 85716 520-327-6077 fax 327-4687 oordleudesign.com

Council Chambers 510 E. Florence Blvd. Casa Grande, AZ 8 p.m. - 8 p.m., with a presentation at 6:30 p.m.

# [ Gordley Design Group, Inc.]

DMJM Harris, I-10:I-8 to Tangerine August 18-31, 2006

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Page 3



# ARIZONA DEPARTMENT OF TRANSPORTATION PUBLIC MEETINGS

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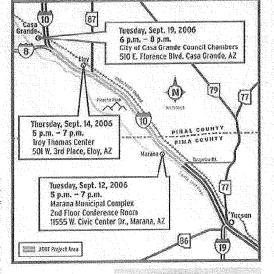
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gordleudesign.com

f Gordley Design Group, Inc.]

DMJM Harris, I-10:I-8 to Tangerine

September 1-14, 2006

Ak-Chin O'odham Runner

Page 9



# ARIZONA DEPARTMENT OF TRANSPORTATION PUBLIC MEETINGS

# Your Input is Needed on the Interstate 10 Corridor Study: Jet. I-8 to Tangerine Road

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GREG GENTSCH

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LAUREL PARKER

TRACS No.: H 6773 01L

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Tuesday, Sept. 19, 2006 6 p.m. – 0 p.m. City of Casa Grande Council Chamber

510 E. Florence Blvd. Casa Grande, AZ

(N)

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

2nd Floor Conference Room

11555 W. Civic Center Dr.

5 p.m. = 7 p.m., With a presentation at 5:30 p.m. Tuesday, Sept. 19, 2006 City of Casa Grande Council Chambers

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SAM ELTERS

2540 North Tucson Blvd. Tucson, AZ 85716 520-327-6077 fax 327-4687 qordleydesign.com



Director

# Arizona Department of Transportation

# Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Sam Elters State Engineer

November 3, 2006

Re: TRA

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 Pina 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

I-10 Corridor Study, Jct. I-8 to Tangerine Road TRACS No. 010 PN 199 H6773 01L November 3, 2006 Page 2 of 3

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 <a href="mailto:kammy.horne@dmjmharris.com">kammy.horne@dmjmharris.com</a>. 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: <a href="https://www.il0tucsondistrict.com">www.il0tucsondistrict.com</a>. 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



I-10 Corridor Study, Jct. I-8 to Tangerine Road TRACS No. 010 PN 199 H6773 01L November 3, 2006 Page 3 of 3

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

Janet Napolitano Governor Victor M. Mendez Director Sam Elters State Engineer

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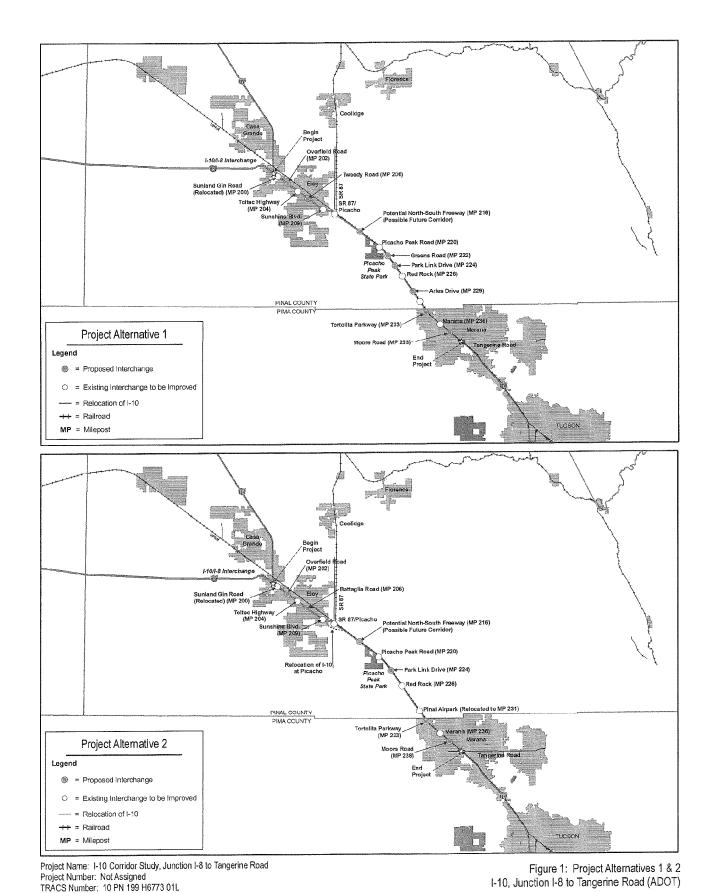
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0 25 5 10 Mles I-10, Junction I-8 to Tangerine Road | Arizona Department of Transportation



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

E-mail							
9 0 0 0							
Address							
Name			-				



# Sign-In Sheet Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting City of Eloy Troy Thomas Center Sept. 14, 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.** 

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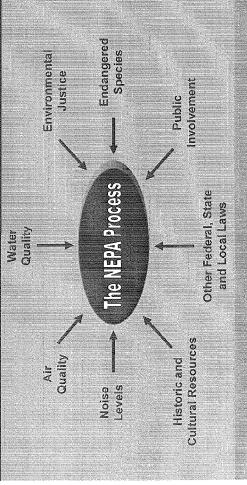


Sign-In Sheet
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Casa Grande Council Chambers
Sept. 19, 2006



Vame	Representing	Address	Phone	E-mail
		Version of the single hard developed and dev		- A CONTROL OF THE STATE OF THE

This study will include an environmental process that follows the National Environmental Policy Act (NEPA)



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 Corridor Study Junction I-8 to Tangerine Road

# Purpose of Tonight's Meeting

Provide you with information about

Proposals for the Interstate 10 Corridor

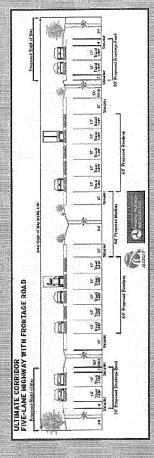
Environmental studies that will be completed with this

Display ideas for enhancing Interstate 10 including:

- How many lanes can be added to Interstate 10
- Possible locations for new interchanges along the  $\mathbf{A} = \mathbf{A}$ 
  - Possible improvements to existing interchanges

Obtain your input and comments on all of the information presented tonight

# Interstate 10 - Ultimate Widening

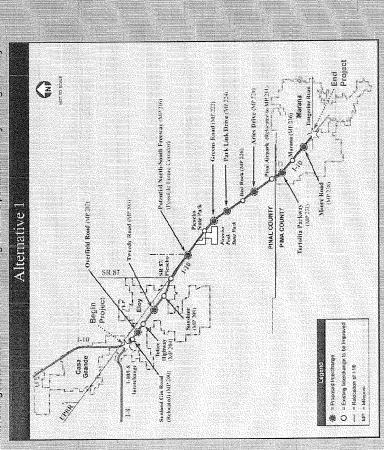


- lanes in each direction
- Expand conventional freeway to five lanes in Maximize corridor flexibility with open median Continuous one-way frontage roads

# 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.



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)

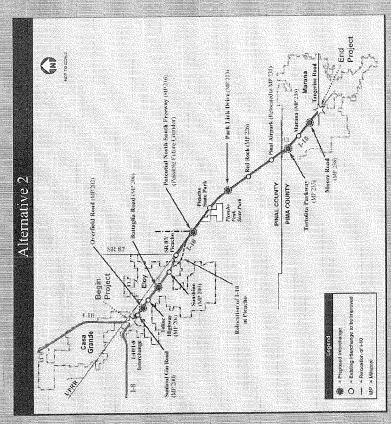
  > Alternative 1 proposes a new interchange near the Overfield Road alignment and another near the Tweedy Road alignment.

  > Alternative 2 proposes a new interchange near the Overfield Road alignment and at Batta 
  > Both propose planning for a continuous one-way frontage road system through Eloy.

# You are encouraged to provide your comments on these proposals.

- int for Interstate 10 similar to the Alternative 1 proposes an alignment for interstate 10 similar to th with improvements.

  Alternative 2 proposes a new alignment for interstate 10 that would entire condor south of Picacho. Alternatives at the Community of Picacho (MP 211 to 212)
- archange with a possible North-South freeway to urrently no plans for this freeway. but this study is interchange if a future connection is desired. Each alternative proposes an interc the east of Picacho. There are cun proposes advance planning for this



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**

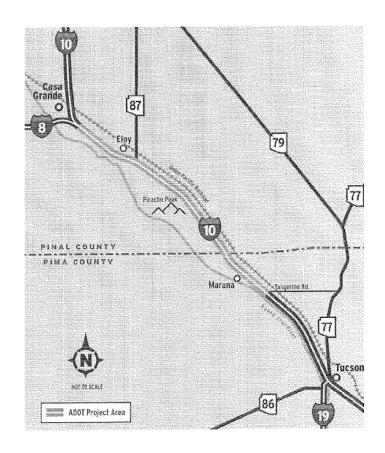
The Arizona Department of Transportation (ADOT) is studying long-term improvements for 41 miles of Interstate 10, between Interstate 8 at milepost 199 in Casa Grande and Tangerine Road at milepost 240 in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the 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



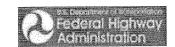
#### **Contact Information**

- 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@dmimharris.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



1/5/07

# HOJA INFORMATIVA

## Visión General del Proyecto

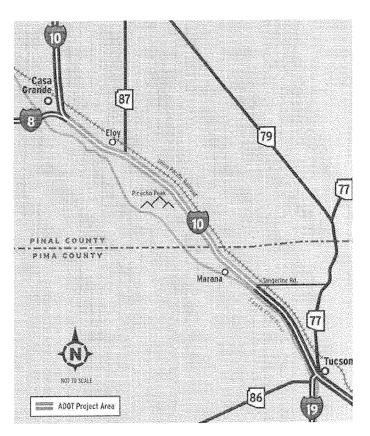
El Departamento de Transporte de Arizona (ADOT siglas en inglés) está estudiando mejoras a largo plazo en 41 millas de la Interestatal 10, entre la Interestatal 8 en la milla 199 en Casa Grande y la milla 240 en Tangerine Road en Marana. El fin de este estudio es establecer un plan que guiará el desarrollo 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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# 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.

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# Formulario Para Comentarios Estudio del Corredor Interestatal 10: Cruce I-8 con Tangerine Road

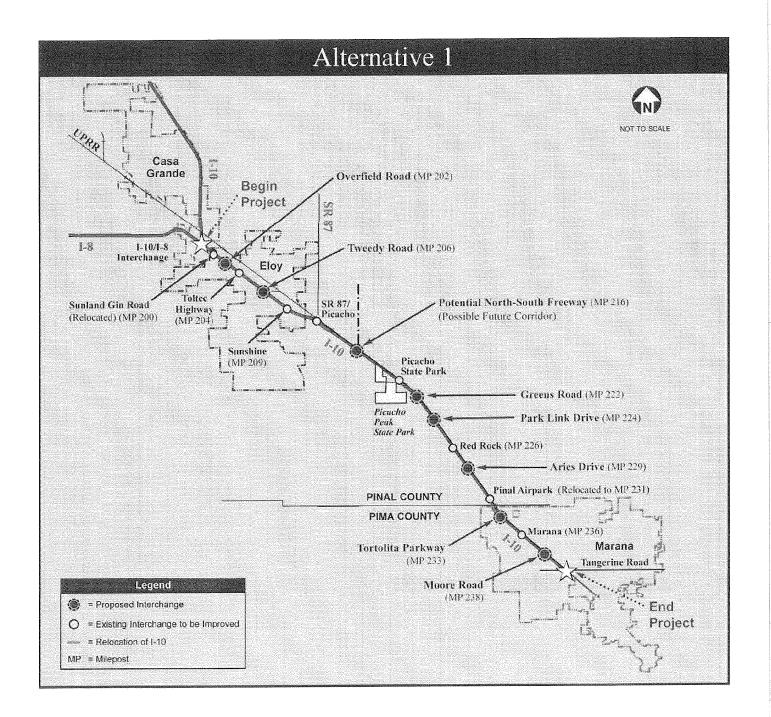
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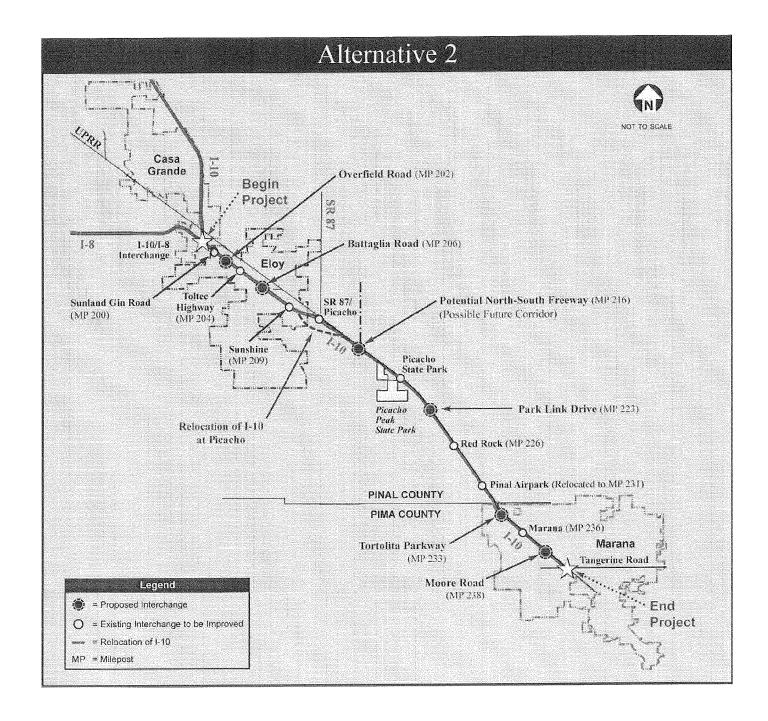
City of Casa Grande, Council Chambers Sala de Conferencias 19 de Septiembre, 2006

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.

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# ADDT Pederal Highway Administration

# 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.

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# 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

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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



# 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, 882-6424, koesters@pbworld.com
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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.

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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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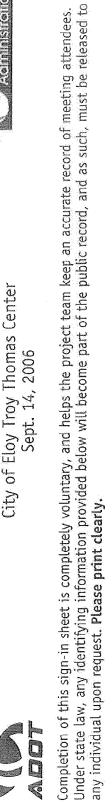
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Federal Highway
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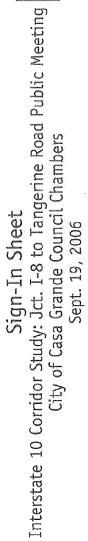
# Sign-In Sheet Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting City of Casa Grande Council Chambers Sept. 19, 2006

Federal Highway Aciministration

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.** 

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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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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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# **Appendix 3 – Public Comment Summary**



Please print clearly.

# 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.

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Tortalita in	terchange, Moore Rd	Interchange	largerine
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3. What did you like the	most about alternative 2?		
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General comments:			
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Name: Clay Parsons	Address: 14901WKirbyHughes	City: Sta	ate: Zip:
Phone:	E-mail:		
5204447650	MSY Cattle on	and 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.

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# 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@gordlevdesign.com or mail them to Angie Brown at Gordlev Design Group, 2540 N. Tucson

Blvd., Tucson, AZ, 85716. Thank you for your participation.	ratey besig	iii dioup, Es	TO II. IUCSOII
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# 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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A What did you like much about alternative 12
1. What did you like most about alternative 1?
2. What did you like the least about alternative 1?
cuts of two much of Tweed Rd.
business area
3. What did you like the most about alternative 2?
I like the Battaglia oftion  This will service AZ City, Toltec, Elay  4 What did you like the least about alternative ??
4. What did you like the least about alternative 2?
General comments:
Name: Address: City: State: Zip:
Bente Jensen 305 Stuart Eloy AZ 85 ZZ3
Bente Jensen 305 Stuart Eloy AZ 85 223 Phone: 520 406-3411
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 San + Drughter
in have + 5 driving teen age grand children
who live at the E. end of Missle Base Rd.
With 180 trains per Day - It's trightening,
I'm glad there will the gacess to
1-10 at Wissle Blose.
Is there any possibility of black top
Coating like on 1-10 near Elliot Pal? It is
50 much Quieter. Quo voes abt of all
tires. Makes a car feel like it's Riding
On Michelins.
I hope you will use some Art on Over Risses
etc. so the toggers will not deface it.
Please consider Alokerditrees in Medians, 1-10 is the
Name: Address: City: State: Zip: MARY Alice Moor INO N. Henness Rd. # 1088 Caso Grounde 85228
Mary Alice Moor Illo N. Henness Rd. # 1088- Coso Grownle 85223
Phone: E-mail:
Optional: Please include me on your mailing list to receive information concerning this project.
ittlest how in the 0.5 between turion & Pax.

# 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

Por favor escriba claramente en letra de molde. MNOCENT " Ciudad: Estado: Código Postal: Domicilio: Nombre: 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: IS H
I represent the owners of 185 acres of commercial
proporty C. the SWC of Suntand Gin Road and Linemie
Ver Blvd (5. R. 84). This property has 1/2 nicle + of
frontage along I-10 immediately adjacent to
ADOT'S existing ROW. Areas of concern are:
OTI configuration options e Suntand Gin Road
@TI configuration options @ Linuine Kerr Blvd
3 Reconfiguration options for I-10/I-8 interchange
(4) Scheduling of intown widening of I-10 north
and the same of the contract of the same of the contract of the same of the sa
of UP 199.
3 Implementation of add't low acquisition for
I-10 ultimate widening. This could potentially
directly impact our freeway fronting property.
PLEASE provide me wany information updates re: these
Name: Address: City: State: Zip:
Cathy Thuringer 2850 E. Camel back, #270 Phy AZ 85016
Phone: E-mail: target and i
602-289-3104 Cthuringer @ tranmelicrow. com
Optional: Please include me on your mailing list to receive information concerning this project.

SMOS DON OCHURCH THEO WAS SOME Comment Form **Interstate 10 Corridor Study:** Jct. I-8 to Tangerine Road ADDT Winter Visitors Public Meeting The The History 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? After the mto. + 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? Would be much better, that is on alt. 2. 3. What did you like the most about alternative 2? 4. What did you like the least about alternative 2? + RR over coass should be at Misse Base Rd. with new General comments: Rd. W. OF I- 10 vid ont of meeting - Short, Swept Booch BOWDONE Address: State: Zip: Name: Mary Alice Moor 1110 N. Henness Rd. #1088 CasoGrande 112 85222 Fmoor 3 (2) MAC. COM 520-876-7088 Optional: Please include me on your mailing list to receive information concerning this project. BIDIZE, Mangung Rd. Thanks



Federal Highwa



# 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.

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DODITIONAL INSERCYPTURE DE ARICE DRIVE DAD
GREEN RD
2. What did you like the least about alternative 1?
INTER CHANGE AT TWEEDY RD, MOUND SUNLAWO GIN
1NTENCHANGE & MILE TO THE EAST  3. What did you like the most about alternative 2?
INTERCHANCE OF BATTALLARD (BELLEN ACCESS TO
AZ CITY AND DOWNTOWN ELOY VS INTERCHANCE AT TWEENY,  4. What did you like the least about alternative 2?  DECOLOGION ON I-10 AT PICACHO
General comments:
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OF LANGS ARG CRITICAL FORTHE GROWTY OF THIS AREA
ILLO INCLUSION OR PARK + RIDE LOTS WOULD BENILE FOR
THE COR POULL AND LIGHT HEAVY RAIL USE
JERRY MORRISON Z40Z W HARRISON ST CHANDIEN AZ 85224  Address: Address:
tato: /in:
602-502-5353 JERRY@MBYIMUM HOMEC, NET E-mail:

Optional: Please include me on your mailing list to receive information concerning this project.

Name /	Phone	e-mail	Join W	686	E		What did you like least	Ceneral Comments
			HSES - an	list? about alternative 17 a	about alternative 12	about alternative 27	about alternative 27	
COMMENTS SUBMITTED BEFORE MEETINGS	FORE M	EFFINGS						
Cragle, Paul	<u> </u>	Paul. Cragle@ Honeywell.com						Thave a few suggestions that might make the drive between Phoenix and Tucxin a bit more sets. It seems we do need is vians, but there could be abone new laws that could make is safer until then.  The biggest profilem I've seem and the reason I don't like the drive, large trucks going and only about. 65 mph pass alower moving vehicles and stay in the passing bene for miles. Not only do they slow traffic down, but when they liming out in front of vehicles that are going 75 mph to pass; it causes that wehicle to stam on their brakes.  I'm positive this has caused many accidents and road rage. My solution is fike they do in Texas: Large trucks have a speed limit 10 mph less than can real may as on some places restrict them to the right lane only.
COMMENTS SUBMITTED AT THE TUESDAY, SEPT. 1.	THE THE	ESDAY, SEPT.	Ser a B	, 2006, MEETING AT THE MARANA MUNICIPAL COMPLEX	E MARANA MUNICIP	AL COMPLEX		
Parsons, Clay 1 14901 W. Kirby Hughes Rd. Marana, AZ 85653	7650 a	msycattle@ aol.com	s	Tortolita Interchange, Moore Road Moore Road Interchange, Tangerine, SR 87 Traffic Interchange	No North-South Corridor   Tortolita Interchange		Proposed North-South Corridor	
COMMENTS SUBMITTED AT THE THURSDAY, SEPT.	THEFT	URSDAY, SEP		Z006, MEETING AT T	THE OTIV OF BLOW ITS	14, 2006, MEETING AT THE CITY OF ELOY TROY THOMAS CENTER		
Ballard, Charlie 464- PO Bocx 896 1175 W. Assoort Eloy, AZ 85231	1507 c	cballard@ ballardtruss. com		m bide Man Mar aids	It would interfere with a portion of our facility, forcing us to move our facility to another location.	I: would interfere with a The expansion would not portion of our facility. affect the Askorf facility to another buying out our facility another buying out our facility and others might be less.		
Horton, Richard 409 N. Santa Cruz Eloy, AZ	0504 c	ricsha@ qwest.net		30 No V	Picacho Interchange - do not use other one. Relocate just north of current.			Sunjand Gin Road - Option 2 Battaglia Road - Option 1 or 2 Bern 1997209 Tutter Road - Option 1 Sunshine Boulevard - Option 1
Jensen, Bente 305 Stuart Eloy, AZ 85233	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!		
	THE	JESDAY, SEPT		006, MEBITING AT TH	IE CITY OF CASA GRA	), 2006, MEETING AT THE CITY OF CASA GRANDE COUNCIL CHAMBERS	BERS	
Moor, Mary Allca 1110 Herness Rd. Herness Rd. 781088 CAS 95222 AZ 85222	7088 r	fmoor3@ mac.com			-			I was PLASED to ear that there will be eleverted RR crossings. I have a son and daughter in-house and five driving teenage grandchildran 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 1-10 or hissile Bridge on 1-10 near Elliott Road? It is there will be access to 1-10 or hissile Bridge on 1-10 near Elliott Road? It is so much quieter. Also, uses a lot of old tires. Makes a car feel like its riding in Michalins.  I hope you will use some art on overpasses, etc. so the taggers will not deface. It. Rease consider Palo Verdet uses in medians. Lit 0 is the direct flightway in the U.S. Detween Tucson and Phoenix. If drunk or asleep driver liks a test in a median, it is better than hitting oncoming traffic and killing an
				7		Page 1		

What did you like the What did you like the What did you like the Seneral Comments least about alternative most about alternative least about alternative 22 22 22 22 22 22 22 22 22 22 22 22 22	Interchange at Tweedy Interchange at Battaglia Relocation on 1-10 at Frontage roads in addition to expanding the number of lanes are critical for down rounds Sulfand Road (better cares to Picacho in the critical for Gin Interchange 1.8 AZ City and downthown mile to the east Eloy vs. Interchange at Tweedy)	I represent the owners of 185 acres of commercial property at the SWC of Sunland Gin Road and Dimme Ker Blud. (SR BL). This property has 112 mile of Frontsee along 1-10 immediately adjacent to ADOT's eakting ROW. Areas of concern are: 1) TI configuration options at Sunland Gin Road, 2) 'II configuration options at Sunland Gin Road, 2) 'II configuration options at Sunland Gin Road, 2) 'II configuration options for I-10 to a Configuration of December 10 options for I-10 to a Configuration of Additional ROW acqualition for I-10 utimate wideling. This could potentially directly impact our freeway fronting property. PLEASE provide me with any information updates regarding these issues.  The development folland for four upperty weights heavily in the adjacency of I-10 and I-8. Any consideration for changes either in widering, reconfiguring existing traffic interchanges and timing of improvements are a top priority with respect to impacts to our property.	6, MEETING AT THE MARANA MUNICIPAL COMPLEX		06, MEETING AT THE CITY OF ELOY TROY THOMAS CENTER	Alswe	Property owners can apply for a permit from ADOT to obtain an access point on state owned roadways.	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.	Currently the frontage roads are the responsibility of Pinal County, but the state is going to begin discussions to change that status.	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.	highway? There will be a fence between the highway and frontage road. The type of fence has not been determined at this time.	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.	1.9 million persons in the year 2030	There will be the opportunity for enhancements, however it is usually left to the local community to decide what type of enhancements are desired.
What did you like the most about alternative 12	Additional interchanges at Aries Drive and Green Road		S MEETING AT THE MA		06, MEETING AT THE O		ids and major arterials?	oposing?	state?	ight rail?	Will there be a chain link fence or tarrier between the frontage road and the highway?	the interim widening?	THE PROPERTY OF THE PROPERTY O	changes?
E-mail Join	jerry@ maximum homes.net	cthuringe © yes tranmellerow.	QUESTIONS ASKED AT THE TUESDAY, SEPT. 12, 2006		QUESTIONS ASKED AT THE THURSDAY, SEPT, 14, 20		What is the policy for access to the frontage road	Will you notify local agencies of what you are pro	Are the frontage roads the responsbility of the state?	Will you maintain an open median to allow for lig	fence or barrier betwee	٥	What is the Pinal County growth projection?	Is there a plan in place for public art at the interchanges?
	(602) 502- 5353	(602) 285- 3104	1959V EI		JE THUR		licy for acc	local agen	ge roads th	ain an oper	chain link	urce of the	al County	in place fo
Address	Morrison, Jerry 2402 W. Harrison St. Chandler, AZ 85224	Thuringer, Catherine 2850 E. Camelback #270 Phoenix, AZ 85016	ASKED AT TH	None	ASKED AT TH	Question	What is the po	Will you notify	Are the fronta	Will you maint	Will there be a	What is the so	What is the Pir	Is there a plan

Arizona Der Interstate 10 Corrido TRA Public Meel	Arizona Department of Transportation Interstate 10 Confidor Study, 2ct. 1-8 to 1 angerina Road TTACS No. 1-8 4737 01L Public Meeting Comment Summary
QUESTIONS ASKED AT THE TUESDAY, SEPT. 19, 2006, MEITING AT THE CITY OF CASA GRANDE COUNCIL CHAMBERS  [Question   Question   Answer	COUNCIL CHAMBERS Ariswa
Will the frontage roads be two Janes?	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.	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 1-10 from Preents 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 tha 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?	Tucson up to 1-8 before there are three lanes from 1-8 We are planning a long range plan for the section of 1-10 from 1-8 to Tangerine Road. There will also be a long range plan from 1-8 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 trocs.

# 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
  - o Government official notification letter e-mailed
  - o 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

1



# **Arizona Department of Transportation**

# **Intermodal Transportation Division**

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Sam Elters State Engineer

Governor Victor M. Mendez Director

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:

T	uesday,	May	15,	2007

Trov 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.

ADOT Design Project Manager

(520) 388-4260





# **Interstate 10 Corridor Study:** Jct. I-8 to Tangerine Road

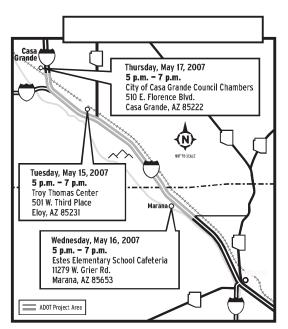
The Arizona Department of Transportation (ADOT) is preparing a corridor study of Interstate 10 (I-10), from milepost (MP) 196 near its junction with Interstate 8 (I-8) in Casa Grande to MP 240 at Tangerine Road in Marana. The goal of the study is to establish a plan to guide the development of I-10 through 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 or 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:

#### -10 Widening: State Route (SR) 87 to Picacho Peak oulevard

- 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

# -10 Widening: Picacho Peak Boulevard to Pinal Air

- 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 abovenentioned projects will be present at the public meetings in May to answer questions and address concerns.

#### -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

#### -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.

This document is a translation from original text written in English. This translation is unofficial and is not binding on this state or a political subdivision of the state.

Descargo de responsabilidad:

Este documento es una traducción del texto original escrito en inglés. Esta traducción no es oficial y no es vinculante para este estado o para ninguna subdivisión política del estado.



You are invited!

# Mark your calendar!

Eloy

5 p.m. - 7 p.m., with a presentation at 5:30 p.m.

Troy Thomas Center

501 W. 3rd Place Eloy, AZ 85231

Marana

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 Casa Grande

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 • Attend one of three public meetings 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-andanswer session
- Representatives from ADOT and the study team will be present to answer questions and address
- Maps and displays will be available for viewing and comments
- For more information, contact Angle Brown of Gordley Design Group at (520) 327-6077

## Tell us what you think

- · 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**

Tuesday, May 15, 2007

Wednesday, May 16, 2007

Estes Elementary School Cafeteria

5 p.m. - 7 p.m.

11279 W. Grier Rd

Marana, AZ 85653

5 p.m. - 7 p.m. Troy Thomas Center

501 W. Third Place

Eloy, AZ 85231

ADOT Project Area

Thursday, May 17, 2007

510 E. Florence Blvd.

Casa Grande, AZ 85222

5 p.m. - 7 p.m. City of Casa Grande Council Chambers

# 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 ADOT Tucson District Engineer**  **Don Gorman** 

**Laurel Parker** 

Sam Elters **ADOT State Engineer** 

**ADOT Design Project Manager ADOT Predesign Project Manager** 

TRACS No.: H 6773 011

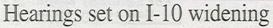
# [ Gordley Design Group, Inc.]

DMJM Harris, I10:I8 to Tangerine

May 3, 2007

Casa Grande Dispatch

<u>Page 16</u>



#### 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.



[ 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 from 5 p.m. to 7 p.m. the advertising of several ADOT meetings, so here is a clarifica- 5:30 p.m., followed by questions tion for those interested in attending the local public meet-

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

and answers. Maps and project information will be on display. Representatives from ADOT and the study team will be available affect all of western Pinal County 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 Corner (Fairgrounds area) - drive Widening: Picacho Peak Road to Pinal Air Park Road.

be hosted in the area by ADOT is on Tweedy Road, turn left on in regards to the I-10 Phoenix/Tucson Bypass Study, which deals with an alternative route proposal which would pro- east on Hwy. 84/Jimmie Kerr vide a faster, east-west route Drive south on Eleven Mile Corthrough the state, which would ner Road until you reach 3rd bypass the two big cities and be Street. Go east on 3rd, and Troy an alternative to I-10. This meet-

ing is scheduled for Wednesday A presentation will be given at 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 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 south on Eleven Mile Corner Road for four miles, turn right Another important meeting to (west) on Hanna Road, turn right William Sears Drive.

> To get to the Troy Thomas Center from Casa Grande: Going

see ADOT, page 5

2540 North Tucson Blvd. Tucson, AZ 85716 520-327-6077 fax 327-4687 gordleudesign.com

2540 North Tucson Blvd. Tucson, AZ 85716 520-327-6077 fax 327-4687 gordleudesign.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 eastwest 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.



DMJM Harris, I10:I8 to Tangerine

May 3, 2007

Arizona Daily Star

<u>Page B3</u>

# 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 longterm 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.



2540 North Tucson Blvd. Tucson, AZ 85716 520-327-6077 fax 327-4687 oordleudesion.com

2540 North Tucson Blvd. Tucson, AZ 85716 520-327-6077 fax 327-4687 oordleudesian.com

Arizon Ponsitional of											
				Inte	Arizona Department of rstate 10 Corridor Study: Jct	I-8 to Tangerine Road					
TRACS No.: H 67  Public Meeting Comme						773 01L ent Summary					
Name / Address	Phone	E-mail	Join list?	What do you like the most about the preferred	What do you like least about the preferred	Which alternative do you prefer for the Picacho area?	General Comments				
				alternative?	alternative?	Why?					
COMMENTS SUBM Ballard, Charlie	464-1007	TUESDAY, MAY 15, cballard@	2007, ME	ETING AT THE TROY THOM	IAS CENTER IN ELOY		Picacho Option C would fix the problem best. Go with the long term best option.				
	404-1007	ballardtruss.com	yes				Picacno Option C would fix the problem best. Go with the long term best option.				
P.O. Box 896 Eloy, AZ 85231											
Kamouzis, Jim	431-1356			Nothing about Sunland Gin Interchange.	The dead end at I-10/Sunland Gin Road.						
11115 Mountain Shadows				interentinge.	1 10/ Sumuna Ciri Roda.						
Casa Grande, AZ 85222											
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 SUBM	AITTED AT THE	WEDNESDAY, MAY	16, 2007	MEETING AT ESTES ELEM	ENTARY SCHOOL IN MARA	NA					
Hobrock, Renee E.		rehrock@ comcast.net	yes	Getting anything over two lanes each way to Phoenix.	The length of time to accomplish it and the	Option C. Gets all the town on one side and gets the	With three or more lanes in each direction, large trucks should be prohibited from the left lanes.				
11616 N. Greys Ct. Tucson, AZ 85737		Correspond		initial court way to Triotina.	inconvenience while it is being done.	road and railroad side-by- side.	Service field feelings				
	ITTED AT THE	THURSDAY, MAY 17	, 2007, N	MEETING AT THE CITY OF C	ASA GRANDE COUNCIL CH	IAMBERS					
Brown, Gary	709-0390	RBGB6364@	yes	Realignment of Sunland Gin Road to I-10 to relieve			Entire project is a very good idea.				
7841 Namaka Dr. Casa Grande, AZ 85222		azci.net		Road to I-10 to relieve access.							
Canoles, Connie	466-3576	con7136@	yes			Options A or C - Purely	Desire a newsletter outlining project location and developments.				
Box 86 Picacho, AZ 85241		yahoo.com				selfish, least impact to our property.					
Holmes, Hank	541-905-1563	happyholmes904@	yes		Potentially disrupts Picacho	Option C - This option	I represent Picacho Water Improvement Corporation (PWIC) as Board President.				
4800 N. 36 St.		yahoo.com	ľ		Water Improvement Corporation's main well.	reunites the north-south division created by the	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				
#231 Scottsdale, AZ					200,000-gallon storage tank and large distribution	present freeway. It is direct and probably much less	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				
85251					lines as well as under I-10 mainline to serve south of I	costly in land acquisition.	the chosen option ASAP.				
					10 part of Picacho.						
QUESTIONS ASKE	ED AT THE TUES	SDAY, MAY 15, 2007	, MEETIN	IG AT THE CITY OF ELOY T	ROY THOMAS CENTER	Answer					
Will speed limits be	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					we do not	see any reason why the speed limit would be reduced from 75 MPH. speed limit during construction activities, safety is more important than the delay a reduced speed limit could cause to through traffic.					
country and create economic conflicts?  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 des	ign, or is there a	possibility of changes	s? Who ha	as been involved in making th	ese recommendations?	Pinal County and the Elo	based on your input tonight we may make changes. We have presented this plan to y City Council. We do not plan a project like this in a vacuum, we have a Technical tt includes all of the local jurisdictions and they have been involved throughout the				
							process.				
				gh the San Pedro Valley, that	will not be a good option.		re 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?											
Will the improveme	ents be using Rub	ber Pavement to redu	uce the no	ise impacts?		Yes, all of the projects A	DOT constructs includes Rubberized Pavement, and this project will use this type of pavement.				
Are there going to I		?				Yes, there will be recomn	nendations for Noise Barriers. The project includes a full Noise Analysis and this will determine where noise barriers are needed.				
Will there be an HO							No, we are not proposing an HOV Lane.				
How many vehicles	go through the I	I-10/I-8 traffic interch	nange each	n day?		Do not have the number	er at this moment, our consultant is here tonight and they will provide the number following the meeting.				
Are there any futur	e widening plans	for SR87?					idening plans, however ADOT is currently studying that corridor and there should be				
Why doesn't ADOT and the truckers th			the mone	y needed for these improvement	ents can come from tourists	Most states, including Arizo	some long range recommendations to widen that corridor. na, are looking at Toll Road options. Historically in the Western states Toll Roads are prably upon, and this is a political issue that the legislature is working on.				
						not looked favorably upon, and this is a political issue that the legislature is working on.					

Page 1 of 3

## Arizona Department of Transportation Interstate 10 Corridor Study: 2ct. 1-8 to Tangerine Road TRACS No.: H 6773 01L Public Meeting Comment Summary IONS ASKED AT THE WEDNESDAY, MAY 16, 2007, MEETING AT ESTES ELEMENTARY SCHOOL, MARANA, AZ ADOT has a group that specializes in the environmental portion of this project, they are coordinating directly with the Foderal 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 eview the environmental documents associated with this project. When you complete a project like this, what office of the EPA are you coordinating with? The Santa Cruz River is a prote vatershed and this watershed is regulated by the San Francisco Office of the EPA, are you coordinating with that office? 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 ADDT intends on some of the funding to be contributed by developers that benefit from these improvements, specifically by proposed rounding to be contributed by developers that the entire the contributed by developers that the developers. How will the order that improvements will be implemented be prioritized? 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 outside, and in the direction of Tucson the lane will be added on the inside. 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.i.fucuciondistrict.com, where you can access the information presented tonight. How will the lanes (for the 3rd lane widening projects) be widened from Pinal Air Park north? Have all of the locations where future interchanges will be allowed been identified QUESTIONS ASKED AT THE THURSDAY, MAY 17, 2007, MEETING AT CITY OF CASA GRANDE COUNCIL CHAMBER when we 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. 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 tonjust will be implemented between now and 2030. You stated these improvements will be completed by 2030, but you also stated something will be constructed within the nex 5 years. What will be constructed within the next 5 years? If we go forward with Option C, we will have to evaluate if we move the freeway with the third lane widening. Nowing a freeway is expensive, and we may not want to do that until we reconstruct the freeway for 5 lanes. Today we have 200 to 350 freet of right of way, in the past we stated that we needed about 60 feet on each side, of way. Our recommendation is to have 500 feet of right of way width, and that means taking about 100 feet on each side. When I look at Option C in Picacho, would you move the freeway with the third lane widening, or with the 5 lane widening? Each side. 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 five supplex you look at the maps provided to determine if the proposed plan would require the acquisition of your five specific and access to all of the businesses. This plan does provide access to all of the businesses. We have net with many of the businesses along Sunisard Gina day, and we understand there are some concerns about what is presented. We are here tonight to obtain any comments you have been concerned when the provided of the control of the contro How wide is the existing freeway? I want to determine if you need to take my house. any cultiments you have about unisplain. We have worked codary with Italy, Casa Graine and an or the cure jurisdictions on these recommendations. 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 Esta Expansion of Jimmie Kerr Blvd is up to the local jurisdictions, Bloy and Casa Grande. ADOT is only planning the improvements for the interstate system. This jalan 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 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 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 co We will have an extraction of the state that the state of What is the estimated time for state approval? 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 load 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 lind 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? 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. The local roadways is the responsibility of the local jurisdictions, ADOT is only planning improvements to the Freeway corridor. Yes, the UPRR is double tracking the mainline within the next several years ADOT held meetings last September where the alternatives were presented, however all of the information the previous meeting is available on the website.

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.

Page 2 of 3

Why doesn't the newsletter or the information displayed at this meeting show all of the alternatives considered? Is this project at all related to the bypass proposal around Tucson, would the bypass relieve the predicted congestion? Interstate 10 Component Study 12 ct. 1-8 to Tangerine Ro Interstate 10 Component Study 12 ct. 1-8 to Tangerine Ro TRACS No.: H 6773 01L

Where is the bypass proposed, and how would it join or connect to I-10?

Arizona Department of Transportation
Interstate 10 Corridor Study: Att. 1-8 to Tangerine Road
TRACS No. 1 it 6727 01

Public Meeting Comment Summary

The idea of the bypass it to provide an alternative to 1-10. 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
Tuccook, Boy, and Coolidge.

Page 3 of 3



# 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



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
  - o 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
  - o 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

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### **Question-and-Answer Session**

- Linda Ritter read questions submitted on question cards and the team answered
  - o 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.
  - o What is the estimated time and date of the start for the Picacho section?
  - o Why not put the interstate north of the railroad and leave the homes alone?
  - o 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)?
  - o 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?
  - o Is this funded?

## Public Comments (see attached comment summary)

- Seven comments were received at the public meeting
  - o Four were in favor of the recommended alternative
  - One said he would not be impacted, and that you can't stop progress
  - o 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

2

- 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

Floyd Roehrich Jr.
Acting State Engineer

Governor

Victor M. Mendez

Director

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.

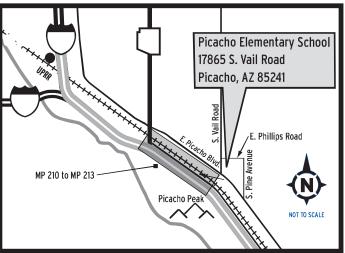
We invite you to participate in the neighborhood meeting and public participation process. ADOT is committed to working with the public and governmental representatives to develop the long-range plan for I-10.

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.

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. ADOT and FHWA would like to invite you to attend 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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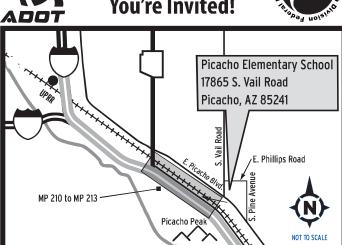
For additional information about the neighborhood meeting, or to submit written comments, please contact ADOT care of Angie Brown at Gordley Design Group at angie@gordleydesign.com, phone: (520) 327–6077 or fax: (520) 327–4687. Information may also be found by visiting the project Web site at www.i10tucsondistrict.com.

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.

ADOT Tucson District Engineer Greg Gentsch ADOT Predesign Project Manager Victor Yang ADOT Acting State Engineer Floyd Roehrich

Project No. 10PN199H67730IL





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ADDITION DISTRICT Engineer

ADDITION DISTRICT Profession Project Manager

Greg Gentsch

ADOT Predesign Project Manager Victor Yang

Project No. 10PN199H67730IL





BOX HOLDER PICACHO, AZ 85241



BOX HOLDER PICACHO, AZ 85241



# **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.

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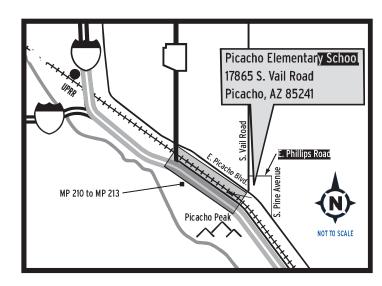
ADOT Communication and Community Partnerships • 206 South 17th Avenue • Phoenix, Arizona 85007

# **NEIGHBORHOOD MEETING**

# You're Invited!

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ADOT Tucson District Engineer Greg Gentsch ADOT Predesign Project Manager

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



Project No. 10PN199H677301L Neighborhood Meeting – Picacho Elementary School Thursday, Aug. 21, 2008

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.** 

What do you like most about the recommended alternative?					
		- d - d - dk - m ti O			
vvnat do you ii	ike the least about the recomme	nded alternative?			
3. General comm	a anta:				
o. General comm	ients.				
1. How did you h	ear about this meeting?				
Optional:					
Name:	Address:	City:	State:	Zip:	
Phone:	E-mail:				
□ Ple	ease include me on your mailing list to r	eceive information conc	erning this pr	oiect.	



Interstate 10: Jct. I-8 to Tangerine Road Picacho Elementary School Aug. 21, 2008 – Neighborhood Meeting





Interstate 10: Jct. I-8 to Tangerine Road Picacho Elementary School Aug. 21, 2008 – Neighborhood Meeting



Please print your question clearly

Please print your question clearly

Interstate 10: Jct. I-8 to Tangerine Road Picacho Elementary School Aug. 21, 2008 – Neighborhood Meeting	A Control of the Cont		Interstate 10: Jct. I-8 to Tangerine Road Picacho Elementary School Aug. 21, 2008 – Neighborhood Meeting	Administration of the state of
 Please print your question clearly	indo a motority	ADOT	Please print your question clearly	Sobo 4 no



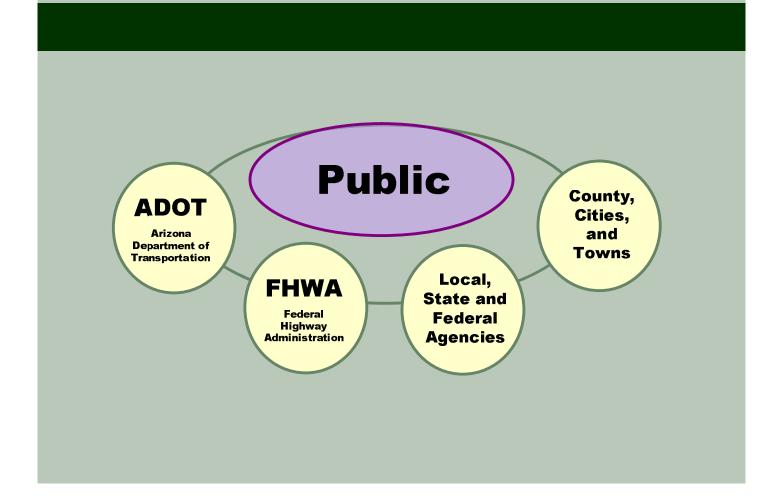


# Picacho Neighborhood Meeting – August 21st 2008

# Junction I-8 to Tangerine Road









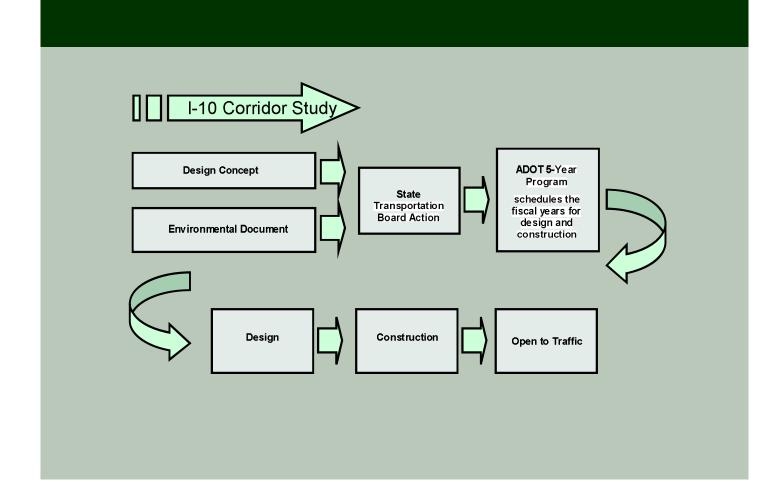


- The Goal of this Corridor Study is to recommend an ultimate plan for I-10 to meet future traffic demands through the year 2030.
- The Objectives for tonight's meeting are;
  - □ Provide an update on the progress of this study.
  - □ Solicit input on the recommendations we will be presenting tonight.

# Interstate 10, Jct. I-8 to Tangerine Road



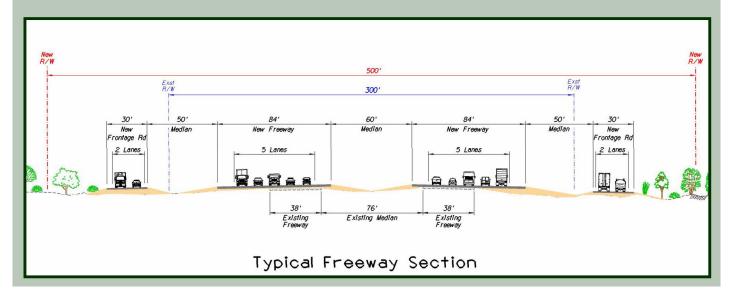








- Plan the existing freeway to 5 lanes in each direction to meet future traffic demand (2030)
- Maximize future expansion options with an open median
- Continuous one-way frontage roads on both sides of the freeway



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.

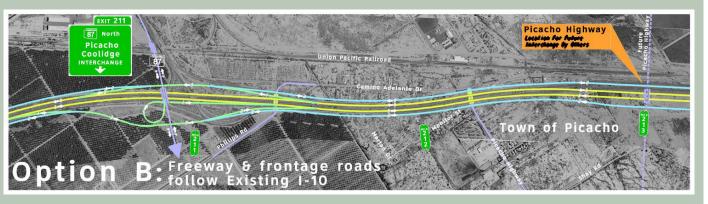


# Interstate 10, Jct. I-8 to Tangerine Road





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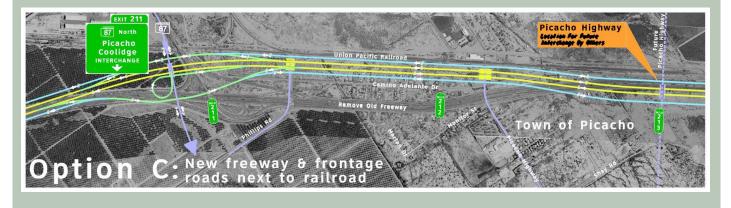
Improves freeway safety by reducing the number of curves along I-10.

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.







- 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

Interstate 10, Jct. I-8 to Tangerine Road

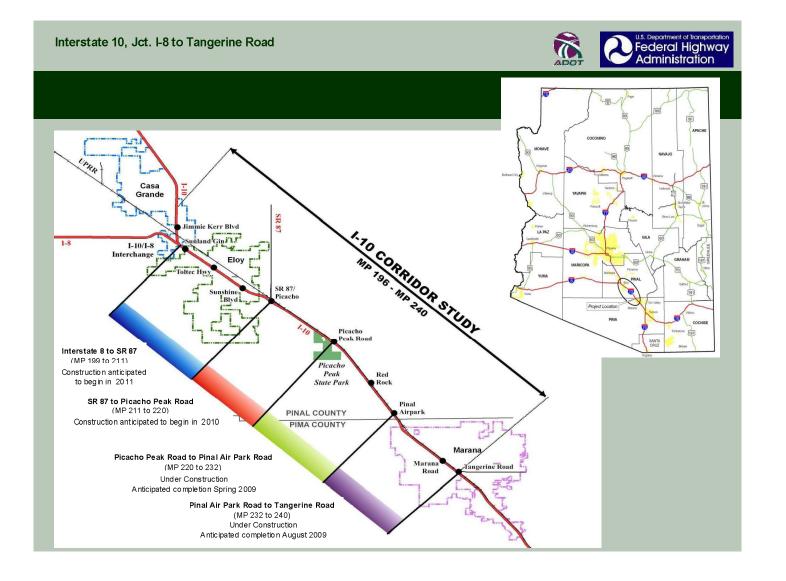




# **Environmental Resources**:



- 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

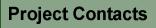






# **More Information**

# www.i10tucsondistrict.com



Victor Yang – ADOT Predesign Manager;

602-712-8715 (<u>vyang@azdot.gov</u>)

Linda Ritter – ADOT Communications Liasion;

520-388-4266 (Iritter@azdot.gov)

Michael Kies - Consultant Project Manager;

602-337-2595 (michael.kies@dmjmharris.com)

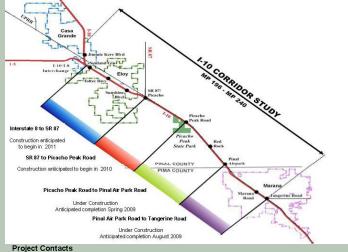
Angie Brown – Public Involvement Specialist;

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:



Victor Yang – ADOT Predesign Manager 602-712-8715 (<u>vyang@azdot.gov</u>)

Linda Ritter – ADOT Communications Liaison 520-388-4266 (Iritter@azdot.gov)

Michael Kies - Consultant Project Manager

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

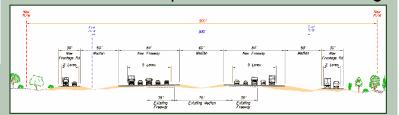
# Purpose of Tonight's Meeting

- > 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 to night.

> 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





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.



# 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.
- >Allows for the opportunity to provide noise mitigation to areas of Picacho located south of



# Sign-In Sheet Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Project No. 10PN199H677301L Neighborhood Meeting – Picacho Elementary School



Neighborhood Meeting – Picacho Elementary School Thursday, Aug. 21, 2008

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
Ninta Takenga		4/15,D:St 52	21/6-3546	
Linda Reps CussI		P.C. BUY DIY	500 2529697.	
MARTIN HUSSAK		Po Box 31 Pirocho AZ 85291	500 651 3755	
Lindsen Comme	C Noveino	70N. Main St.	500 146-733	editor Dolerenburisacon
The Leas		18595-Preacho Hyay	526-466	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
5/2 Ma Perez	mary Livera C Eamierz	19626 N. 357 St. 1	642-795-39	BYY Orprzeconet
Die Minnick	mET WORLS	7904 E Chaperral	8 309	mmdicmftenso.com
Nate Skinner	JLC Family JNV.	1744 S. Val Victor, 217 Meson A	, , , , ,	
Todd Cooley	The Family Inv.	17407 E Ray, Gilbert, AZ 8529	. 480-988-3110	Todd @ couley station. com
Traw Arus	Aros	18760 5: Picacoo Huy		transios Q apleur
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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



Printed Name	Representing	Address and Zip	Phone	E-mail
Marvel damins		16877 W Nodgen be	rde - 316-9043	Chatzua@yahoo.com
Martin Alvarez		\$694 Eisenhower	466-4713	10-0
Maria O.Moreno		5694 Eisenhower	466-4713	
BRANDON MARTAN		18145 S. HAISEYEL 852	520 41 280 >048	
Ann Land.		450 B. Quen Pes Rd.	570-466- 4020	haufall Ques com
anita martan		1	251-1477	eddicatowing 1976 @yahou.com
Paul +Emileobeer		10 Box 62 Provides	251-1196	E-Rruse @ Hotmail.com



# Sign-In Sheet Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Project No. 10PN199H677301L



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Printed Name	Representing	Address and Zip	Phone	E-mail
Barb Russell	ADOT			
Victor Yang	ADOT			
Helipe Fadron	Dmame			
Mike Keis	DMJAM			
Pete Maine	ADOT			
Ken Cole	DMJM			
Adam Miller	DMJM Harris			
Dan Borham		Tucson	520401 9333	cleeberbe usn. com
Steve Witz	AROT			
Doug Smith	DMJm			
Bill Dozica		Pecochin	466-3240	Name and Administrative
Bettle Smith		Pieneko	466-3240	Madaphanesia.



# 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

Printed Name	Representing	Address and Zip	Phone	E-mail
DELDRES PAMIRIE		Du. Pox 215 Viencin	520 46.3703	
Kobert & Anny flor Fman		Po. Box 284 Picacho 85241	620 223.9502	
Age Escardon	Self	96.B012 85241	466-7517	
Jua Kaulser	<i>v</i>	2405 E Hermuscuista P	570(	
Mary B. Espinoza	Self	1160 Pala Verde Lano Coolidge, Az	520-560- 8702	mboracle@msn.com
JERRY BINKLEY		6089 EBINKUEYRA		
JESSE B. PUIZ	ZeIF	6300 CAMINO AdelANTE BOX 276 Picacho 65241	466-3244 (520)	
Ben Belkin	Walton Intn'l	4800 N. Scottsdale Rd 5k 4400, 85251	1298 .,	bbelkin @waltondm.com
EVEREH ROPER	self	7060 EISENhowEl		EROPER ERGMAIL BOX. LOS
Doug Hansen	Pina			, ,
Tom Deitering	FHWA			
Royal Ibarra	Cristian Toubo	6290 Camino Adday	220-560-56	nibarra alca madbox
•		855	3/2	



# Sign-In Sheet Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Project No. 10PN199H677301L Neighborhood Meeting – Picacho Elementary School



Neighborhood Meeting – Picacho Elementary School Thursday, Aug. 21, 2008

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Printed Name	Representing	Address and Zip	Phone	E-mail
MARYAGUIRE		PED ROCK 85245	520-251	
Barbara Lusill	ADOT	2055114 ALL Alix	1	B boureston azdotgov
George RAMINEZ		POBEY 1165 An City An 85223	520	* V
Goog Stouby		6698 5. Eisenhour	,	
Steven Sylvestor		5950 cany scholate	466-9661	
Eric Scholman		POBOX 3886 AZCITY AZ 85223		Sholand 1 Q xahoo. com
Mirray Sanchez		114 CKC 1 (m ) (m ) (m ) (m )	464-1576	/
Karen Binkley	self	6089 EBINKley	466-3359	
Jerilyn Binkley	5-14	,1	466-770)	
Rust Mac	Flying I	lage 5 Sunshine Blud	466 234	
Michael Mitchell	Flying, J	Same	Same	
Tristan Woster	EEC!	7625 E FT. LOWELL RD THOSUN AZ 85730	520321 4625	twoster@hotmail.com



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Printed Name	Representing	Address and Zip	Phone	E-mail
Ruth Smith		POBOX 235 57908. Coming Pobladi	50-40P-3111	
Geeg Sm Fth		SAMEAS ABOUE	SAME	
ARTH STELLA BEAT	THAM	Po Box 472	520-450-	336/
LAINY Jo Ramos		Pa Box 152	570 - 840 -32	31.
MARY C Duce		POBOX 25	520 466 779:	2
(		11	<i>r</i>	
Stephen R. Ducr JAMES CASSARA	DESERT COURT	DO BOX 61 5720 E. CAMINO APALEME	(480)235- 0957	
JEFF GRIZZLE	APARM BUTS	OWNER (	600769-	
Bruce marker	Eddisa Box	6365- Commo Abañolo Par Bre 365 Archelo	520431 3012	Ed delaplace 76 a Valor com
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# Sign-In Sheet Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Project No. 10PN199H677301L Neighborhood Mosting Piggaba Florenton School



Neighborhood Meeting – Picacho Elementary School Thursday, Aug. 21, 2008

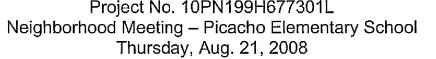
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	Printed Name	Representing	Address and Zip	Phone	E-mail
	MIGUEL RAMIRES	MY FATHER	1729 W. Hidalgo	602-243 5375	
Ru	DHANNE ALLMAN	Preacho Food	PICALLO AZ 85a41		RALL MANSTON EARTHLINK
	JASON KONRATY	CHARLE ANTHONY	,		- 1 2
22	JONE PERIOD	1	18559 PEACHO HUM	590-W6-3510	
(	Transco Centry		,	530-466-3872	>
4	BON Voglep	PINAL CO	130× 1024 REDROCK	520 2511661	
	John Esproso	Self	MGGOGLO (budgle	(5.24-92)-48(	UMBORAL DWISS, COW
	MARKCAIKINS	1	6275 CAMINO AdelM	te 466-77	72
٦	Con & Dauly &	Jaienso	capatra montana		
	ED GEISER	EEC	4623 E. Statella	520- 1 321-46	25 ecctucion
	Stella Perez	mother		929-785-	
	Abel GARZA	USE-Rot S	Fre 6545 E. (Amino ASCLOSE	52D-466-T	48 AKELGARAZOUSPS.gov



# Comment Form

# Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Project No. 10PN199H677301L





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?  ULELL ! WATER SUPPLY TO THE COMMUNITY IF PICACHO-
- OUTBATED SYSTEM, NEEDS CONSTANT CARE - HOW DO WE A CCESS The Well & Pump?
Abel GARZA VICK 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 MANE ACCESS TO THE School?
Many Kids WAIK To School, crossing the tracks; what
Will happen if Kids try to cross the freeway.
3. General comments:
Abel GARZA
Preacho School Board Me
4. How did you hear about this meeting?
Optional:
Name: Abel GARZA Address: City: Acado State: Az. Zip: 85041
Phone: 520-466-7748 E-mail: Abel. GARZA 2@ USB-gov
Please include me on your mailing list to receive information concerning this project.

# ADOT

# Comment Form

# 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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Please print clearly.

1. What do you like most about the recommended alternative?
IF OPTION CISAPPROVED, 5800 45900
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2. What do you like the least about the recommended alternative?  Aption A, B, +C, Wipes Me out This impacts
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6370 CAMINO ADELANTE.
3. General comments:  YOU CANT STOP PROSS.
4. How did you hear about this meeting?  Thrugh Post of Fice Picacho
Optional:
Name: Jesus R, Ralz Address: Pabox 276 Picacho Az 85241
Phone: (520) 446-3244 E-mail:
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

Project No. 10PN199H677301L



Neighborhood Meeting – Picacho Elementary School Thursday, Aug. 21, 2008

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Please print clearly.

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It would at eliminate Accidents at the west bound OFF RAMP.
2. What do you like the least about the recommended alternative?
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3. General comments:
4. How did you hear about this meeting?
Optional:
Name: SKOUB/S Address: P.O. Bx 158 City: Picalo State; Zip: 8524
Phone: 520-280-107/E-mail: OPESKOUBISIE MAC. COM.
X 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

Project No. 10PN199H677301L

Neighborhood Meeting – Picacho Elementary School

Thursday, Aug. 21, 2008



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Please print clearly.

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# Comment Form

# Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Project No. 10PN199H677301L

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Please print clearly.

What do you like most about the recommended alternative?
Maybe By Chance it would Help Picacache Prosper in some way or Anonther. It could not
Prosper in some way or Anonther. It could not
Hurt Nothing.
2. What do you like the least about the recommended alternative?
3. General comments: Good Luck
t e e e e e e e e e e e e e e e e e e e
4. How did you hear about this meeting?
By All in Picacho, and Then Some
Optional:
Name: MARK CAlkins Address: 6275 CAMINO Adelast State: AZip: 85241
Phone: 520-456-777 E-mail:
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

Project No. 10PN199H677301L Neighborhood Meeting – Picacho Elementary School Thursday, Aug. 21, 2008



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Name:	Address:	City:	State: Zip:	
Phone:	E-mail:			
	Please include me on your mailing list to rea	nive information eq	accoping this project	



# Comment Form

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1. What do you like most about the recommended alternative?

the fact the 87 Interchange will be
the fact the 87 Interchange will be constructed along with the alternative "C" Improvements
"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 Bottaglia
I-10 at Bottaglia
4. How did you hear about this meeting? The presentation  to Elsy City Council  Optional
Optional.
Name: Ben Belkin Address: 4800 N. Soutscheity: Scotts State: 72 Zip: 8525
Phone: 602-264-1298 E-mail: boelkin@ 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

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Interstate 10: Jct. I-8 to Tangerine Road Picacho Elementary School Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

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Interstate 10: Jct. I-8 to Tangerine Road Picacho Elementary School Aug. 21, 2008 – Neighborhood Meeting

Interstate 10: Jct. I-8 to Tangerine Road Picacho Elementary School Aug. 21, 2008 – Neighborhood Meeting



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Interstate 10: Jct. I-8 to Tangerine Road Picacho Elementary School Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

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Interstate 10: Jct. I-8 to Tangerine Road Picacho Elementary School Aug. 21, 2008 – Neighborhood Meeting

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Interstate 10: Jct. I-8 to Tangerine Road Picacho Elementary School Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

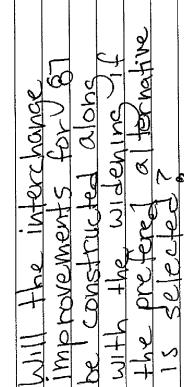


Interstate 10: Jct. I-8 to Tangerine Road Picacho Elementary School Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

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Interstate 10: Jct. I-8 to Tangerine Picacho Elementary School Aug. 21, 2008 – Neighborhood Me







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	Do we have to chrink	aret our well done	10 Bio. 10 10 10 10 10 10 10 10 10 10 10 10 10		

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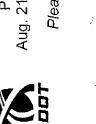
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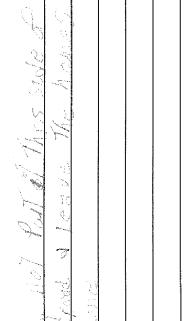
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Interstate 10: Jct. I-8 to Tangerine Road Picacho Elementary School Aug. 21, 2008 – Neighborhood Meeting Please print your question clearly FUND 45.5

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Arizona Department of Transportation
Interstate 10 Corridor Study: 1ct. I-8 to Tangerine Road

					Interstate 10 Corridor Study: Jct. I- Project No.: 10PN199H			
					Neighborhood Meeting - A			
					Comment and Question			
Name	Address	Phone	E-mail		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	4000	(600)				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.	changes are inevitable and of	

### Project No.: 10PN199H6773011 Neighborhood Meeting - Aug. 21, 2008 **Comment and Question Summary** General Comments How did you hear list? recommended alternative? recommended alternative? about this meeting? No more accidents at curves on I- We need a change. PO Box 152 (520) larry.j.ramos@n It's about time. Families have Post office. amos, Larry cacho, AZ 85241 840-3231 10 now. I've seen so many died on this curve accidents. I live at 5920 Fisenhower Road, I've seen families die on this old freeway Raiz, Jesus B. PO Box 276 If Option C is approved, 5800 and Options A, B and C wipes me out. You can't stop progress. Post office. icacho, AZ 85241 466-3244 This impacts 6300 Camino Adelante 5900 Eisenhower Street, it may not impact these two properties. geskoubis@ It would eliminate accidents at the I'm in favor of this option Skoubis PO Box 158 (520) Mailing. Picacho, AZ 85241 280-1077 westbound off-ramp mac.com 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 an 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 nore, we will be too old to move. Any chance you can acquire the land as soon as you decide on A, B or C? 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 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-o

way of the railroad?

Is this funded?

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road



Director

# **Arizona Department of Transportation**

# **Intermodal Transportation Division**

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Flovd Roehrich Jr. State Engineer

Victor M. Mendez

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?
  - o 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?
  - O 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?
  - o 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.

4 Mr. Scott Richardson November 17, 2010

Page 2

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, PÉ Project Manager

ADOT Roadway Predesign

Cc: Mary Frye, FHWA

Paul Baumgardt, ADOT EPG

Mike Kies, AECOM Doug Smith, AECOM



# **Arizona Department of Transportation**

# Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janice K. Brewer
Governor
John S. Halikowski

Director

November 17, 2010

Floyd Roehrich Jr. State Engineer

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

08/06/2010 02:27 PM

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Victor Yang < VYang@azdot.gov>

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 Fay: (602) 712-8992

Fax: (602) 712-8992 Email <u>vyang@azdot.gov</u>

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 PAGE INTENTIONALLY LEFT BLANK

A-8

Final Environmental Assessment I-10 Corridor Study: Jct I-8 to Tangerine Road, Casa Grande – Tucson Highway November 2010

Marta Raiford < MRaiford@azdot.gov>

06/29/2010 01:29 PM

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To "scott_richardson@fws.gov" <scott_richardson@fws.gov>
cc Victor Yang <<u>VYang@azdot.gov</u>>

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

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	Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
<u></u>	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 1-10 conridor. 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 sovereigity 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.	
10					Yours for certain	
					James Lansdale	
-					Resister of the New World order	



Arizona Department of Transportation Interstate 10 Corridor Study: Junction Interstate 8 to Tangerine Road Public Hearings Comment Transcription





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Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
		COMMENTS SUBMITTED BE	FORE THE SEPTEMBE	'S SUBMITTED BEFORE THE SEPTEMBER 2010 PUBLIC HEARINGS	
Ray and Lucinda Contreras		ray.lucinda@hotmail.com	E-mail	We live a short distance from Tangerine Rd. off of	10-13-10
•		1	09/13/10	La Cholla Rd, There is a large community here	Hi Ray and Lucinda, thank you for
				made up of many families with children. We are a	your comments. They will be reviewed
				very tight community and enjoy and have	by the study team and documented as
				sacrificed much to live in a suburb type	part of the study.
				atmosphere. We are looking for ways to make it	
				safer for our children, runners, cyclists, walkers	Thank you,
				and the like to be safer in their commutes by trying	Angie Brown
,				to install bike and walk paths. The proposed	Public Involvement Specialist
				interchange at Tangerine will not only change the	Gordley Design Group
				atmosphere of a neighborhood but bring	2540 N. Tucson Blvd.
				hazardous conditions for our way of life here. Why	Tucson, AZ 85716
				are interchanges not being made to possible roads	p. 520.327.6077
<del></del> -9				that are located in already industrial areas that	c. 520.300.0507
				could be turned into a highway for west to east	www.gordleydesign.com
				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	

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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  V-15		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 not yet presented anything to City of Eloy till I have only 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.i10fucsondistrict.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 520-705-286 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 Jimmle 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 1-10 and Jimmie Kerr.  Thank you, Angie Brown Angie Brown Public Involvement Specialist Gordley Design Group 2540 N. Tucson Blvd. Tucson, AZ 85716 p. 520.327.6077 c. 520.300.0507

Arizona Department of Transportation Interstate 10 Corridor Study; Junction Interstate 8 to Tangerine Road **Public Hearings Comment Transcription** 

Regident of Robsen Rand.  Regident of Robsen Rand.  Regident of Robsen Rand.  English Address the Public Hearing notice for the I-10 Confeder study. Justicion It So Tragerine Read. I would like to make a comment on the proposed attended the Public Hearing notice for the I-10 Confeder study. Justicion It So Tragerine Read. I would like to make a comment on the proposed attended to make a comment on the proposed attended the I-10 Confeder study. Justicion It So Tragerine Read. I would like to make a comment on the proposed attended the I-10 Confeder study. Such starting the I-10 Confeder study and I would like to make a comment on the proposed attended the I-10 Confeder and I would like the I-10 Confederation and I would like the I-10 Confederation and I would like the I-10 Confederation and I would like the I would allow and I would a	Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
Corridor study, Junction I-8 to Tangenine Road. I along 4-10.  along 1-10.  would file to make a comment on the proposed statement I heart concerning the closing of the I-10. Withmine kert ranges I realize that samp is strotyly down the road from the I-8 interchange but I believe it all lets explete to help own the Tang from the Palinechange but I believe it all lets explete to help own the road from the I-10. As and the intersecting roads to Action and Casa Grande is there some reason why ADOT finds it necessary to close the I-10. Jimmie Kert ramps? The ramps are a major access point for the Palinechange is there some reason why you would disrupt a manner of traffic using this interchange. The ramps are a major access point interchange without closing it? Lart imagine why you would disrupt a main rough between Elby and Casa Grande. Moving the interchange and or extenting and consulting the preventing on and or framer and the prevention of the considered improvious the prevention of the	Madonna Dearie	520-560-0996	mdearie@cottonwoodmedical.com	E-mail	Angle, I received the Public Hearing notice for the 1-10	10-22-10 Hello thank voir for volur comme
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and road ware off to Casa Casa	1				interchange without closing it? I can't imagine why	existing traffic accessing I-10 at
v are off to Casa truly					you would disrupt a main route between Eloy and	Uimmie Kerr, as well as addition
w are off to to Casa Casa					Casa Grande. Moving the interchange up the road	traffic expected to be generated
off to Casa truly					to Selma highway makes no sense to me. How are	Selma Highway.
off to Casa truly					you going to move all the traffic entering and	;
sa <del>j</del>					exiting I-10 to Jimmie Kerr Blvd? Has anyone	Please let me know if you have
88 ≥					considered improving the interchange on and off	additional questions or commen
88 ≧					ramps and instead adding an interchange at	
88 <u>≥</u>					Cottonwood Lane so you can lighten the traffic	Thank you,
88 <u>≥</u>					flow at Florence Blvd. At least there is ample	Angie Brown
Casa truly e					space around the Cottonwood Lane overpass to	Public Involvement Specialist
of Casa ut I truly f the					create such an interchange and it would allow	Gordley Design Group
rt I truly					traffic flow to the Mall and also into the city of Casa	2540 N. Tucson Blvd.
rt I truly f the					Grande.	Tucson, AZ 85716
rt I truly f the					I just wanted to share a few thoughts and	p. 520.327.6077
e t					concerns. Roadwork is always disruptive but I truly	c. 520.300.0507
Current plans to the cities of Eloy and Casa Grande.  Thank you.					think someone needs to study the impact of the	www.gordleydesign.com
Thank you.				-	current plans to the cities of Eloy and Casa	
I nank you.					Grande.	
					I hank you.	

A-11



Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
					bridge over the UPRR tracks providing
	-				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

A-14







Comment Responses 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 in the material in the future plans for us. E-mail

Received

NO COMMENT FORMS RECEIVED AT SEPT. 29 OR SEPT. 30, 2010 PUBLIC HEARINGS COMMENTS RECEIVED AFTER SEPTEMBER 2010 PUBLIC HEARINGS
Via e-mail
10-04-10 E-mail Phone Name/Address

A-13



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.
Δ-16					Sincerely,
					Paul Baumgardt Environmental Planner ADOT – Environmental Planning Group

A-16

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			Postal mail	Re: 20' walls between RV parks and I-10	10-18-10 Mr. Dobott D. Dowlo
Casa Grande, AZ 85122-			2 7000	Deal Ms. Nuter.	1708 N. Brown Avenue
2002				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	RE: Noise Wall Concerns
				Clarice Dispared on Cooper of 2010.	Dear Mr. Parks:
				I have lived long enough in Casa Grande. 32	
				years, to remember that these businesses, at least	Thank you for your letter dated
				two because I'm not real sure about the one	October 5, 2010 expressing your
				located in Picacho, were built after I-10 was	concerns regarding the construction of
				constructed and the owners knew they were	noise walls in your area along
				building next to a freeway. The reason I know	Interstate 10. Your letter states that
<u></u> 1		-		when two of the parks were built is that I just	some businesses were built after I-10
				retired April 01, 2010 as a RV technician and spent	was constructed and, therefore,
				many days at these parks working on RV's.	taxpayers should not have to pay for
					the 20 foot noise walls adjacent to
				Because of this they should be the ones paying for	their properties. Per the Arizona
				the 20' walls not the taxpayers. It's the same old	Department of Transportation's
				story and not too long down the road the city of	(ADOT) Noise Abatement Policy and
				Casa Grande will be buying up empty houses,	federal noise regulations, residences
				tearing them down, and creating either business	or businesses are not entitled to have
			,	parks or green zones due to allowing contractors	noise walls constructed when they
				to build homes across the road and next to the	build next to an existing freeway or
				Casa Grande airport which has been there for	highway, In these situations, any
				many years	construction of noise walls would be
					financed by the property owner(s). If,
				ADOT should not allow this to occur and they	however, the freeway or highway is
				should sleep on this issue for a long period of time	expanding (adding more lanes) and
				and not allow the taxpayer to receive the shaft	thereby increasing traffic noise, then
				again as they have in the past due to construction	ADOT performs an analysis to
				of homes, etc. next to interstates.	determine if future noise levels are
					within allowable criteria. If projected
				Sincerely,	noise levels exceed the criteria due to
				Robert D. Parks	additional lanes, then noise walls are

A-15

# Arizona Department of Transportation Interstate 10 Corridor Study: Junction Interstate 8 to Tangerine Road Public Hearings Comment Transcription



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Comment Responses	10-13-10 Thank you. Angie Brown	Public Involvement Specialist Gordley Design Group	2540 N. Tucson Blvd.	l ucson, AZ 85/16 p. 520.327.6077	c. 520.300.0507	inocities de la company de la																	
General Comments	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	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	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-6 to Tangeriffe Road.	The Coalition appreciates and supports the	recognition given to critical wildlife linkages within	the project area. We support the extensive work	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
Date & Method Received	E-mail 10/13/10																		•				
E-mail	kathleen.kennedy@sonorandesert.org																						
Phone	520-388-9925																						
Name/Address	Carolyn Campbell Executive Director Coalition for Sonoran Desert Protection	300 E. University Blvd.	Jucson, AZ 85705					•															
<u>#</u>	<u>,                                      </u>						P	\-18	8			_	•										

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Arizona Department of Transportation Interstate 10 Corridor Study: Junction Interstate 8 to Tangerine Road Public Hearings Comment Transcription



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	Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
	City of Casa Grande Community Services Department 404 F. Florence Blvd	520-421-8677	mjohnson@casagrandeaz.gov rwood@casagrandeaz.gov aaviia@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.	Thank you! Angie Brown Public Involvement Specialist
	Casa Grande, AZ 85122 520-421-8677 Mary Johnson, Community Services Director				City of Casa Grande staff Mary Johnson, Rod Wood and Anita Avila attended the Public Hearing meeting scheduled in Casa Grande on Tuesday,	Gordley Design Group 2540 N. Tucson Blvd. Tucson, AZ 85716 p. 520.327.6077
	Ext. 4510 Rod Wood				September 28, 2010. We met briefly with Todd Emery and Victor Yang, regarding the Casa Grande Regional Trail System Master Plan, which	c. 520.300.0507 www.gordleydesign.com
A-1					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	
1	Ext. 4522				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 crance Mountain Access trail that Intersects 1-8 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 Trassday October 19, 2010.	



Page 12 of 17



Project Name	Name/Address	Phone	E-mail	Date & Method	General Comments	Comment Responses
Hand to the state of Common Co				Received		
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 total below.  Thank you,  I.iz 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 1-10 and Manana 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. The night-of-way beneded to accomplish the shift would cause		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	10-14-10 Hi Liz, thank you for your e-mail. We
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 Managor for DTD DEVCD 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 Jat. 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 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 ("DOR"). The DGR 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 night-of-way needed to accomplish the shift would cause	ive				Dear Ms. Brown:	the study documents,
to the letter and will include this terr in the DCR. In case you have the attachment, I've also provided the tater and will include this terr in the DCR. In case you have the attachment, I've also provided the son September 28, 2010 regarding the D Corridor Study from Jot. I-8 to soad. DTD Devco 10, LLC ("Devco") dance at the Public Hearing and this rive as Devco's Public Comment.  I-10 and Marana Road at MP 236.  Periewed the initial Design Concept RP."). The DCR shows a significant shift ma interchange northward into the erty, which would result in a significant composition of the shift would cause					Attached please find our formal comments to the	Thank you,
tter in the DCR. In case you have the attachment, I've also provided the age for DTD DEVCO 10, LLC ager for DTD DEVCO 10, LLC Contidor Study from Jct. I-8 to Road. DTD Devco 10, LLC ("Devco") dance at the Public Hearing and this rive as Devco's Public Comment.  I owner of approximately 39 acres at I-10 and Marana Road at MP 236. reviewed the initial Design Concept RP"). The DCR shows a significant shift ma interchange northward into the erty, which would result in a significant composition of the shift would cause				-	are in receipt of the letter and will include this	Angie Brown
ager for DTD DEVCO 10, LLC in response to the Public Hearing that D Corridor Study from Jot. 1-8 to Coad. DTD Devco 10, LLC ("Devco") Idance at the Public Hearing and this rive as Devco's Public Comment. I one of approximately 39 acres at I-10 and Marana Road at MP 236. reviewed the initial Design Concept SP"). The DCR shows a significant shift an interchange northward into the erty, which would result in a significant s Devco property. The right-of-way					comment letter in the DCR. In case you have issues with the attachment. I've also provided the	Public Involvement Specialist Gordley Design Group
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# # #	•				Thank you,	Tucson, AZ 85716
# # # #					Project Manager for DTD DEVCO 10, LLC	p. 520.327.3077
This letter is in response to the Public Hearing that took place on September 28, 2010 regarding the Interstate 10 Corridor Study from Jot. 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					Ms. Brown:	www.gordleydesign.com
Institute of the Marana interchange of september 28, 2010 regarding the Interstate 10 Cornidor Study from Jet. 1-8 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 1-10 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					44 44 a sign of 1 a 14 a 2 a 2 a 2 a 2 a 2 a 2 a 2 a 2 a 2 a	
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taking of the Devco property. The right-of-way needed to accomplish the shift would cause				-	of the Marana interchange northward into the	
needed to accomplish the shift would cause					taking of the Devco property. The right-of-way	
					needed to accomplish the shift would cause	

Arizona Department of Transportation Interstate 10 Corridor Study: Junction Interstate 8 to Tangerine Road **Public Hearings Comment Transcription** 



L	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 wildifie crossing construction is incorporated into larger roadway construction projects.	
A-19					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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# Arizona Department of Transportation Interstate 10 Corridor Study: Junction Interstate 8 to Tangerine Road Public Hearings Comment Transcription



Comment Responses	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 Bhd. Tucson, AZ 85716 p. 520.327.6077 c. 520.300.0507 www.gordleydesign.com	
General Comments	Dear Ms. Brown:  San Carlos Irrigation and Drainage District ("District") is pleased to submit this response to your request for written comments by October 14 th 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:	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 intgation facilities. District utilizes service roads along both sides of canals, laterals, etc. to maintain a fully operational irrigation system. For
Date & Method Received	E-mail 10/14/10	
E-mail	chad.wegley@scidd.com	
Phone	520-723-5408 x14 520-723-7965	
Name/Address	Chad Wegley, PE District Engineer San Carlos Imgation and Darinage District P.O. Box 218 120 S. 3" Street Coolidge, AZ 85128	
-	A-22	

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Arizona Department of Transportation Interstate 10 Corridor Study. Junction Interstate 8 to Tangerine Road **Public Hearings Comment Transcription** 



Nar	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 utilimately sees no benefit in shifting the interchange and asserts that the proposed shift would be an "unnecessary right-ofway acquisition".	
A-21					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.	
A-24				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.	,



Arizona Department of Transportation Interstate 10 Corridor Study: Junction Interstate 8 to Tangerine Road **Public Hearings Comment Transcription** 

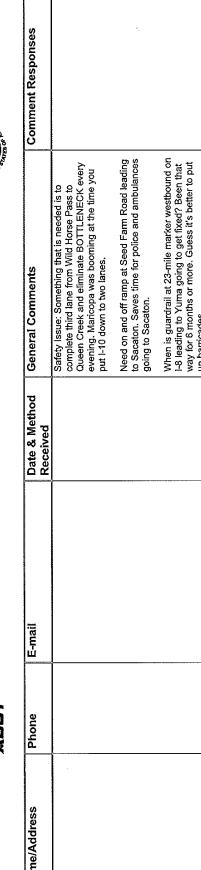


Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
				over seventy years, rights-of-way have and shall continue to serve as storage areas for sediment removed from the irrigation system.	
				Comments provided by the District are not an exhaustive discussion of all the issues and concerns associated with ADOT's crossings of San Carlos Irritation Project facilities. Also	
				recongize that other federal agencies. Bureau of Reclamation and Bureau of Indian Affairs, are involved with the San Carlos Irrication Project and	
A-				these agencies will have comments, specifically in the areas of cultural resources and rights-of-way that may affect proposed design beyond those of	
23				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 Interstate 10 Corridor Study: Junction Interstate 8 to Tangerine Road **Public Hearings Comment Transcription** 





November 2010

1 2 3 PUBLIC HEARINGS 4 5 INTERSTATE 10 CORRIDOR STUDY б JUNCTION I-8 TO TANGERINE ROAD 7 Casa Grande, Arizona 8 September 28, 2010 9 10 11 12 13 14 15 16 17 18 19 Colville & Associates 20 21 1309 East Broadway Boulevard Tucson, AZ 85719-5824 22 (520) 884-9041 23 24 FAX (520) 623-1681 David Christy, Certified Court Reporter, No. 50061 25

IN THE MATTER OF

public meeting Volume 1 09/28/2010

Colville & Associates, LLC 1309 E. Broadway Tucson, Arizona 520-884-9041 520-623-1681

Word Index Included

- 1 MS. RITTER: Welcome, everyone. Can you
- 2 hear me in the back? Raise your hand if my voice is
- 3 carrying. Thank you. Welcome to tonight's public hearing
- 4 on the I-10 corridor study from Junction I-8 to Tangerine
- 5 Road. My name is Linda Ritter and I am the public
- 6 information officer for the Tucson District and I would like
- 7 to express our appreciation for you being here and
- 8 participating in this public hearing. We appreciate you
- 9 taking time out of your busy schedules to be here tonight.
- 10 First, what I would like to do, we have a
- 11 number of project team members with us here tonight but I
- 12 would like to since we want to move this along and get you
- 13 home at a reasonable hour, I would like to introduce key
- 14 members of our team. From the Federal Highway Administration
- 15 and just raise your hand so they know who you are and where
- 16 you are, Mary Frey from Federal Highway Administration. There
- 17 is Mary. Arian LaRoche from Federal Highway Administration.
- 18 From ADOT, Todd Emery who is our Tucson District Engineer.
- 19 Todd, where are you? There he is. He will be up here in a
- 20 minute.
- 21 Victor Yang, project manager. Victor, hello.
- 22 Paul Baumgardt, environmental planner of the environmental
- 23 planning group. There he is. Pete Main, ADOT Right of Way
- 24 Agent. And Steve Wilson, I don't see him. He's the project
- 25 manager for the State Route 87 to the town of Picacho Design

Deposition of public meeting

1	BE IT REMEMBERED that the above public hearing was
2	taken pursuant to notice at 510 E. Florence Boulevard, in the
3	City of Casa Grande, County of Pinal, State of Arizona, before
4	David G. Christy, on the 28th day of September 2010, scheduled
5	for the hour of 5:00 p.m. on said day.
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- 1 there were question cards and there were comment cards that
- 2 you were given. And what we would like to ask you to do if
- 3 you could please fill out the comment card and either turn it
- 4 in at the registration desk tonight or you can email or you
- 5 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
- 8 to David and he will take your comment. He will record it.
- 9 If we get your comments either tonight or in the mail or by
- 10 email by 5:00 p.m. on Thursday, October 14th, they will become
- an official part of the record for this meeting.
- 12 Additionally, if you have a question or
- 13 comment that you want addressed tonight, then please feel
- 14 comfortable writing down your comment or your question and all
- of us with badges will be coming around and we will take these
- 16 from you. If you need more, just let us know. Because there
- 17 is quite a few of us here tonight, we may have some similar
- 18 questions and comments and we are going to kind of compile
- 19 them and then we will thoroughly answer to the best of our
- 20 ability all your questions and comments.
- 21 Additionally, if you have perhaps something
- 22 personal about your property or something that you weren't
- 23 clear on or if you want more information after the question
- 24 and comment session, our project team will be staying to
- 25 provide you with information. So feel free to come up and

- 1 Team. He may not be here. We are having three public
- 2 hearings and he may be at two of them. From AECOM, our
- 3 project consultant on this study, we have Michael Kiess and he
- 4 will be presenting tonight's study overview.
- 5 I would also like to introduce our court
- 6 reporter David Christy who is right behind me here and he will
- 7 be recording tonight's meeting. He will be recording all of
- 8 the questions, all of the comments that all of the attendees
- 9 had and also our responses so everything is being recorded.
- 10 So we would all like to welcome you to this
- 11 public hearing. Every one on the team is very pleased to see
- 12 you here today. Your participation is very important and your
- 13 past participation. I see a number of you who I have met in
- 14 previous meetings, and we appreciate your past participation
- 15 as well.
- 16 It's your input, it's your feedback, it's your
- 17 comments and your questions that have shaped the study
- 18 recommendations that you will be hearing tonight.
- 19 Michael Kiess will be giving you, I want to
- 20 tell you how the meeting will go briefly, Michael Kiess will
- 21 be presenting a 20-minute overview of the study
- 22 recommendations and this will be followed by a questions and
- 23 comments session. The court reporter is here to document the
- 24 presentation and the question and comment session.
- 25 And as you may have seen when you came in,

- 1 here. I think he has already left, but he was here. David
- 2 Snyder, I got him to stick around for another five minutes so
- 3 I could recognize him on the board of supervisors for Pinal
- 4 County. Lisa Fitzgibbons, council woman from Casa Grande.
- 5 Also from the City of Casa Grande, Jim Thompson, the city
- 6 manager, was here as well. I don't see him now. There he is.
- 7 No. I don't see Jim.
- 8 Kevin Lewis also is here, the public works
- 9 director. He just stepped out, but I wanted to recognize that
- 10 they were here and showing their support for this project and
- 11 I appreciate them coming. David, I appreciate you sticking
- 12 around early. Please, after the presentation, come and ask us
- 13 questions if you would like. We are here to help in any way
- 14 we can. And with that, I'm going to turn it over to the
- 15 project team, Mike, to give us more detail and breakdown of
- 16 what is going on. Thanks.
- 17 MR. KIESS: Thanks, Todd. Can everybody
- 18 hear me without the microphone? Great. I just want to tell
- 19 you the two major elements of the study that are presented
- 20 here tonight for your information. First is what we refer
- 21 to as the design concept of the preferred alternative. That
- is shown here on these maps that are around the room here.
- 23 We are showing at a pretty big scale the idea of how many
- lanes are proposed for I-10, the potential right of way
- 25 needs along the corridor for that plan.

Deposition of public meeting

- 1 talk with us.
- Thank you so much. And before Michael Kiess
- 3 comes up with his overview, I would like to introduce Todd
- 4 Emery who will be welcoming you tonight. He is the head of
- 5 the Tucson District as a Tucson engineer. We would also like
- 6 to say a welcome and he would also like to say hello to some
- 7 of our community leaders tonight.
- 8 MR. EMERY: I'm going to be real quick because
- 9 I want the project team to get right to the details because I
- 10 think that's what you are looking to hear, but I do want to
- 11 thank everyone for coming. You know, this is very important.
- 12 We want to hear your input. This is a lot of area that we are
- 13 looking at, the project area basically from I-8 all of the way
- 14 to Tangerine.
- 15 The scope of the study basically is to look at
- 16 what's our long-range needs and plans for I-10. What is the
- 17 ultimate configuration that is going to get us where we need
- 18 to go in 20, 30, 40 years. And it's not just looking at I-10
- 19 itself, but of course all of the traffic needs coming off
- 20 I-10. So all of the traffic interchanges are looked at, the
- 21 current ones as well as possible new ones. And it's a big
- 22 undertaking and there is a lot involved. So please give us
- 23 your input. It would be very much appreciated.
- I do want to recognize some of the special
- 25 people that are here tonight. Mayor Bob Jackson. He was

- establishes the schedule for design and construction of what
- 2 you see on these maps.
- 3 So a lot of times we get a lot of questions
- 4 of, well, when this is this going to be built and when is that
- 5 going to be built. We can't give you a precise answer tonight
- 6 because it really gets defined in the five-year plan. Once
- 7 there is funding established, then ADOT can start the process
- 8 of doing design, eventually moving into construction and then
- 9 ultimately the traffic. So as you see here, we are at the
- 10 beginning of what could be a long process along Interstate 10.
- 11 As I said, the environmental assessment is in
- 12 the back of the room. This is a document that follows the
- 13 National Environmental Policy Act which is a federal act that
- 14 if a project is going to use federal funds for construction
- 15 and implementation, this document must be produced and
- 16 approved. And so that is what we have done with this project.
- 17 We have done a NEPA document and therefore as ADOT moves
- 18 forward with implementation, they have the opportunity to use
- 19 federal funding for this project, if necessary.
- The first thing that is established when you
- 21 start a NEPA environmental document is, what is the purpose of
- 22 the project and why is this project needed or what we refer to
- 23 as the purpose and need. And this was established to provide
- 24 additional roadway capacity for future traffic growth. I
- 25 think everybody realizes that traffic continues to grow along

1 As Todd mentioned, changes to the interchanges

- 2 and potential locations for new interchanges are shown and
- 3 then also any variations to the cross roads that go over I-10
- 4 if they are being proposed to be realigned or relocated to a
- 5 new location.
- The other deliverable that we have for you to
- 7 look at tonight if you wish is the environmental assessment.
- 8 Copies of the environmental assessment are located on a table
- 9 back in the back of the room for you to look at. And this is
- 10 where the results of the environmental studies that were done
- 11 for the project such as air quality, noise and so on are
- 12 documented and mitigation measures that are recommended that
- 13 we incorporate in the project once the project goes forward
- 14 into construction.
- With that, the I-10 corridor study is the
- 16 first step in the ADOT development process. As you see up
- 17 here, the large arrow on the top shows kind of as a timeline
- 18 what part of the process the I-10 corridor study covers. As I
- 19 just mentioned, we have established a recommended design
- 20 concept. And we have completed an environmental assessment.
- 21 After this study is completed, it goes to the
- 22 State Transportation Board for formal adoption and then this
- 23 becomes the plan for the Interstate 10 corridor. After that,
- 24 ADOT has what they refer to as a five-year plan where funding
- 25 is programmed for projects. And that five-year plan then

- 1 The environmental assessment included numerous
- 2 environmental studies including looking at land use, socio and
- 3 economic resources, historic and cultural resources such as
- 4 the Southern Pacific or what is now the Union Pacific
- 5 Railroad, some historic canals along the corridor, parks and
- recreation areas. Picacho State Park is located right along
- 7 the Interstate.
- 8 There was an air quality assessment done for
- 9 this project looking at the future volumes and looking at what
- 10 air quality would look like if we did nothing versus if we did
- 11 this project so that is documented in the EA. Wildlife
- 12 connectivity, Arizona Game and Fish was very involved in this
- 13 project to look at ways to get wildlife more efficiently
- 14 across the corridor. Water resources such as impact on washes
- 15 and then a noise analysis was completed.
- 16 The recommendations of the noise analysis
- 17 looks at existing residential and public properties along the
- 18 corridor. And there are in the recommendation of this study,
- 19 there are four locations where noise walls are proposed to be
- 20 constructed when the project moves forward. One of those is
- in Eloy, an 800-foot wall approximately that is east of
- 22 Sunland Gin Road at an RV park. There is an RV park west of
- 23 Toltec Road where there is proposed to be a nearly 4,000-foot
- 24 long noise wall.
- The RV resort that is near the Picacho Peak

- 1 Interstate 10 and even as the economy has slowed down, there
- 2 is still a lot of traffic on Interstate 10.
- Another purpose of the project was to provide
- 4 parallel routes to I-10. When there are incidents that close
- 5 the mainline freeway in some places along the corridor, there
- 6 are no alternative routes that people can use and so there are
- 7 backups for several hours along the corridor. So one of the
- 8 purposes was to establish some sort of parallel route.
- 9 As Todd mentioned, upgrading access ramps and
- 10 acceleration and deceleration lanes, this is around the
- 11 interchanges between the cross roads and the Interstate, some
- 12 places along the corridor now you may not feel like you have
- 13 enough distance as you merge onto the Interstate to get up to
- 14 the speed where you feel comfortable. So reconstructing or
- 15 realigning some of the interchanges would help that issue.
- And then support the objectives of the CANAMEX
- 17 trade corridor. Not only is I-10 an important east-west grade
- 18 corridor, but it's also established as what we call the
- 19 CANAMEX or Canada-America-Mexico corridor running north-south
- 20 from Nogales up to Canada. So the combination of increased
- 21 east-west freight movement and the freight movement associated
- 22 with CANAMEX will increase the amount of truck volume that you
- 23 will see on Interstate 10 as time goes on and that was a
- 24 purpose of this project to accommodate that future truck
- 25 volume.

- 1 completed from Pinal Air Park Road up to Picacho Peak. The
- 2 freeway is now six lanes. And those projects are now
- 3 continuing with a freeway realignment through the community of
- 4 Picacho, the widening of Interstate 10 from SR 87 to I-8, and
- 5 then what we refer to as the Valvista to I-8 project which
- 6 would widen the project north of I-8.
- 7 So once this first stage of construction is
- 8 complete, Interstate 10 will be six lanes or three lanes in
- 9 each direction, all of the way from Tucson past the I-8
- 10 interchange. And those projects are in various stages of
- 11 completion or design.
- 12 The other thing that was included in this
- 13 project is looking at where new interchanges could be added to
- 14 Interstate 10. As development occurs in Casa Grande and Eloy
- 15 and Marana, there would be the opportunity for new access
- 16 points onto the Interstate. And we looked at various
- 17 alternatives of how many interchanges or how closely the
- 18 interchanges would be spaced along the freeway and looked at
- 19 the traffic numbers and looked at some of the environmental
- 20 issues.
- 21 And the recommendation, which is included in
- 22 your handout, obviously you probably can't read this figure
- 23 that is up here on the screen, there is the provision for nine
- 24 new interchanges along Interstate 10, so nine new additional
- 25 interchanges on what you see out there today along Interstate

Deposition of public meeting

- 1 State Park at Picacho Peak exit is proposed to have a nearly
- 2 3,000-foot long wall and then the Estes Elementary School
- 3 which is right along Interstate 10 in Marana, actually there
- 4 was a wall constructed there very recently and this project is
- 5 looking to extend that wall a bit.
- 6 So what is the recommended plan for Interstate
- 7 10? Well, the long range plan is to widen the freeway to five
- 8 lanes in each direction. So there would be ten lanes total,
- 9 five lanes going eastbound and five lanes westbound. This
- 10 would also include a frontage road, a continuous two-lane
- 11 frontage road along the entire corridor from Marana up to I-8.
- 12 And then also to maximize future expansion
- 13 options, whether those be other future lanes or truck options
- 14 or other kinds of modes, the plan leaves an open median
- 15 between the lanes of traffic which not only enhances safety
- 16 but also could be used for future expansion.
- So the long-range plan is to widen the freeway
- 18 to ten lanes or five lanes in each direction. And the
- 19 question is, well, when will that happen. Well, how ADOT
- 20 approaches projects like this is that they do it in
- 21 incremental steps or phases of construction. And actually,
- 22 the first phase or what we call stage one is already underway.
- 23 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
- 25 direction. And a couple of those projects have already been

- 1 This interchange has tight loop ramps and short distances
- 2 between on and off ramps. The loop ramp design that is
- 3 currently in this interchange if you are going eastbound on
- 4 I-8 and want to go westbound on I-10 has tight curvature and
- 5 is not compatible with a high-speed freeway-to-freeway
- 6 interchange.
- 7 And then the spacing between the I-8
- 8 interchange, the Sunland Gin Road is located right here and
- off this map is Jimmie Kerr and the spacing between those
- 10 interchanges and the I-8 interchange is very close and people
- 11 may realize when they are on the freeway as traffic comes from
- 12 I-8 and if you want to exit to Sunland Gin, it's a very short
- 13 distance and sometimes uncomfortable to make that movement.
- 14 So what are the changes proposed at the
- 15 I-8/I-10 interchange? Well, first, as I explained in a
- 16 previous slide, the Sunland Gin alignment is proposed to be
- 17 moved over to the east a quarter to a half mile to provide
- 18 more distance between the two interchanges.
- 19 The Jimmie Kerr interchange which is located
- 20 right here that has loop ramps and on and off ramps is
- 21 proposed to be modified and a new interchange is proposed to
- 22 be implemented at Selma Highway. How these two roadways would
- 23 work together is a frontage road system would be built between
- 24 the interchange at Selma Highway and Jimmie Kerr Boulevard.
- 25 So traffic that wants to get on the interchange from Jimmie

Deposition of public meeting

- 1 10 from I-8 down to Tangerine Road. A couple interchanges are
- 2 recommended to be relocated from their existing location.
- The first one is the Sunland Gin interchange
- 4 which is right next to the I-8 interchange. And this is to
- 5 help expand the I-8 interchange and improve traffic operations
- 6 around where these two freeways come together. The other
- 7 proposed relocation is at Pinal Air Park which is close to the
- 8 Pinal-Pima County line and that is being proposed to be
- 9 relocated so it can line up with Missile Base Road which is
- 10 located on the other side of the freeway and currently doesn't
- 11 cross Interstate 10.
- So with that relocation, Pinal Air Park and
- 13 Missile Base Road could be lined up at one interchange and
- 14 people could move across the railroad and the freeway.
- 15 And then there is a provision for a new
- 16 interchange along I-8, about a mile west of the I-10/I-8
- 17 interchange. The city of Casa Grande has a long-range plan
- 18 for an interchange at Henness Road and this study allows for
- 19 that, for the provision for that to be implemented.
- 20 There are some big changes proposed around the
- 21 I-10/I-8 system interchange. We call it a system interchange
- 22 because it's where two freeways come together so it's part of
- 23 the freeway system. The interchanges or the changes in this
- 24 interchange are proposed because, well, first, traffic volumes
- 25 as they increase will exceed the capacity of this interchange.

- 1 freeway through the community of Picacho is elevated up on an
- 2 embankment and includes guardrail and barriers along the
- 3 lanes. The realigned freeway can be built down on the ground
- 4 and so we are removing that elevated freeway. And this
- 5 improves some of the visual impacts of the freeway.
- 6 And then also reconstruction of SR 87 and the
- 7 realignment of the freeway would be scheduled with the interim
- 8 project which are the projects that are going on right now so
- 9 that freeway would be realigned in the near future and that
- 10 interchange would be reconstructed within the next few years.
- 11 So an overview of the preferred plan is that
- 12 the proposal is to expand the freeway to five lanes in each
- 13 direction with parallel frontage roads, provide an open median
- 14 throughout most of the corridor. As you get closer to Tucson
- in the town of Marana, that open median would then go away and
- 16 then become a barrier like you see in a lot of urban areas.
- 17 There is the provision for nine new
- 18 interchanges and a new interchange on I-8 at Henness Road,
- 19 reconstruction or relocation of all of the existing
- 20 interchanges along the corridor, and then relocating the
- 21 freeway through the community of Picacho.
- 22 And all of these improvements will meet the
- 23 project needs that we talked in the beginning of the
- 24 presentation that were established for the project by
- 25 providing parallel access and improving all of the traffic

- 1 Kerr would travel up a frontage road and then there is an
- 2 interchange with all four ramps located at Selma Highway and
- 3 traffic can access I-10 in any direction up at Selma Highway.
- 4 This provides a greater distance between ramps, between the
- 5 Interstate 8 interchange and the new interchange at Selma
- 6 Highway instead of this very short distance that is currently
- 7 located between Jimmie Kerr and I-8.
- 8 Another recommendation that is included in the
- 9 preferred alternative is at the community of Picacho which is
- 10 near the State Route 87 interchange. And in this case, the
- 11 freeway is on an alignment that looks like this and has some
- 12 curvature as it goes through town.
- The recommendation is to realign the freeway
- on a new alignment that would actually remove some of that
- 15 curvature that is along the existing freeway and locate the
- 16 freeway closer to the Union Pacific Railroad tracks.
- 17 In conjunction with this improvement, the
- 18 Interstate or the SR 87 interchange between I-10 and Highway
- 19 87 would have to be reconstructed and that would be
- 20 reconstructed as a typical diamond interchange with four ramps
- 21 like you see elsewhere on the corridor instead of the loop
- 22 ramps that you see today.
- 23 Some of the reasons why this realignment is
- 24 proposed through the community of Picacho, as I said, reducing
- 25 the number of curves along I-10 improves safety. Also, the

1 through Tucson to continue?

- 2 MR. YANG: The answer to the question from
- 3 I-8 north to Phoenix. I do have a project to do a study on
- 4 I-10 from the Loop 202 all of the way to I-8. That project
- 5 is, I think it's behind this project right now.
- 6 MR. KIESS: Right.
- 7 MR. YANG: At this point, we don't have much
- 8 information to give to you on that project yet. But as we
- 9 move forward on that project, we will have more information
- 10 available to answer your questions. But yes, we do. There
- 11 is a study that has already been kicked off in the past to
- 12 study and analyze that section of I-8 and I-10 to see how
- many capacities is needed in the future.
- 14 MR. KIESS: So sometime in the future there
- will be similar recommendations like this for that northern
- 16 section of the corridor.
- 17 MR. YANG: Yes. Some recommendation will be
- 18 made based on the future traffic on that section of I-10 and
- 19 I-8.
- 20 MR. KIESS: The reason that we are asking
- 21 you to write them on the card and then we can read them and
- 22 answer them is because we do have a recorder today and it's
- 23 difficult for you to record everything as questions are just
- 24 sprayed out of the audience.
- MS. RITTER: For the individual who wrote

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- 1 interchanges. So with that, I think we would like to collect
- 2 your questions or comments and the project team will address
- 3 them. Thank you.
- 4 Do we have any questions or comments?
- 5 MS. RITTER: There is a few. There is one.
- 6 MR. KIESS: Again, if you don't have a
- 7 comment for tonight, you can still provide us your comments
- 8 by mailing them after tonight's meeting, providing them
- 9 through email. There is a phone number to call. Fax if you
- 10 want to send it through fax. And tonight if you want to
- 11 come up and provide a comment to the court reporter, he can
- 12 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
- 15 corridor? What is the point of putting five lanes when you
- 16 have got three lanes emptying into five and then everybody
- 17 goes back down to two anyway when you get up here at the
- 18 Indian reservation? You get two passes at Graham Pass.
- 19 Period.

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- 20 MR. KIESS: Do you want to handle a comment
- 21 for north of this project, which is north of I-8 which I
- 22 assume you are referring as to the Gila River Indian
- 23 Community. And then your other part of your question was
- 24 why wasn't there five lanes through Tucson?
- 25 AUDIENCE MEMBER: Why wasn't there five lanes

- analysis, to that research study coming out.
- 2 MR. EMERY: We can certainly use our dynamic
- 3 message signs that we have, signs that go across the
- 4 Interstate. We can put messages up to alert people that
- 5 there is a dust storm ahead so they can take an alternative
- 6 route or slow down or make their own choice of what they
- 7 want to do.
- 8 As far as preventing a dust storm, I don't
- know of any way to do that. Predominantly, all dust storms,
- 10 you know, are not necessarily highway-related. You know, most
- 11 of the dust is coming off from other places. It just happens
- 12 to go across the highway and then cause a lot of problems.
- 13 But definitely where we are looking at these projects, I'm
- 14 sure we will look at putting additional intelligent
- 15 transportation systems. We can put cameras on the road that
- 16 we can monitor from another location to help us see something
- 17 realtime and to put those dynamic messages up to alert the
- 18 traffic of problems that are going up several miles down the
- 19 road so they can hopefully take an alternative route or make a
- 20 different decision. But I don't know of any way to prevent
- 21 the dust storm.
- 22 MR. KIESS: We have two similar questions
- 23 related to the Selma Highway interchange and the Jimmie Kerr
- 24 interchange. It relates to the timing of construction for
- 25 Selma Highway and when would the ramps at Jimmie Kerr be

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- 1 about a specific property, we can talk with you after the
- 2 meeting and address that.
- 3 MR. KIESS: Do you want me to just read off
- 4 the questions?
- 5 MS. RITTER: Yes.
- 6 MR. KIESS: Well, the first question I have
- 7 is related to dust storms. Is there any known device to
- 8 protect freeway traffic against the blinding dust during a
- 9 storm? Todd, I don't know if you want to cover this. I
- 10 know that there's been discussion in the past about
- intelligent signs that can warn people of upcoming storms,
- 12 but I don't know if the district is looking at any of those.
- MR. EMERY: The question was to alert?
- 14 MR. KIESS: Is there any known device to
- 15 protect?

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- MR. EMERY: A 200-foot wall maybe.
- 17 MR. YANG: I can handle this a little bit.
- 18 Recently, we have just kicked off a research study and that
- 19 research study is looking into the climate change, how that
- 20 impacts our transportation management, our transportation
- 21 operation. So it's not just a dust storm, weather, like
- 22 ice, snow, anything from Flagstaff to Tucson areas. So yes,
- 23 we are looking into those issues. But as far as is there
- 24 any advanced technologies right now to prevent dust storms
- 25 or to provide early warnings? I'm looking forward to that

- 1 possible. So at no time would we have that I can foresee
- 2 right now no ramps at Jimmie Kerr or Selma. Typically, we
- 3 would probably want to build the Selma Highway ramps first and
- 4 then once the Selma Highway is operational, then we would take
- 5 the Jimmie Kerr ramps off-line.
- 6 MR. KIESS: The next two questions are
- 7 related. The estimated time frame for when construction
- 8 will begin. And during that construction, will all of the
- 9 interchanges be closed like they were in Tucson? You know,
- 10 as I said before, the first stage of construction is already
- 11 underway to expand the freeway to six lanes. After that,
- 12 these recommendations are really related to when do traffic
- 13 volumes get to a point when additional capacity is needed on
- 14 the Interstate.
- 15 So it's very difficult for us to answer
- 16 exactly when construction will happen on things beyond
- 17 expanding the freeway to six lanes because it is based on
- 18 traffic.
- 19 As far as closing all of the interchanges like
- 20 was done in Tucson, that isn't the vision for how to implement
- 21 this part of the corridor. We believe that the corridor will
- 22 be implemented in pieces just like the six-lane widening that
- 23 is going on right now. You may have noticed that a piece was
- 24 done from Pinal Air Park to Picacho Peak and then another
- 25 piece was done after that from Picacho Peak too.

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- 1 modified and the ramps at Selma Highway be opened. And then
- 2 is there an alternative to closing down Jimmie Kerr
- 3 Boulevard ramps so that they might be left open because this
- 4 creates an impact to the Casa Grande mall.
- I quess I do want to emphasize again we are
- 6 not proposing to eliminate access from Jimmie Kerr to
- 7 Interstate 10. Traffic from Jimmie Kerr can always access
- 8 Interstate 10 by using the ramps that are proposed at Selma
- 9 Highway. It's just a modification in how you do get to the
- 10 Interstate.
- 11 My understanding is that the construction of
- 12 the Selma Highway interchange is scheduled for 2013 and that
- 13 may take a couple of years of construction. And in that
- 14 process there would be sort of a phasing of maybe opening
- 15 ramps and modifying the ramps at Jimmie Kerr. But that would
- 16 happen during those two years of construction.
- 17 MR. EMERY: Correct. It's currently
- 18 scheduled for fiscal year, somewhere in fiscal year 2013
- 19 which begins July 1, 2012. Of course, that all depends. If
- 20 there is no money, then there is no project. But it is on
- 21 the plans to do it. Definitely we would not be closing the
- 22 ramps on Jimmie Kerr until the ramps on Selma Highway are
- 23 operational and functioning.
- So there will be phasing of the project to

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25 make it so that the least amount of traffic impact is

- 1 expanded, that right of way has already been preserved. We
- 2 keep getting new questions. They keep popping up. I thought
- 3 I was at the last one and there is another one.
- 4 What, if any, improvements will be made to
- 5 Sunland Gin Road during the interim projects? And then there
- 6 is a second question, how far back is the eastbound -- I think
- 7 that's ramp to Sunland Gin Road of I-10? I guess I am not
- 8 able to read . . .
- 9 AUDIENCE MEMBER: How far back is the exit
- 10 going eastbound to Sunland Gin?
- MR. KIESS: Eastbound being over here.
- 12 Yeah, it is about a quarter to a half mile. And then if you
- 13 know where the motel, I think it's a Motel 6 that is located
- 14 right on the -- the recommended locations for the new cross
- 15 road will be behind that motel and then the ramp would be
- 16 there.
- 17 AUDIENCE MEMBER: Getting off of 10 is going
- 18 to be just after the curve.
- MR. KIESS: I see the question. As you are
- 20 coming along Interstate 10, instead of exiting off there,
- 21 there is an exit ramp back here and you get onto a road that
- 22 takes you up to Sunland Gin.
- 23 AUDIENCE MEMBER: Is that like a mile?
- MR. KIESS: Let's see, Cox Road is there.
- 25 Yeah, that's about a mile back. And the reason that is done

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- 1 And so construction didn't impact the freeway
- 2 all at one time or close interchanges all at one time. It was
- 3 done in incremental pieces to reduce the impacts to the
- 4 traveling public.
- 5 There is a question about the right of way
- 6 along the golf course in Eloy. Will this new right of way
- 7 come on our property? I do yet -- we do believe that there
- 8 will be some property required along the entire stretch of the
- 9 corridor because currently the right of way is about 300 and
- 10 some feet wide and this corridor is looking at a right of way
- 11 that is about 500 feet wide. So right of way is needed along
- 12 all sections of the corridor to implement the preferred
- 13 alternative. However, the right of way at this specific
- 14 location with the golf course is not anticipated to impact the
- 15 golf course itself.
- 16 And then I have two, I'm not sure if this is a
- 17 question or a comment. Additional component of project now is
- 18 to establish future right of way demand as development occurs.
- 19 And that's true, that as one of the reasons for doing this
- 20 study and completing this study is as the economy rebounds and
- 21 development starts to happen along the corridor, the
- 22 requirements for right of way for this long-range plan is
- 23 already known and that developers in the communities along the
- 24 corridor can take the future right of way needs into account.
- 25 And then as the freeway is needed to be

- 1 TIs. The only adjustments would be the tie-in to the ramps
- 2 for the widening.
- 3 MR. KIESS: So the movement of the
- 4 interchange is part of the long-range plan of a future
- 5 project.
- 6 Has the study considered existing truck
- 7 traffic problems at Sunland Gin Road? Has the City of Eloy
- 8 addressed this problem with the study team with focus on
- 9 solving the problem? Well, one of the issues, maybe I will go
- 10 back to one slide, one of the things that we observe when they
- 11 are out in the field is there are a lot of trucks that come
- 12 off I-8 and there are a lot of trucks that exit to Sunland Gin
- 13 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
- 16 long-range plan. Moving the interchange and doing the
- 17 crossing of the ramps as I explained before handle all of
- 18 those issues with the truck traffic. Is that it?
- 19 MS. RITTER: I believe there is a person
- 20 with one more question.
- 21 AUDIENCE MEMBER: My question is, if we are
- 22 doing this expansion now and yet we are planning on another
- 23 three years redoing it, why not just hold off on the
- 24 expansion and then do it all at once?
- 25 MR. EMERY: The likelihood of doing this in

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- 1 is the movement from Interstate 8 as it comes along and gets
- 2 on the freeway, Sunland Gin has exited the freeway and goes
- 3 under a bridge so that those two flows of traffic don't mix
- 4 like you do today on the Interstate. And then if you are on
- 5 Interstate 8, you actually get off for Sunland Gin back here
- 6 and it will all come up to the intersection.
- 7 And then what, if any, improvements will be
- 8 made to Sunland Gin Road during the interim projects? And I
- 9 don't believe any improvements to the interchange itself.
- 10 It's just widening.
- 11 MR. EMERY: The only improvement if there
- 12 are some improvements will be adjustments to the ramps. If
- 13 we are widening to the outside, I will be honest, I'm not
- 14 sure if we are widening to the outside or inside right here,
- 15 but any time we are widening to the outside in order to
- 16 accommodate the on and off ramps, we have to make some
- 17 adjustments.
- 18 AUDIENCE MEMBER: So you are moving the
- 19 entire interchange a quarter to a half mile east of current
- 20 where it's at?
- 21 MR. EMERY: Not on the interim project, not
- on the widening. Is that what you are referring to?
- 23 AUDIENCE MEMBER: Right.
- MR. EMERY: The interim project, there is no
- 25 changing the configuration, reconstructing or moving any

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- 1 AUDIENCE MEMBER: Your timeline changed my
- 2 whole perspective.
- MR. EMERY: This is looking long-range.
- 4 This is a long-range plan. It's hard to predict traffic.
- 5 You don't know when more people are going to move in and
- 6 what the traffic demand will be in 5, 10, 15 years. That
- 7 will dictate pretty much when we start doing these projects.
- 8 MR. KIESS: I think what you just said is
- 9 the answer to this question also. When will frontage road
- 10 be constructed at Toltec exit and it's the same answer.
- 11 It's dependent on future development and future traffic
- 12 volumes and it is hard for us to predict that tonight. All
- 13 right? With that, the project team which is everybody that
- 14 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.
- 16 MS. RITTER: We have this property question.
- MR. EMERY: Also, if you want, I hope this
- 18 isn't out of place, if you don't have a question but just
- 19 have a comment, make that comment to the court reporter so
- 20 that it can be recorded and documented. It doesn't have to
- 21 be a question. It can just be a comment about something
- 22 that you want to put on the record. But I would encourage
- 23 you to do that if you like.
- MR. KIESS: Thank you and thanks for coming
- 25 tonight.

- 1 three years is slim to one.
- 2 AUDIENCE MEMBER: So it's just going to
- 3 redone again in three years basically?
- 4 MR. EMERY: No. The chances of that
- 5 happening are slim to none. We are widening to six lanes
- 6 because at this point that is what capacity demands. This
- 7 actually happens, that could be 20-30 years down the road.
- 8 AUDIENCE MEMBER: I'm out of here then.
- 9 MR. EMERY: We just don't know when this is
- 10 going to happen.
- 11 AUDIENCE MEMBER: We are talking 2013?
- 12 MR. EMERY: We are building I-8 and that is
- 13 why we are building that, the ultimate, the 500 feet that he
- 14 is talking about, that's what we are doing from that section
- so that we can accommodate additional lanes very easily
- 16 without having to redo it.
- 17 AUDIENCE MEMBER: I misunderstood that then.
- 18 MR. EMERY: Now, the other interim widening
- 19 project that we are doing, the reason that one is different,
- 20 we are making adjustments to Jimmie Kerr and Selma and there
- 21 are some right of way issues. On the widening projects that
- 22 we are just adding an additional lane on each side, we are
- 23 not taking any right of way. We are not changing anything.
- 24 All we are doing is adding capacity by adding a third lane
- 25 either to the inside or the outside. That's it.

1	CERTIFICATION
2	* * * *
3	
4	BE IT KNOWN that I, David G. Christy, took the
5	foregoing hearing at the time and place stated in the caption
6	hereto was first duly sworn to state the truth; that the
7	testimony of said hearing was reduced to writing under my
8	direction; and that the foregoing 30 pages contain a full,
9	true and accurate transcription of my notes of said hearing.
10	I FURTHER CERTIFY that I am not of counsel nor attorney
11	for either of any of the parties to said cause or otherwise
12	interested in the event thereof; and that I am not related to
13	either or any of the parties to said action.
14	IN WITNESS WHEREOF, I have hereunto subscribed my name
15	this 30th day of September 2010.
16	Signature has not been requested.
17	
18	David G. Christy
19	Certified Court Reporter, #50061
20	
21	
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23	
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25	

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PUBLIC HEARINGS

INTERSTATE 10 CORRIDOR STUDY

JUNCTION I-8 TO TANGERINE ROAD

Picacho, Arizona September 29, 2010

COLVILLE & ASSOCIATES

REPORTED BY: DEBORAH TROIANO

Certified Court Reporter No. 50547

1309 E. Broadway Blvd.

Tucson, Arizona 85719

(520) 884-9041 Fax 623-1681

IN THE MATTER OF

public meeting Volume 1 09/29/2010

Colville & Associates, LLC 1309 E. Broadway Tucson, Arizona 520-884-9041 520-623-1681

Word Index Included

- MR. MIKE KIES: Thank you for coming tonight 1
- to the public hearing. One of our speakers hasn't yet
- arrived and so we expect to start the presentation in 3
- about 5 more minutes. So you're still welcome to look
- at the graphics we have around the room or find a seat 5
- but we think we will be starting the presentation in
- about 5 minutes. Thank you.
- MS. LINDA RITTER: Welcome, everyone. If 8
- you would like to take a seat, we are going to get 9
- started. Can you all hear me from the back? I want 10
- to make sure that I'm not talking too close. Welcome 11
- everyone. Welcome to tonight's public hearing for the 12
- I-10 Corridor Study, Junction I-8 to Tangerine Road. 13
- My name is Linda Ritter. I'm the public information 14
- officer for Tucson District. And I would like to 15
- express our project team's great appreciation for you 16
- taking time out of your busy schedules to be with us 17
- here tonight to participate in this public hearing. 18
- First, I would like to introduce key members 19
- of our project team. From the Federal Highway 20
- Administration, Mary Frye. Go ahead and raise your 21
- hand so we know where you are. Mary Frye. Is Ken 22
- 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.

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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.

- stakeholders in this study. Tonight, Michael Kies
- will be presenting approximately a 20-minute overview
- 3 of the study recommendations. When you arrived, you
- 4 may have seen that there are comment cards that you
- 5 all received. And what we would like you to do, we
- 6 would appreciate it greatly if you will fill out your
- 7 comment cards, fill out any comments that you may
- 8 have, either leave them at the registration desk
- 9 tonight or mail them to the address listed or e-mail
- 10 them to us. Additionally, if you would like, you can
- 11 meet with our court reporter if you don't feel like
- 12 filling out a comment card, and she will be more than
- 13 happy to take your verbal comments so they can become
- 14 an official part of the record of this public meeting.
- 15 We need to have, if you do fill out a
- 16 comment card and you mail it or e-mail it, we must
- 17 have it by 5:00 p.m. on Thursday, October 14th. So
- 18 again, we appreciate your comments whether you e-mail,
- 19 mail, speak with our court reporter, we appreciate
- 20 those comments. Additionally, if you have a question
- 21 or a comment tonight that you would like to have
- 22 addressed tonight, please feel free to fill out your
- 23 comment card and all of us with these badges will be
- 24 coming around taking the comment cards during the
- 25 presentation.

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- 1 Victor Yang, our project manager. Paul Baumgardt, our
- 2 environmental planner with the Environmental Planning
- 3 Group. Pete Mayne, our ADOT right-of-way agent. And
- 4 Steve Wilson, are you here tonight? Steve Wilson,
- 5 he's our project manager for the State Route 87 to the
- 6 Town of Picacho design team. From AECOM, our project
- 7 consultant, we have Michael Kies, Michael, who will be
- 8 here tonight and give us a presentation and overview
- of the study recommendations.
- 10 I would also like to introduce our court
- 11 reporter over here in the corner. It's important that
- 12 you know where she is. Her name is Debbie Troiano.
- 13 And she will be recording the hearing tonight, all the
- 14 questions, all the responses, the comments and all the
- 15 everything. We want to express our great appreciation
- 16 for your presence tonight and also for your past
- 17 participation. There's some very familiar faces out
- 18 in the audience. We know you've been here before
- 19 helping us with this study, giving us your feedback,
- 20 your input, your questions, your comments. And all of
- 21 these have helped to shape the study recommendations
- that we have here tonight. So thank you very much.
- 23 ADOT, the Federal Highway Administration,
- 24 state agencies, federal agencies, cities, counties and
- towns have all contributed and been partners and

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- any elected officials or public officials here tonight
- 2 that are representing their local jurisdictions, if
- 3 you could stand up and introduce yourself, how about
- 4 that? If there are any elected officials or public
- 5 officials here tonight representing the local
- 6 jurisdictions, if you could stand up and be
- 7 recognized, that would be really great, just introduce
- 8 yourself. Is there anybody here tonight? Okay.
- 9 Well, moving forward then.
- 10 You know what we are doing, as Linda said,
- 11 is we are trying to look at the -- Michael's going to
- 12 talk to you in more detail about what's going on with
- 13 this study. But what we are looking at is a long-term
- 14 plan of alternatives basically thinking ahead as to
- 15 what might be needed in the future in the next 10 to
- 16 20, 30 years on the I-10 corridor between I-8 and
- 17 Tangerine. And tonight we would really like your
- input to help us come up with the best alternatives
- 19 and possible solutions in the future. It's a large
- 20 undertaking and we are excited to be doing it.
- 21 Planning ahead is always better than not doing so.
- 22 So please, your input is important and we
- 23 would really like to hear from you tonight. Michael
- 24 is going to be giving you an overview of the project
- 25 and where we are at so far. And with that, I will

- 1 And then because there's quite a few of you
- 2 here tonight, there may be some similar questions,
- 3 some similar comments. We will compile them and we
- 4 will, after the presentation, we will have a question
- and answer session. And again, that will be recorded
- 6 by the court reporter. And we will answer your
- 7 questions as thoroughly as possible. If you have a
- 8 very specific question that's more property oriented,
- 9 maybe related to you personally, or if you would like
- 10 more information after we provided our thorough
- 11 responses, and you feel you would like a little bit
- 12 more information, our project team is meeting
- 13 afterward, making sure that we can talk with you and
- 14 provide additional information.
- Thanks so much. And before Mike Kies comes
- 16 up to present his 20-minute overview, we are going to
- 17 have Todd Emery who heads the Tucson District come up
- 18 to give you a welcome and also to recognize any of the
- 19 community leaders that we may have in the audience
- 20 tonight. Todd.
- MR. TODD EMERY: Thank you, Linda. I would
- 22 just like to echo what Linda said. I just welcome

- everybody here tonight, tell you how much we
- 24 appreciate you being here. You know, before I go any
- 5 further though, I would like to recognize if there are

- also available at other locations that are shown in
- 2 your handouts. There is a location in Casa Grande,
- 3 Eloy, Picacho Peak and Marana where the EA could be
- 4 reviewed. And if you have any comments, then you can
- 5 submit comments about that.
- One of the important things to remember is
- 7 that everything that we are presenting tonight is
- 8 still draft. And we are having this public hearing
- 9 tonight to solicit your comments. And this study will
- 10 not be finalized until all of your comments have been
- 11 reviewed and we have discussed them as a team. What
- 12 this slide shows is the ADOT development process and
- 13 the I-10 corridor study, which is the document that we
- 14 are talking about tonight, is the first step of this
- 15 development process.
- This study creates the products that I just
- 17 talked about, the design concept and the environmental
- 18 assessment. Once the study is finalized, the
- 19 recommendations of the study get forwarded to the
- 20 State Transportation Board. They will take action and
- 21 hopefully accept the recommendations and then this
- 22 becomes the plan for Interstate 10. After the State
- 23 Board has adopted the plan, then ADOT has a document
- 24 called the five-year program. This is where various
- 25 pieces of this plan can be funded in five-year

- 1 turn it over to Mike. Mike.
- 2 MR. MIKE KIES: Thanks, Todd. Can everybody
- 3 hear me? Great. I wanted to start off this overview
- 4 of the study by just talking about some of the
- information that's available here tonight. First
- 6 product we have is what we refer to as the design
- 7 concept and that's what's shown on the maps that are
- 8 spread around the back of the room. This shows the
- 9 number of lanes that is proposed for Interstate 10,
- 10 the right-of-way that we anticipate to be required for
- 11 that cross-section of Interstate 10, any changes to
- 12 the interchanges that we are proposing.
- There's also a number of new interchanges
- 14 that are being proposed along Interstate 10. And
- 15 those locations are shown on the maps. And then any
- changes to the crossroad alignment, some of the
- 17 crossroads are being proposed to be realigned or even
- 18 moved from their existing location. The other
- 19 document that we have available tonight is the
- 20 environmental assessment, and this is a report that
- 21 documents the findings of all of the environmental
- 22 studies that have been done along the I-10 corridor
- 23 study. Copies of the environmental assessment are

- 24 actually located on a table over here for anybody who
- 5 wants to review it tonight and look at it. Copies are

1	The first step of the environmental
2	assessment is to ask the question, what is the purpose
3	of this project, and what is the need that needs to be
4	fulfilled. And the project purpose and need has been
5	defined for this project to provide additional roadway
6	capacity for future traffic. I think everybody
7	realizes that as you drive Interstate 10, traffic
8	volumes have been continuing to grow. We expect them
9	to continue to grow in the future. So the purpose of
10	this project is to provide capacity for that future
11	traffic.
12	Also, the purpose is to provide parallel
13	routes along Interstate 10. There are some places
14	along the corridor that when there is an incident such
15	as an accident, there are no alternative routes for
16	traffic to go a different direction, and traffic is
17	stuck there for sometimes many hours at a time waiting
18	for the accident to be clear. So one of the purposes
19	of this project is to provide that parallel route so
20	that during incidents, emergency services or traffic
21	can be rerouted.
22	Another purpose is to upgrade the
23	interchanges along the corridor. There are some
24	interchanges that don't have proper acceleration or
25	deceleration length. You may drive the corridor and

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- 1 increments. And that five-year plan sets the design
- 2 and construction schedule for the project.
- 3 Many of the things that we are showing
- 4 tonight are dependent on future traffic volumes and
- 5 future levels of development. So it's hard for us to
- 6 answer questions about specifically when will things
- 7 be under construction and open to traffic. But the
- 8 five-year plan is what will establish those schedules.
- 9 After it's been entered into the five-year plan, then
- 10 ADOT can start the design process, construction and
- 11 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
- 16 assessment. This is a document that follows the
- 17 National Environmental Policy Act, which is federal
- law about a project that wishes to use federal
- 19 funding. So we have completed this document and
- 20 provided the results of the environmental studies. So
- 21 that once FHWA approves the document, the improvements
- that we are proposing can be funded with federal
- 23 funding. And so that allows ADOT to use different

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- 24 sources of funding to complete some of these
- 25 projects.

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- parks and recreational area. This corridor goes right
- 2 up adjacent to the Picacho Peak State Park. That was
- 3 one of the studies that we needed to look at.
- Air quality assessment, there was an air
- 5 quality study done to see what would be the air
- quality result if nothing was done to the corridor
- 7 versus the proposed plan. And that's documented in
- 8 the draft EA. Wildlife connectivity. We worked
- 9 closely with Arizona Game and Fish to look at the
- 10 different wildlife corridors that cross the corridor.
- 11 Water resources, and then noise assessment. One of
- 12 the studies that's done for an environmental
- 13 assessment is looking at future traffic volumes and
- 14 how much noise will be associated with that. There is
- 15 some information about how ADOT measures noise over in
- 16 this part of the room. The noise assessment, the
- 17 results of the noise assessment, recommends sound
- 18 walls to be built in four locations along the corridor
- 19 when the future project is implemented.
- The first location is near Sunland Gin Road
- 21 in Eloy. There is an RV park just west of Sunland Gin
- 22 Road. There is about an 800-foot wall proposed at
- 23 that location. The second location is an RV park west
- of Toltec Road in Eloy. There is a nearly 4,000-foot
- 25 wall proposed at that location. The third location is

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- 1 as you get on the ramp and try to come up to speed to
- 2 merge into traffic, you find that there isn't enough
- 3 distance and you find that you haven't got up to speed
- 4 fast enough to merge in with those trucks. So
- 5 upgrading the interchanges is one of the purposes of
- 6 this project.
- 7 And then lastly, to support the objectives
- 8 of the CANAMEX Trade Corridor. Not only is Interstate
- 9 10 an important east/west trade route which goes from
- 10 Los Angeles to Florida, but this section of interstate
- is also part of what we refer to as the CANAMEX
- 12 Corridor, the Canada-American-Mexico Corridor linking
- 13 Nogales to Canada. And so not only are we expecting
- 14 freight movement to increase east/west but freight
- 15 movements are expected to increase north/south. So
- 16 providing capacity for those future truck movements is
- 17 also a purpose of this project.
- 18 The environmental assessment includes
- 19 results of the various environmental studies that were
- 20 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,
- 24 historic and cultural resources, such as the railroad
- 25 corridor that's been located here since the 1880s,

- 1 talked about. So the flexibility for future
- 2 improvements is recommended in the project.
- 3 So that was a brief overview of the
- 4 long-range plan. And a lot of people ask well, when
- 5 will that plan be implemented? When will I-10 be
- 6 widened and all these lanes be added? Well, actually
- 7 ADOT is currently under way with the first stage of
- 8 that construction. And we refer to that as the
- 9 interim widening projects. Some of those projects
- 10 have already been completed. These projects widened
- 11 the interstate from 4 lanes to 6 lanes or 3 lanes in
- 12 each direction from Pinal Air Park -- well, really all
- 13 the way from Tucson up to Picacho Peak the freeway has
- 14 already been widened to 6 lanes. And additional
- 15 projects are under way all the way up through I-8. So
- 16 that over the next several years, there will be a
- 17 6-lane freeway beyond I-8. So you will be able to
- 18 drive from I-8 to Tucson on a 6-lane freeway.
- Another part of the plan that's shown to you
- 20 tonight is the opportunity for new interchanges along
- 21 Interstate 10. We looked at several alternatives of
- 22 where new interchanges could be located, how many
- 23 interchanges would be expected along Interstate 10,
- 24 and we came up with a preferred alternative.
- 25 Preferred alternative has the provision for 9 new

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- 1 the RV resort near Picacho Peak State Park at the
- 2 Picacho Peak Interchange, a nearly 3,000-foot wall
- 3 proposed at that location. And the last location is
- 4 Estes Elementary School which is located right near
- 5 I-10 in Marana. There's actually an existing wall
- 6 today if you drive Interstate 10 at that location.
- 7 The noise assessment recommends that that wall be
- 8 lengthened. And those locations are all shown on the
- 9 maps that are in the back of the room.
- 10 So what are we proposing for Interstate 10,
- 11 well, first, the long-range plan for Interstate 10 is
- to widen to 5 lanes in each direction or a 10-lane
- 13 freeway. And that would provide the capacity for
- 14 future traffic, not only truck traffic, but vehicle
- 15 traffic that's expected along Interstate 10. We also
- 16 are proposing continuous one-way frontage roads all
- 17 along Interstate 10 from Marana to Casa Grande. And
- 18 that provides that parallel route that we discussed
- 19 for incidents and emergency access.
- 20 And then the plan also includes providing an
- 21 open median between the two directions of traffic that
- 22 not only does the open median enhance safety, but it
- 23 also provides flexibility for future pass lane
- 24 improvements such as additional lanes or maybe truck
  - 5 only lanes or some rail options that have even been

- 1 project proposes some changes to the I-10/I-8
- 2 interchange in Casa Grande. And those changes are
- 3 required first because of the future traffic volumes
- 4 that are expected at the interchange. Secondly, there
- 5 are some ramp designs at that interchange, mainly the
- 6 loop ramp, that if you're going eastbound on I-8 and
- 7 west and want to go westbound on I-10, that ramp does
- 8 not meet current design standards. And then also the
- 9 phasing between the interchanges, this is Sunland Gin
- 10 Road and this is the I-8 interchange, that existing
- 11 spacing is very close to the traffic volume that are
- 12 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
- 15 a distance and you find that being uncomfortable. And
- 16 that's one of the issues that's being solved with the
- 17 proposed plan.
- So here's the major features that are going
- 19 to be associated with the reconstructed I-10/I-8
- 20 system interchange. The interchanges located right
- 21 here, as I mentioned before, the Sunland Gin
- interchange, which is Sunland Gin today, is located
- 23 right here, is being proposed to be relocated about a
- 24 quarter to a half mile east of its existing location
- 25 to provide the room for the ramps that are required

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- 1 interstate changes along Interstate 10. So beyond the
- 2 interchanges you see out there today, there are 9
- 3 additional locations where interchanges could be added
- 4 in the future. All those locations are shown on the
- 5 maps in the back of the room.
- Also, a recommendation is to relocate the
- 7 Sunland Gin interchange about a quarter to a half mile
- 8 east of its existing location. This is because the
- 9 project recommends to reconstruct and expand the
- 10 I-10/I-8 interchange located right next to that and
- 11 moving the interchange that provides the adequate room
- 12 that we need for that project. Another relocation is
- 13 proposed at the Pinal Air Park interchange. This is
- 14 the interchange that's close to the Pinal/Pima County
- 15 line. That interchange is proposed to be relocated so
- 16 that Pinal Air Park and a road across the tracks,
- 17 which is called Missile Base Road, can both be aligned
- 18 at one interchange and traffic on both sides of the
- 19 tracks can access the same interchange and get onto
- 20 I-10.
- 21 And then there is the provision for a new
- interchange along I-8 about a mile west of I-10 called
- 23 Henness Road, and that would be a new interchange and
- 24 roadway within the City of Casa Grande.
- So I mentioned that there would be -- the

- with 4 ramps as you see elsewhere in the corridor
- 2 instead of all the loop ramps and slip ramps that you
- 3 see out there today.
- Next, and I should mention there is a large
- 5 scale map of that realignment through the community of
- Picacho over in the corner of the room over here. So
- 7 if you want to see close up that realignment through
- 8 the community, it's located in the room. Some of the
- 9 advantages of this realignment through Picacho, we
- 10 have reduced the number of curves along Interstate 10,
- which I think if you've driven through here on
- 12 Interstate 10, that that is an advantage as some
- 13 people need to slow down to go around some of those
- 14 curves. We eliminate a substantial length of elevated
- 15 freeway. Today the freeway is elevated above the
- 16 ground. There are guardrails on each side. The new
- 17 alignment would be down at ground level and wouldn't
- 18 be raised up like that. The elevated freeway has
- 19 visual impacts to the community. We believe that when
- the freeway is down at ground level, it wouldn't have
- 21 as many visual impacts to the community.
- 22 And the reconstruction of SR 87 and the
- 23 freeway realignment would be scheduled with the
- 24 interim widening projects. As I explained, the
- 25 interim widening projects are being done over the next

- 1 for the I-10/I-8 interchange.
- The Jimmie Kerr interchange that's located
- 3 right here is being modified, and it would no longer.
- 4 have ramp access directly onto I-10, instead a new
- 5 interchange is proposed at Selma Highway where all
- 6 ramps would be located there and a frontage road is
- 7 constructed so that traffic that's on Jimmie Kerr can
- 8 use the frontage road and then access Interstate 10 at
- 9 the new Selma Highway interchange. So traffic from
- 10 Jimmie Kerr Boulevard can still access Interstate 10,
- 11 it's just modified from what it is today. And then
- 12 lastly is the proposed new interchange at Henness
- 13 Road, which would be located about a mile west of the
- 14 I-8/I-10 interchange.
- Another proposal of the preferred
- 16 alternative is a relocation of the freeway within the
- 17 community of Picacho. The existing freeway is located
- on this map right here and the freeway goes through
- 19 some curves that are located here in the community of
- 20 Picacho. The proposed plan is to realign the freeway.
- 21 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.
- 24 And also, the SR 87 interchange would be reconstructed
- 25 to be a more conventional diamond-type interchange

- that we would like you to use the comment cards is we
- 2 do have a court reporter here tonight. It's easier
- 3 for her to keep track of the questions and record it
- 4 into the record if we do it from the microphone
- 5 instead of the questions coming out from the audience.
- 6 So we encourage you to fill out a card.
- 7 Okay. You want me to start? The first
- 8 question, there is a question and a comment that kind
- 9 of go together here. How does one contact a
- 10 relocation counselor? And also residents and business
- owners in Picacho should be given priority in
- 12 purchasing for relocation and otherwise strategic
- 13 property for their construction of the realignment
- 14 through Picacho. Pete Mayne is our ADOT right-of-way
- 15 agent and he is here tonight. Pete, you want to come
- 16 up so everybody can see your face and let them know
- 17 who it is. Pete Mayne is a person who's going to be
- 18 talking with everybody about property relocation.
- 19 Well, the first one is who to contact and that's you.
- 20 For everybody who wants Pete's contact information, we
- 21 do have cards, business cards, up here. And talk
- 22 about the schedule.
- MR. PETE MAYNE: Residents and business
- 24 owners in Picacho should be given priority in
- 25 purchasing for relocation and otherwise. We have

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- 1 several years. And this realignment and the
- 2 reconstruction of SR 87 is going to be scheduled or
- 3 would be scheduled with that interim widening so it's
- 4 a near-term improvement instead of a long one. So
- 5 with that, I will wrap up just with an overview of the
- 6 preferred plan.
- 7 Like I said, the preferred plan is to expand
- 8 the freeway to 5 lanes in each direction and include
- 9 parallel frontage roads along the freeway. There
- 10 would be an open median through much of the corridor
- 11 which could improve safety but also provide
- 12 flexibility for future widening. There's provision
- 13 for 9 new interchanges along Interstate 10, and
- 14 reconstruction or relocation of all of the
- 15 interchanges that exist today. And also the proposal
- 16 is to relocate the freeway through the community of
- 17 Picacho.
- All of these improvements fulfill the
- 19 project need by accommodating future traffic,
- 20 providing parallel access and improving all of the
- 21 traffic interchanges.
- So with that, we would like to open it up to
- 23 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

- time will we get, how about the many places to go, the
- 2 relocations. We will give you time, we won't just as
- 3 soon as you sign, we won't tell you you have to move
- 4 out of the house. You will be given time, generally a
- 5 30-day minimum time. You can be given more time than
- 6 that. You may even be presented a chance to rent back
- your place while you consider looking for another
- 8 place. A relocation agent will help find comparable
- 9 housing for you and present you with those addresses
- 10 for you to take a look at and consider whether you
- 11 want to move into one of those houses or not.
- So we don't just ask you to move out right
- 13 away. When you sign, you will be given some time,
- 14 more comprehensive time frame. It looks like 5 years
- 15 is pretty vague. It says we need more comprehensive
- 16 time frame, 5 years is pretty vague. If that's
- 17 talking about construction, and you've already
- 18 explained construction, when construction is scheduled
- 19 to begin on this. And that's sometime in the fiscal
- 20 year '12, I believe.
- MR. STEVE WILSON: I'm Steve Wilson and I'm
- 22 the project manager for our option C that you see back
- over here in the corner. And I can tell you a little
- 24 bit more about the construction of that project. It's
- 25 looking like we are probably going to go to

- 1 begun with the first batch of acquisitions. We've
- 2 gotten approval from the FHWA to begin acquisitions on
- 3 the first group of 25. Soon as the environmental
- 4 document is fully complete and approved, which is
- 5 scheduled for January of 2011, which is 3 months, 3
- 6 and a half months down the road, then we are going to
- get approval from the FHWA for the remainder of the
- 8 parcels and we will begin acquisitions on all of the
- 9 other parcels.
- 10 Now, acquisitions means going out and
- 11 appraising the properties and that takes about 30 days
- 12 or so. Then those appraisals have to be reviewed.
- 13 And then we will put those together with our
- 14 acquisition package, the documents and deeds, and we
- 15 will have generally Tierra Right Of Way, our
- 16 acquisition consultant, and they will take that
- 17 package and go out and present you with an offer,
- 18 explain it to you, explain the relocation benefits
- 19 that have come in to you, and we will not ask you to
- 20 sign right then and there. They will give you time to
- 21 consider the offer and call back and ask any questions
- 22 that you have at that time.
- MR. MIKE KIES: Actually I think you've

- 24 already answered this one.
- MR. PETE MAYNE: If we are to move, how much

- you're not willing to sell and we can't convince you,
- 2 that effort of last resort, we will institute eminent
- 3 domain.
- Another question, will they give us enough
- 5 time to relocate our business and when will they let
- 6 us know if they are taking our property? The third
- part of that is how much time will they give us to
- 8 find, zone the property? Our relocation agents will
- 9 help you look at and find comparable property for your
- 10 business or for your residence. We will give you time
- 11 to relocate your business. And we will give you --
- 12 let you know if we are taking your property. If you
- 13 look up here as far as on the big boards right now,
- 14 that should give you a pretty good indication of
- 15 whether your property is going to be impacted by a
- 16 realignment of I-10. And we will let you know, as I
- 17 said, if we are going to be taking your property.
- 18 MR. MIKE KIES: Pete will be here 'til 8:00
- 19 o'clock for any individual questions at that time that
- 20 you have about right-of-way. It's just that I put all
- 21 the questions together that I thought were
- 22 right-of-way related for Pete to answer. However,
- 23 this might be follow-up to Pete. I will ask this
- 24 question. Historical value of many of these buildings
- 25 should be taken into account. I guess is the person

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- 1 construction in mid 2012. And it will take about 2
- 2 years roughly. And that's provided everything goes
- 3 right with our designs and our environmental and all
- 4 that so -- but it's looking like about mid 2012 to mid
- 5 2014 for construction.
- 6 MR. PETE MAYNE: Another question here is
- 7 what if we are not willing to sell? We would hope we
- 8 would come out and negotiate with you and try and
- 9 convince you to sell to us. However, the state does
- 10 have the right of eminent domain. And if we exhaust
- 11 every effort to try and get to successfully negotiate
- 12 your property and get you to sign, we will then
- institute eminent domain proceedings, which is also
- 14 known by a less friendly term as condemnation. And
- 15 that will go to court and we will get possession of
- 16 your property at that time.
- When we appraise your property, we appraise
- 18 it to market value. And I understand right now the
- 19 market is down, but it has a benefit. Because if
- 20 you're going to be relocated, buying a replacement
- 21 house at the same time, that replacement house is
- 22 going to be down too. Anybody who's ever bought or
- 23 sold a house knows it's hard to sell high and buy low
- 24 all in kind of the same time frame. The market just

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25 doesn't generally move up and down like that. But if

- 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 3
- appraisal. 4
- MR. MIKE KIES: I think I can put these 5
- three questions together. Well, the first part of the 6
- first question is what about an interchange at Picacho
- Boulevard. The existing interchange at Picacho 8
- Boulevard, which is one ramp that you can exit off of
- from Tucson direction, and then you could get back on 10
- in the Tucson direction, that those ramps would be 11
- removed as part of the freeway realignment.
- The SR 87 interchange is being reconstructed 13
- and the roadway SR 87 is going to being extended down 14
- to Phillips Drive, and connected to Peak. So people 15
- that are within the community of Picacho can now use 16
- Peak and Phillips and get to the SR 87 interchange. 17
- 18 So we believe that is an adequate way to get to
- Interstate 10. And those ramps at Picacho Boulevard 19
- will be removed. However, there is a provision in the
- plan for a future interchange at what we are referring 21
- to as Picacho Highway, which would be located east of
- the existing interchange and can support the
- surrounding property. 24
- Then the second half of this question is 25

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- 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 6
- 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 11
- historic district. And so that was the conclusion
- from that study as far as the historic value. I think 13
- Pete mentioned that the properties that are taken are 14
- 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.

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- MR. PETE MAYNE: The value, certainly 19
- 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

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- 1 underpass route? I believe this is referring to the
- 2 existing at-grade crossing between the frontage road
- 3 at I think it's called Picacho School Road and that
- 4 at-road grade crossing. Correct me if I'm wrong, it
- 5 is remaining when the freeway is -- so that crossing
- 6 is remaining. The freeway is going to be relocated.
- 7 The frontage roads are going to be extended and you
- 8 can still cross the tracks at that existing location.
- 9 How are you communicating the plans to those
- 10 who do not use computers or have computers? Well, one
- of the things we are doing tonight is we are putting
- 12 the plan out in front of you. All these plans are
- available on a web site and the web site is in the
- 14 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
- 17 site. We have been providing maps and information to
- 18 people through the mail as requested. So I would
- 19 recommend that you call the number that's in the
- 20 handout and then we can accommodate whatever
- 21 information that's needed.
- Is all of Peak Lane going to be taken and
- 23 when are you planning on going through there? Steve,
- 24 I don't believe Peak Lane is being taken up. Peak
- 25 Lane is the road south of the interstate. I don't

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- 1 what about safety for children without elevated
- 2 freeway, and then there is another question about an
- 3 underpass accessing to the school. And there was a
- 4 third question about there are children that walk to
- 5 school and cross the tracks. How will they get to
- 6 school after the new road is built? Can you build a
- 7 walking bridge under the freeway and the railroad
- 8 tracks? Otherwise, there will be kids running across
- 9 I-10 to get to school. I hope not.
- 10 ADOT does -- will put a fence between the
- 11 frontage road and the interstate so that people would
- 12 not be able to get onto the Interstate 10
- 13 right-of-way. We have had discussions with the school
- 14 and other people in the community and our
- understanding is that there's bus service that's
- 16 provided for every child in school. And actually our
- 17 understanding is today there shouldn't be the need for
- any children to cross the tracks to get to school,
- 19 that there is bus service for every child that wishes
- 20 to use that. And I believe that when the interstate
- 21 is relocated, the only option to get to school will be
- 22 to use the bus service.
- 23 If ADOT couldn't find Picacho Elementary,
- 24 how could a fire truck, ambulance or emergency vehicle
- 25 find it without a current railroad crossing or

- 1 Todd, do you have a statement about what might happen
- to the existing freeway, the embankment that's there
- 3 today, the pavement that's there today where you won't
- 4 be using that as a freeway anymore, and there's excess
- 5 land there?
- 6 MR. TODD EMERY: Steve might be the better
- 7 one to answer that question.
- MR. STEVE WILSON: Thank you, Mike.
- 9 Question is what about property where the freeway is
- 10 now, the elevated part from Mile Post 213 to 211, and
- 11 our design relocates the freeway towards -- about
- 12 halfway between the existing freeway and the railroad
- 13 so we will be removing the existing I-10 and using
- 14 that earthwork to build part of the new I-10, and as
- it's phased, so we are going to remove the existing
- 16 fill there. Let's see, the question is these 4-foot
- 17 fences, I work on I-10 as an emergency service
- 18 provider. They slow cars down but they do not stop
- 19 them. Also, I often jump these fences for service
- 20 calls. How is that going to stop a kid? What else
- 21 can be done? You're right, it is a 4-foot fence. An
- 22 ambitious kid could probably try to jump that but I
- think what we are going to try to do is work with the
- 24 school district, and we want to provide information
- 25 that when this project was all done, that the kids are

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- 1 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
- 4 not impact Peak Lane at all. And I think between the
- questions that Pete answered and I combined some of
- 6 your questions. Oh, there's two questions here.
- 7 There is a question about a water line under existing
- 8 I-10. Steve, do you want to talk about the water
- 9 line? No?
- MR. STEVE WILSON: No. Go ahead.
- MR. MIKE KIES: There's the Picacho Water
- 12 Company that provides water to the community of
- 13 Picacho. There are -- my understanding is there are
- 14 the two places where that water line goes under
- 15 Interstate 10. During the final design process which
- 16 Steve Wilson is the ADOT project manager of that,
- there's going to be a design and a replacement of
- 18 those pipes, and water services will be provided to
- 19 the community throughout the construction period and
- 20 after construction period. And there is some verbiage
- 21 about that in the environmental assessment, that water
- 22 service and replacement of pipes need to be provided
- 23 during construction.

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- 24 What about property where the freeway is
- 25 now, the elevated part from Mile Post 213 to 211?

1	later, they're also at several locations around
2	along the corridor in Casa Grande, Eloy, Marana,
3	Picacho and Picacho State Park, all of these locations
4	are in your handouts. They're listed there. So if
5	you want to look at the EA later and not tonight, that
6	is available. So with that, I think any closing
7	comments?
8	MR. TODD EMERY: Again, we just wanted to
9	thank everybody so much for coming. I would encourage
LO	you, if you just want to make a comment, if you want
L1	something considered, please take the opportunity to
L2	come and talk to the court reporter so that she can
L3	document it and it can become part of the record so
14	the project team can then review it and look into it.
15	So please take that opportunity now while you're here.
16	Again, thank you very much for coming. We really
17	appreciate it.
18	COMMENTS BY AUDIENCE MEMBERS:
19	
20	WILLIAM KILE: They're cutting us off from
21	the school. We will have to travel to Picacho Peak or
22	almost to Eloy, and then around by the cemetery to get
23	to the school. If you're in trouble in this school,
24	they send you home. If the parents are at work, the
25	kids walk home. How are they going to walk home if

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-	
1	going to have to use the school buses and get to and
2	from the school that way. And we could put a higher
3	fence up there but I think we will have to look into
4	that, but I don't see us doing that unless there is an
5	issue. If we have to, we can but 4-foot fences are
6	standard fences in urban situations all along if
7	you go to Tucson, you can see that 4-foot fence all
8	along our right-of-way currently. And so I guess we
9	will take that under consideration and thanks for your
10	comments. I believe that's all I have.
11	MR. MIKE KIES: I have one last question or
12	it's a comment, I guess, because I don't think
13	well, I do have a response. Sound wall is needed at
14	the southwest corner of Toltec Road along the golf
15	course. As I said, there was a noise assessment done
16	as part of the environmental assessment, and the
17	environmental assessments are available at the table
18	here. There's the assessment itself and then an
19	appendix. The results of the noise assessment is in
20	the appendix. And based on the noise analysis, it did
21	not come up as a need for a sound wall at that
22	location so and that's all I can say about that.
23	I did want to I was asked to remind
24	everybody that again the EAs are available here
2 5	topicht Theylre also if you want to look at them

1	there is no access over the interstate? They say
2	they're putting a fence up. When I was a child, I
3	climbed that fence. Like it's going to kill kids.
4	
5	EDWARD BRUCE MARTAN: My family has been
6	here for over 60 years. And we own Eddie's Bar &
7	Grill. And earlier someone was talking about the
8	historical significance of some of these old
9	buildings. This building here, Eddie's Bar & Grill,
10	is back from the 1930s. And I don't think anybody
11	paid attention to really the historical significance
12	and some of the history of Picacho. And I mean even,
13	you know, like parts of Tucson where they built the
14	freeway, they had some archeologists come out and I
15	think there was an old village here underneath parts
16	of Picacho and some, you know, Indian burial grounds
17	in this area too. But I don't think they really
18	studied it significantly enough to at least get the
19	history, save some of the history.
20	Because I know our building was it
21	was a post office back in the '30s. It was rebuilt
22	three times. It was a Greyhound bus station. It was
23	a motel and a gas station, cafe, a library. I mean
24	those are the things that I know of. And I wish
25	somebody could research it even more. But I don't

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1	STATE OF ARIZONA ) ) SS.
2	COUNTY OF PIMA )
3	CERTIFICATION
4	BE IT KNOWN that I, DEBORAH TROIANO,
5	Certified Court Reporter 50547, took the foregoing
6	public hearing at the time and place stated in the
7	caption hereto; that I was then and there a Certified
8	Court Reporter in and for the State of Arizona; by
9	virtue thereof, that the proceedings of said public
10	hearing was reduced to writing by me; and that the
11	preceding 35 pages contain a full, true and accurate
12	transcription of my notes of said public hearing.
13	I FURTHER CERTIFY that I am not of counsel
14	nor attorney for either or any of the parties to said
15	cause or otherwise interested in the event thereof;
16	and that I am not related to either or any of the
17	parties to said action.
18	IN WITNESS WHEREOF, I have hereunto
19	subscribed my name and affixed my signature this 1st
20	day of October, 2010.
21	Certified Court Reporter No. 50547
22	Certifica Court Reporter 1.0. 5051
23	
24	
25	

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1 PUBLIC HEARING 2 INTERSTATE 10 CORRIDOR STUDY 3 JUNCTION I-8 TO TANGERINE ROAD 4 5 6 Marana, Arizona September 30, 2010 8 9 10 11 13 14 15 16 17 18 COLVILLE & ASSOCIATES 19 REPORTED BY: KIMBERLEY W. GAUTHIER 20 Certified Reporter No. 50767 21 1309 E. Broadway Blvd. 22 Tucson, Arizona 85719 23 (520) 884-9041 Fax 623-1681 24 25

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

1	MS. RITTER: Welcome, everyone.
2	Welcome to tonight's public hearing on the Interstate
3	10 Corridor Study from the junction of I-8 to
4	Tangerine Road. I'm Linda Ritter. I'm a public
5	information officer for the Tucson District, and I'd
6	like to express all the team's appreciation for you
7	taking time out of your very busy schedules to be with
8	us to participate in this public hearing.
9	First, I'd like to introduce key
10	members of our project team. From the Federal Highway
11	Administration, Mary Frye. If you could raise your
12	hand. I know you're here somewhere. I saw you
13	before.
14	MR. DAVIS: No, Mary didn't get here
15	today.
16	MS. RITTER: Oh, Mary is not here? Ker
17	Davis, from the Federal Highway Administration. I
18	thought I saw Mary. Sorry.
19	From ADOT, Todd Emery, our Tucson
20	District Engineer; Victor Yang, the project manager;
21	Paul Baumgard, our Environmental Planner with the
22	Environmental Planning Group; Pete Mayne, ADOT
23	right-of-way agent, in the back. And Steve Wilson is
24	not here.
25	From AE COM, our project consultant on

Deposition of public meeting

1	BE IT REMEMBERED that the above public
2	hearing was taken pursuant to notice at Estes
3	Elementary School, 11279 West Grier Road, in the Town
4	of Marana, County of Pima, State of Arizona, before
5	Kimberley W. Gauthier, Certified Court Reporter No.
6	50767, in and for the State of Arizona, on the 30th
7	day of September, 2010, commencing at the hour of 5:00
8	p.m. on said day.
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We would appreciate it, if you have a 1 comment, to fill out this comment card and to leave it at the registration desk tonight, or you can e-mail it 3 to the address listed, or snail-mail it, but we need to get it, though, 5:00 p.m. on Thursday, October 5 14th, for it to become an official part of the record of this meeting. Additionally, if you don't feel like 8 filling out a comment card, but you have a comment, the court reporter will be very happy to take your 10 comment. So please feel free, after the question and 11 answer session, to provide your comment to the court 12 reporter. We really appreciate your comments and 13 expressions of your concerns. 14And additionally, when you arrived, you 15 may have seen that there were yellow cards. We have 16 lots of these. What we would ask you to do tonight, 17 during Mike's presentation, if you have a question, if 18 you have a concern that you would like addressed 19 tonight, the project team will address your comment or 20 question. Those of us with badges, all the project 21 team members, will be happy to come around to take 22 those -- take these cards, from you during the presentation, and then we will give them to the 24

project team, and they will answer them.

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- this study, Michael Kies, who will be presenting
- tonight's presentation.
- We want to express our appreciation for 3
- 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, 11
- state agencies, federal agencies, and they have all
- been partners and stakeholders in this study.
- Michael Kies will be giving you a 14
- 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 21
- 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.

- be recognized.
- I don't see any. All right. 2
- You know, this will be the third night 3
- 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 5
- 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 10
- from that time to actually seeing it get built. 11
- Years; it takes years and years. We 12
- have to plan. We have to plan for the future to 13
- accommodate growth, to accommodate future demands for 14
- traffic and to ensure the safety of the traveling 15
- public. 16
- That's why we're here tonight. You 17
- know, we're planning and looking into the future of 18
- the I-10 corridor from I-8 to Tangerine, and seeing 19
- what the needs are going to be there over the next 10, 20
- 20, 30 years, and what we can do to accommodate the 21
- needs of the public on that time frame. 22
- We are really appreciative of your 23
- support tonight. I would -- you know, Linda mentioned 24
- the court reporter. You know, having the court 25

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- They will answer your questions and 1
- 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 8
- Emery, who is going to provide a welcome and also
- recognize some of our community leaders in the
- audience. Thank you. 11
- MR. EMERY: Thank you, Linda. I just 12
- 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 18
- Town of Marana's council members, Patti Comerford. I
- really appreciate Patty coming out and joining us
- 21 today.
- Also, in case we missed anybody, is 22
- there any other elected officials or public officials
- here tonight that are representing their
- jurisdictions? If so, if you would like to stand and

- recommended for the interstate 10 corridor, the
- possible right-of-way needs that would happen as the
- project moves forward, the interchange layouts and 3
- locations for new interchanges along the corridor;
- also, if there's any changes to the cross-road 5
- alignment.
- There are some cross-roads along the 7
- 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 10
- the maps in the back of the room. 11
- The second deliverable that we have for 12
- you to consider tonight is what we refer to as the 13
- Environmental Assessment. This is a report that 14
- documents the results of all of the environmental 15
- studies that have been done in association with this 16
- 17 study.
- The drafted Environmental Assessment 18
- is -- three copies of it are located on the table over 19
- here, if you wish to look through it and read some of 20
- the results of the environmental studies. They're 21
- also available for you to look at at various places 22
- along the corridor; in libraries and buildings. Those
- addresses are shown in your handout that you should
- have tonight.

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- 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 11
- to address it. So we thank you again, and I'll turn
- it over to Michael. 13
- MR. KIES: Thanks, Todd. 14
- Can everybody hear me if I don't use 15
- the microphone? Great, because I don't have to run
- back and forth.
- What we're providing to you tonight is 18
- a couple products of the I-10 Study. First is what we 19
- 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 22
- this end, and then end at Tangerine road at the other
- end. 24
- They show the number of lanes that is 25

- that you see on the maps.
- Many people ask us at these meetings 2
- 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 5
- 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
- 10 construction.
- After they're located in the five-year 11
- plan, then ADOT can start the design process, move 12
- into construction, and then open to traffic. So we 13
- are at the first step of the long process for the I-10 14
- corridor. 15
- The document I described, the draft 16
- Environmental Assessment, that follows the National 17
- Environmental Policy Act. The NEPA Act is a federal 18
- law that if a project wishes to use federal funding, 19
- then that document must be done and approved by the 20
- Federal Highway Administration. 21
- So the reason that we have the draft 22
- Environmental Assessment tonight for your review and
- for your comments is so that once that document is 24
- approved, then the improvements that you see on the

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- 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. 11
- In the I-10 corridor study, which is 12
- 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 17
- adopt it. Once it's adopted, then it becomes the
- long-range plan for the I-10 corridor. 19
- After it's adopted, then ADOT has a 20
- 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

- acceleration and deceleration lanes. Sometimes along
- the corridor, when you use an interchange, you may 2
- find that as you go up the ramp and try to accelerate 3
- to speed for merging with traffic, there isn't enough
- distance, or it's too short and maybe you find that 5
- 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 8
- the interchanges along the corridor and see what kind
- of improvements can be done to upgrade those ramps. 10
- And then support the objectives of the 11
- CANAMEX trade corridor. Not only is I-10 an important 12
- east-west freight movement, but also the CANAMEX 13
- corridor, or the Canada-America-Mexico corridor, which 14
- starts in Nogales and goes up to Canada. This part of 15
- I-10 is also part of that corridor. So in the future, 16
- not only do we expect freight movement to increase 17
- east-west, but we also expect freight movement to 18
- increase north and south. So accommodating that 19
- future truck traffic is another purpose of this 20
- project. 21
- The Environmental Assessment that's 22
- over on the table includes the results of many
- environmental studies, including land use and 24
- socioeconomic resources, historic and cultural

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- 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 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 14
- for the future traffic growth.

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- Another purpose of this study was to 16
- 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 19
- 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 22
- parallel route to I-10 for emergency access and also
- local access is another purpose of this project.
- Upgrading access ramps for an 25

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The sec	ond location	is	just	west	of
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- 2 Toltec Road, again in Eloy. There's an RV park just
- 3 west of Toltec. A nearly 4,000-foot-long wall is
- 4 proposed at that location.
- 5 The third location is the RV resort
- 6 which is near Picacho Peak State Park. It's near the
- 7 ostrich farm. A nearly 3,000-foot-long wall is
- 8 recommended there.
- And the Last location is here at Estes
- 10 Elementary School. There's already a wall that's been
- 11 located along Interstate 10, but the recommendation is
- 12 to lengthen that wall in the future.
- So what is the proposed ultimate plan
- 14 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
- 17 frontage roads along each side of the interstate from
- 18 Marana, all the way to Junction I-8.
- 19 Also one of the features of the plan is
- 20 that, when the freeway is widened to 10 lanes, there
- 21 would still be an open median in the middle of the
- 22 corridor. Not only does this improve safety, but it
- 23 also provides flexibility for future enhancements to
- the corridor, such as extra lanes, maybe truck-only
- 25 lanes. There have been discussions about maybe

- 1 resources, such as the historic properties, such as
- 2 the railroad corridor that's been located along the
- 3 freeway since the 1880s.
- Parks and recreational areas: The
- 5 Picacho Peak State Park is located along this section
- 6 of the corridor, and we had to look at potential
- 7 impacts to that park.
- Air quality: An air quality assessment
- 9 was done to look at what would happen if these
- 10 improvements were not made, versus what would happen
- 11 if they were made. We looked at that comparison.
- 12 Wildlife connectivity: We worked quite
- 13 a bit with Arizona Game and Fish to look at what type
- of wildlife would like to cross the corridor, and what
- 15 kind of improvements would be needed for that. Water
- 16 resources, such as the washes. And then there was a
- 17 noise assessment that was done as part of the project.
- The results of the noise assessment
- 19 came up with recommendations of where to implement
- 20 noise walls along the corridor. There are four
- 21 locations that we were recommending noise walls as the
- 22 project goes forward. The first location is the -- an
- 23 RV park that's west of Sunland Gin Road in Eloy. A
- 24 nearly 800-foot-long wall is recommended at that
- 25 location.

- Interstate 10? We looked at several alternatives as
- to how many interchanges would be located, what the 2
- spacing between the interchanges could be. We looked 3
- 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 9
- interchanges you see from I-8 to Tangerine Road, 10
- there's the provision for nine additional 11
- interchanges. Those are all shown on the maps in the 12
- back of the room. 13
- There's also recommendations to 14
- relocate a couple interchanges along the corridor. 15
- The Sunland Gin interchange, which is located very 16
- close to Interstate 8, is recommended to be relocated 17
- a quarter to a half mile. That is to provide the room 18
- for an expansion of the I-10/I-8 interchange that's 19
- recommended with this project. 20
- Another interchange that's recommended 21
- for relocation is the Pinal Air Park interchange. 22
- That's the interchange that's located really close to
- the Pima-Pinal county line. It currently has a couple 24
- of loop ramps included with it.

- 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 10
- complete. Here from Tangerine to Picacho Peak, the 11
- 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 14
- 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 18
- 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.

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- Another recommendation of the plan is 24
- where would future interchanges be located along

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- interchange, which is located very close to the I-8
- 2 interchange. You may have experienced, as traffic
- 3 comes on from I-8 and gets on I-10, and other traffic
- 4 wants to exit off the Sunland Gin, it's a very short
- 5 distance. You have to make a decision very quickly.
- 6 Those types of close spacing we would like to avoid in
- 7 the future.
- 8 So what is the recommendation for the
- 9 I-10/I-8 interchange? Well, the interchange itself
- 10 would be expanded and ramps would be directional ramps
- instead of the tight curvature ramps you see today.
- 12 As I mentioned, the Sunland Gin interchange, which is
- 13 correctly located here, would be located about a
- 14 quarter to a half mile east of its existing location.
- The Jimmie Kerr interchange, which is
- 16 also located very close to the I-8 interchange, is
- 17 proposed to be modified, and a new interchange is
- 18 proposed at Selma Highway. At Selma Highway, a
- 19 conventional interchange would be built with four
- 20 ramps in all directions.
- 21 Traffic that's on Jimmie Kerr will be
- 22 able to get onto a frontage road, use the frontage
- 23 road to get to Selma Highway, and then can access the
- 24 interstate in any direction at that point. So traffic
- on Jimmie Kerr can still access I-10, it's just a

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1	The	recommendation	there	is to	relocate
1	1110			100	

- 2 it further to the west, and align Missile Base Road
- and Pinal Air Park Road together to the same
- 4 interchange, so people who live on the other side of
- 5 the freeway, along Missile Base Road can also access
- 6 the freeway directly at an interchange.
- 7 And then there's a provision for a new
- 8 interchange along Interstate 8. About a mile west of
- 9 I-10, there is a provision to add an interchange at
- 10 Henness Road along I-8, and that's part of the
- 11 recommendation of this study.
- So I mentioned that there's a
- 13 recommendation to expand the I-10/I-8 interchange.
- 14 The reason for that is that -- well, first, future
- 15 traffic volumes would exceed the capacity of this
- 16 interchange. The I-10/I-8 interchange has tight
- 17 curvature ramps.

- One of the ramps, the loop ramp from --
- 19 if you're going eastbound on I-8, and you want to go
- 20 westbound on I-10, it doesn't meet current design
- 21 standards. The traffic has to slow down to a very
- 22 slow speed to use that ramp. And also the spacing
- 23 between the I-8 interchange and the adjacent
- 24 interchange is insufficient for traffic volumes.
- I mentioned the Sunland Gin

1	The realigned freeway would be located
2	down at the ground level, and that would enhance
3	roadside safety. Also, eliminating the embankment
4	improves the visual impacts to the community. The
5	freeway would not be above the community anymore, it
6	would be down on the ground.
7	And with the recommending of the
8	realignment of the freeway, the SR87 interchange,
9	which exists today, and this realignment would be
10	included with the Interim Widening Projects. So those
11	projects that we talked about that are going to happen
12	over the next several years, the realignment in
13	Picacho and the SR87 interchange are going to be
14	included in that phase of construction.
15	So the overview of the preferred plan
16	is that we are recommending expanding the freeway to
17	five lanes in each direction, with parallel frontage
18	roads; providing an open median for future
19	flexibility; the provision for nine new interchanges
20	along the corridor; reconstruction, or relocation of
21	all of the existing interchanges throughout the
22	corridor, and the freeway relocation in Picacho. And
23	all of these improvements meet our purpose and need
24	that I talked about earlier by meeting future traffic
25	needs, providing parallel access along the freeway and

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- 1 different way to get there. And then the last feature
- of the I-10/I-8 interchange is the new interchange
- 3 that could be implemented at Henness Road, which is
- 4 just west of I-10.
- 5 The other significant recommendation in
- 6 the plan is at the community of Picacho, which is near
- 7 SR87. We have a big version of this map over here, if
- 8 you want to see the details of the recommendations at
- 9 the community of Picacho.
- Today, the freeway is actually aligned
- 11 right here, where this gray area is, and there's some
- 12 curvature that the freeway goes through. The proposal
- is to relocate the freeway to a new location, and
- 14 remove some of the curvature from the freeway. The
- 15 freeway would then be located very close to the Union
- 16 Pacific tracks that parallel I-10. And then the old
- 17 freeway could then be considered surplus property, and
- 18 ADOT may be able to sell that in the future.
- 19 Some of the reasons that we're making
- 20 this recommendation through the community of Picacho
- 21 is reducing of the number of curves along I-10 is a
- 22 benefit. We would be eliminating a substantial length
- of elevated freeway. Currently I-10 is up on an
- 24 embankment, and there's guardrail and barriers along

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25 each side of the road.

MR. DAVIS: Thank you. I'm Ken D
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- with the Federal Highway Administration. We have been
- 3 working with ADOT and Mike Kies and the rest of his
- 4 team on this.
- 5 We're contemplating a major
- 6 reconstruction of Red Rock interchange. Probably the
- 7 biggest feature of that will be that the crossroads
- 8 will eventually be lined up across over the railroad
- 9 too, so we won't have crossings and the road system on
- 10 the other side.
- But the people that are developing the
- 12 development to the west of the highway have recently
- 13 met with us and asked for permission to realign Sasco
- 14 road -- if I've got the correct pronunciation -- so it
- lines up with the present, or interim roadway, the
- 16 present roadway.
- And we have agreed that if they will,
- 18 you know, submit a request that's called a change of
- 19 access, my agency approves any changes to the access
- 20 control on the interstate system. So we've asked them
- 21 to prepare a fairly brief report that describes just
- 22 that single improvement.
- 23 And then they either have the choice of
- 24 using this environmental document -- which is probably
- 25 within a new months of being complete, now that we're

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- 1 improving all of the traffic interchanges.
- 2 So with that, we would like to open it
- 3 up to questions and answers. We would request that if
- 4 you have any questions, you write them down on your
- 5 yellow cards. The reason we want to do that tonight
- 6 is because we do have a court reporter. It's very
- 7 difficult for her to keep track of questions that are
- 8 coming out of the audience. So what we would like to
- 9 do is collect those. Also, many people may have the
- 10 same question, and then we're able to put them
- 11 together and answer that question all at once.
- 12 If you still have other comments or
- 13 questions, there's other ways that you can contact us:
- 14 through the mail, through e-mail, we have a phone line
- and we have a website that's associated with this
- 16 project. So with that, there's -- there a couple?
- 17 All right.
- Okay. Let me start off with a question
- 19 that I know was asked earlier, and I think Ken Davis
- 20 will be able to answer it. "When is the State going
- 21 to address the Red Rock exit so we can open our main
- 22 entrance?" I assume that's into the Red Rock
- 23 community on Sasco Road.
- Ken, would you like to explain that
- 25 situation?

1	What the proposal provides is a freeway
2	alignment where traffic does not have to slow down
3	from 75 to 65, and we believe and I would think
4	that research would support that if the traffic can
5	maintain 75 miles an hour throughout the entire
6	stretch of the freeway, that that's safer than
7	expecting people to slow to 65.
8	"What is the difference in using trees
9	as a sound barrier versus a wall?" Fred, do you want
10	to take that? Fred is ADOT's noise representative.
11	MR. GARCIA: Yeah. Fred Garcia, with
12	ADOT. In using any kind of vegetation would have to
13	be 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
14	For vegetation to reduce the sound
15	significantly, to where it would be noticeable, it
16	would have to be quite deep. It would have to be
17	thick vegetation, which is not something that we see
18	in this part of the country. So it would be very
19	difficult. A few trees does little or nothing to hold
20	back that sound.
21	So what we have to use out here in this
22	part of country is basically just the sound walls and
23	the rubberized pavement, some kind of a pavement to
24	reduce sound, or sound barriers, or berms. But that's
25	all that we can do. Vegetation is very seldom done in

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- 1 at public hearing stage -- or they can actually opt to
- 2 produce a slightly simpler environmental document that
- 3 would just describe the environmental consequences of
- 4 adjusting Sasco Road to a location that lines up.
- 5 So we have essentially given the green
- 6 light to move ahead. They just need to submit
- 7 something to us. We understand what they're asking,
- 8 and it's really kind of silly to keep people making
- 9 the kind of a zigzag type of arrangement.
- So we've determined that that's in the
- 11 public interest to move ahead with that, so they're in
- 12 control of when they do that now. So that's the
- 13 position that we took when they met with us a few
- 14 weeks ago. Thank you, Mike.
- MR. KIES: The next question I have is,
- 16 "How does eliminating curvature enhance safety? What
- 17 research supports this theory?"
- 18 Well, the curve that I was referring to
- 19 in the community of Picacho, we have -- as civil
- 20 engineers, we have design criteria that we follow.
- 21 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
- 24 say that this curve coming up, you should slow down to

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25 65 miles an hour.

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- widened out to five lanes, some of the pavement will
- be reconstructed and the elevation of the freeway will 3
- actually be raised, so that we are not affected by the
- flood plain mapping. 5
- One of the criteria that we, as civil 6
- engineers, need to follow is that we do not change the
- flood plain by, I think -- and Felipe, correct me if 8
- I'm wrong -- but it's less than a foot, isn't it? And
- we verified that we are not affecting the flood plain 10
- by more than a foot. I think it's much less than a 11
- foot. 12
- "Why going from three to five lanes, 13
- when three lanes were just put in? Will the three 14
- lanes then have to go to five? When will the 15
- 16 construction stop?"
- The construction will stop in the next 17
- several years when the -- what he we refer to as the 18
- interim widening is complete. And then the 19
- advancement from three lanes to five lanes will be 20
- based on when traffic volumes grow to that level. 21
- Right now, with the level of 22
- development we anticipate, the traffic growth that we
- anticipate, we're not expecting to advance to five 24

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lanes in each direction for 10 to 20 years. So there

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- 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 14
- railroad encourages this plan to recommend.
- And then, "How does the current plan 16
- 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 20
- top. They would be coordinated with as appropriate. 21
- "How will this construction affect the 22
- current flood plain mapping that is being reviewed?"
- We did have to do a thorough drainage 24
- review as -- along the corridor. And there are some

- You will see decomposed granite, land 2
- 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. 8
- But to put decomposed granite for 90 9
- miles between Tucson and Phoenix, and plants and 10
- irrigation lines, that would just be an incredible 11
- cost. And it would be very, very difficult to 12
- maintain and keep it looking good, because of the --13
- how should I say it? Tumble weeds really like this 14
- area. They find their way out there, as well as other 15
- invasive species. It's really hard to control it. 16
- So I know that's a long answer, but 17
- it's a very good question. A lot of people have the 18
- same question. And it's a challenge. But what I can 19
- say is that we will try to make it look as good as we 20
- can. As projects progress, we'll do whatever we can. 21
- MR. KIES: Todd, I think I have another 22
- one for you. I'm not sure I know what this is. The
- next question I have is, "How long until funding is in 24
- place? Will private property and private dwellings

- 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, 4
- 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 10
- to the board every time they come down into this area. 11
- One of the board members, that was one 12
- of the first things they said to me, too. They said,
- you know, I-10 really doesn't look very good between 14
- Phoenix and Tucson, so what are you going to do about
- it? I said, I don't know. 16

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- That's a very good question. What I 17
- 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 21
- 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

1	MR. DAVIS: The funding questions
2	always come to me. Actually, I just want to report
3	that actually two of the interim projects that Mike
4	has been speaking to are actually funded with stimulus
5	money right now; the two widenings between Picacho
6	Peak and the town of Picacho, and the one that's just
7	beginning to get started. We put some barricades out
8	there that take you from about Sunshine up to I-8.
9	That is also in fact that's one of our largest
10	stimulus projects.
11	But as Mike just said, ADOT and several
12	local agencies have already used all of the
13	\$520,000,000 that Arizona received in extra highway
14	funds under what are called the stimulus package. All
15	that funds are either been completed or are under way
16	right now. So there is no more stimulus money
17	available in Arizona at the present time, unless
18	congress provides some more. So that's the best
19	answer I can give.
20	MR. KIES: Thanks, Ken.
21	And then the last part is, how many
22	miles will I-8 and I-10 run together? I assume that
23	the question is the ramps that are proposed that are
24	all leading traffic in different directions.
25	And you know, along Interstate 10,

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- 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. 3
- 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 13
- 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 23
- that that program will be expired by the time any of
- these improvements are up.

- a Pete question, I would think.
- MR. MAYNE: Currently there's no plans 2
- to purchase the right-of-way to forestall development 3
- at this time, or along Marana Road at this time. To
- do that we need design to progress to a certain point 5
- 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. 8
- If you want me to expand on that a 9
- little bit, design has to progress to let us know what 10
- we're going to acquire out there. We then take a look 11
- at it, calculate the area out there. We would send 12
- appraisers out there to appraise it, put together an 13
- acquisition package, together with the warranty deeds 14
- and such, and then we would meet with the appropriate 1.5
- property owners out there and present an offer to 16
- acquire them. At this time, no, we're just not 17
- prepared to do that. 18
- MR. KIES: And then the last question I 19
- have, I think I'm going to have to break protocol 20
- because I'm not sure I understand what the question
- is. But I'll read it. "I heard some time ago that 22
- the Chevron located at I-10 and Exit 236 will be moved 23
- to Tangerine. Is this correct?" 24
- I quess I need clarification on --25

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- 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 quess 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 14
- communities to, as developers plan their properties
- along the interstate, to take into consideration the 16
- future right-of-way needs that will be required for
- the improvements. 18

- That's one of the goals of this study, 19
- 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

- MR. EMERY: The last question here:
- 3 "Are any rest areas planned for this length of I-10?"
- None that I'm aware of. There is a
- 5 rest area at Sacaton, which is just west of Casa
- 6 Grande. I believe there are some standards out there
- 7 that address, you know, distances between areas,
- 8 cities, towns and rest areas. I don't believe that we
- 9 are planning at this time to build any additional rest
- 10 areas between I-8 and Tangerine simply because there's
- 11 places to stop in there. There's communities, cities,
- 12 and we typically don't put rest areas where there's
- 13 other places to stop.
- MR. KIES: All right. With that, I'd
- 15 like to thank everybody for coming. The project team
- 16 will be here until 7:00. We all have white badges on.
- 17 We're here to answer your questions, so please pull us
- 18 aside, take us to the maps, where you might have a
- 19 guestion, and we can answer any of your one-on-one
- 20 questions.
- 21 Again, we encourage you to -- any
- 22 comments that you just want to say to the court
- 23 reporter and get into the record, she's here for your
- 24 convenience. Also, you can leave comments on the
- 25 front desk as you leave. Thank you.

- 1 well, maybe I'll just talk to whoever asked this
- 2 question after the session, and maybe we can talk from
- the maps, and I can better understand what the Chevron
- 4 is that you're referring to. .
- 5 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
- 10 that the Chevron and the Circle K would be relocated.
- MR. KIES: Oh, Chevron -- I'm sorry.
- 12 There's an engineering term called chevron. You're
- 13 talking about a gas station called Chevron. I'm
- 14 sorry.
- There's -- as shown on the map, the
- 16 idea at Marana Road is to -- today, the interchange
- 17 connects directly to Sandario Road. In the future,
- 18 the idea is to correct to Marana Road, so the road
- 19 would curve. And then Sandario Road would then
- 20 intersect with Marana Road. But that doesn't
- 21 necessarily mean that the Chevron station and Circle K
- 22 would be removed or relocated. It's just a different
- 23 configuration. You know where all the roads come
- 24 together and it creates kind of a triangle? There
- 25 would just be a different configuration. Sorry for

1	current undeveloped state. There is a limited
2	commercial property, such that any taking will
3	probably result in an entire purchase of the property,
4	and at a large expense.
5	BECKY LEFKY: I just really want to
6	comment on the three lanes and how great they are. I
7	really appreciate it. I got all my questions answered
8	regarding the Red Rock exhibit and that type of thing.
9	The three lanes is just a wonderful idea, the fact
10	that they're taking it all the way you know, almost
11	to Casa Grande, it's just huge. So I just to thank
12	you.
13	So anyways, I just want to thank them
14	for that, and for having this meeting, and the
15	opportunity for us to be brought up to speed with sort
16	of what's going on in the future. And a little side
17	note, love the idea of trucks in the right lane. Just
18	putting that little plug in there.
19	(Record was closed at 6:48 p.m.)
20	
21	
22	
23	
24	
25	

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1	JAMES HAFFNER: I would like to express
2	a concern about the Pinal entrance, which would be
3	going westbound. The entrance ramp is so short
4	it's a sharp curve when you come into it. And it's so
5	short that it's impossible to get any kind of speed,
6	and then it ends, and you're in traffic. So it's
7	Are you aware of that? And especially at night, it's
8	better to just kind of pull off the ramp and wait
9	until you can see traffic clear, and then try and get
10	on, which is dangerous. So I'd just like to express
11	that concern that that needs to be addressed. I see
12	in here they are talking about moving it, but I hope
13	nobody gets run over before they move it.
14	GREG ANDERSON: My name is Greg
15	Anderson. And let's just frame this up. I want to
16	address the realignment at the Marana Road exit. The
17	realignment of Marana Road will adversely impact the
18	community of San Lucas on the east side of the
19	interchange.
20	Additionally, with the realignment, a
21	significant portion of the commercial property at the
22	entrance to San Lucas would have to be acquired by the
23	State. And given the long time frame before the
24	probable acquisition, the property will be developed
25	and will cost significantly more than than it's

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1	STATE OF ARIZONA }
2	} ss.
3	COUNTY OF PIMA }
4	BE IT KNOWN that I, KIMBERLEY W.
5	GAUTHIER, Certified Court Reporter No. 50767, took the
6	foregoing public hearing at the time and place stated
7	in the caption hereto; that I was then and there a
8	Certified Court Reporter in and for the State of
9	Arizona, and by virtue thereof, that the proceedings
10 .	of said public hearing was reduced to writing by me;
11	and that the preceding 37 pages contain a full, true
12	and accurate transcription of my notes of said public
13	hearing.
14	I FURTHER CERTIFY that I am not of
15	counsel nor attorney for either or any of the parties
16	to said cause or otherwise interested in the event
17	thereof; and that I am not related to either or any of
18	the parties to said action.
19	IN WITNESS WHEREOF, I have hereunto
20	subscribed my name and affixed my signature this 5th
21	day of October, 2010
22	
23	· ,
24	KIMBERLEY W. GAUTHIER
25	CERTIFIED COURT REPORTER NO. 50767

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#### Deposition of public meeting

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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.

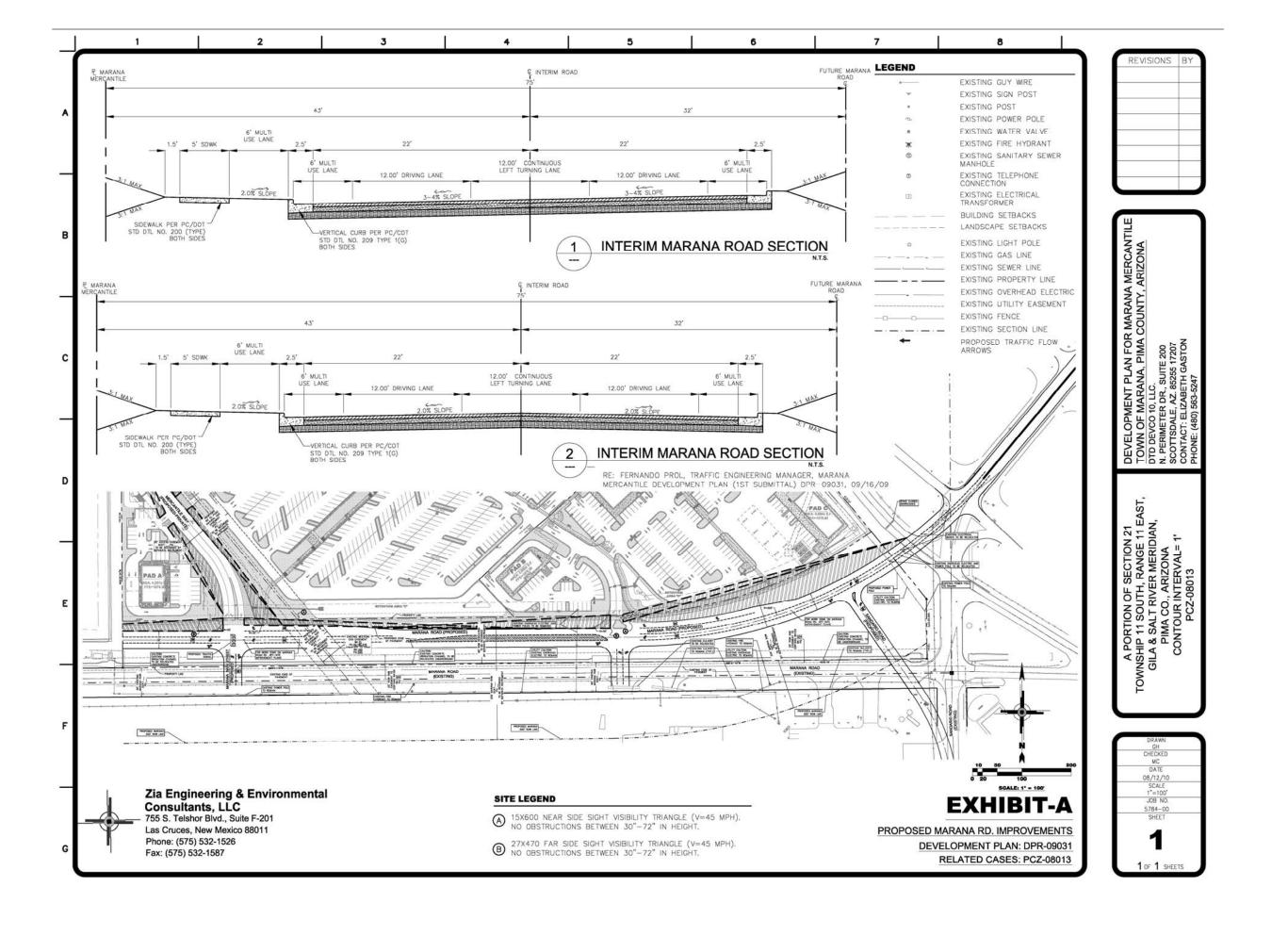
Sincerely.

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



Appendix C

**Traffic Model Development and Application** 



#### **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

dat

February 12, 2007

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Interstate 10 Corridor Study Traffic Model Development and Application

### 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 Pina 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

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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.

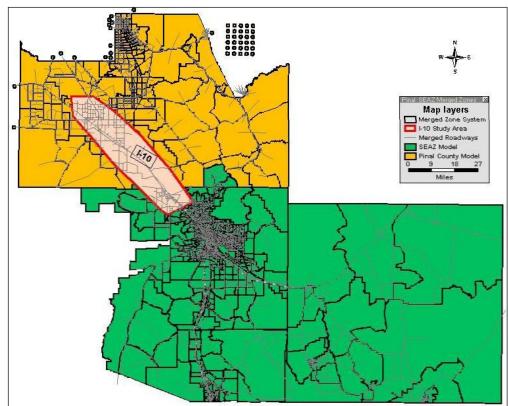
The I-10 model has a 2005 base year and a 2030 forecast year. The 2005 model includes the existing highway network and observed socioeconomic characteristics. Three highway networks were developed for year 2030 representing conditions without upgrades to I-10 (except for currently programmed projects), 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.

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Interstate 10 Corridor Study Traffic Model Development and Application

Figure 1.1 SEAZ and PCM Model Areas



Source: Cambridge Systematics, Inc., 2007.

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# 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

	Roadway Class	Corresponding Roadway Classes in Other Regional Model				
Code	in I-10 Model	SEAZ Model	PAG Model	Pinal County Model		
1	<ul><li>Freeway</li></ul>	<ul><li>Freeway</li></ul>	• Freeway	<ul><li>Interstate</li><li>Freeway</li></ul>		
2	Major arterial	Principal arterial	<ul><li>Parkway/divided highway</li><li>Major arterial</li></ul>	Major arterial		
3	Minor arterial	Minor arterial	<ul><li> Minor arterial</li><li> Frontage roads</li></ul>	Minor arterial		
4	<ul> <li>Major collector</li> </ul>	Major collector	_	Major collector		
5	<ul> <li>Minor collector</li> </ul>	<ul> <li>Minor collector</li> </ul>	_	Minor collector		
6	<ul><li>Ramp</li></ul>	<ul><li>Ramp</li></ul>	<ul> <li>Ramp</li> </ul>	• Ramp		
9	Centroid connector	<ul> <li>Connector</li> </ul>	<ul> <li>Connector</li> </ul>	<ul> <li>Connector</li> </ul>		
20	<ul><li>Externals</li></ul>	-	_	<ul> <li>Externals</li> </ul>		

Source: Cambridge Systematics, Inc., 2007.

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#### **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	<b>Functional Class</b>	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:

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- **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**

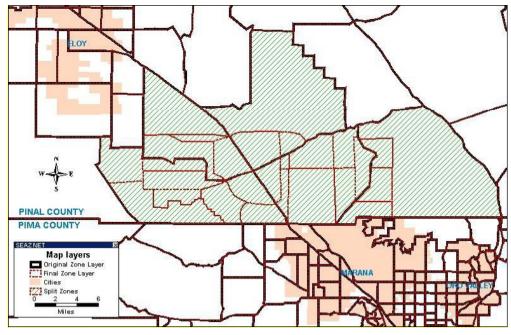
Within a travel demand model, socioeconomic data are aggregated into geographic regions known as TAZs. Generally, TAZ boundaries were consistent between the PAG and SEAZ models; and for the most part were sufficiently defined for purposes of the I-10 model. In the few cases where there were slight differences, 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

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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

	Рори	lation	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.

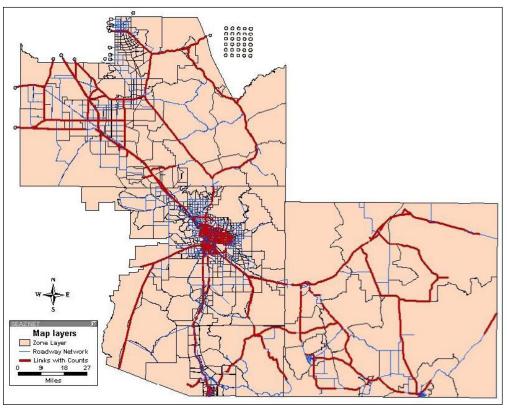


Figure 2.2 Traffic Count Locations

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

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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 nonretail 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.

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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

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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		Number of Trips		
No.	Type of Trip	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.

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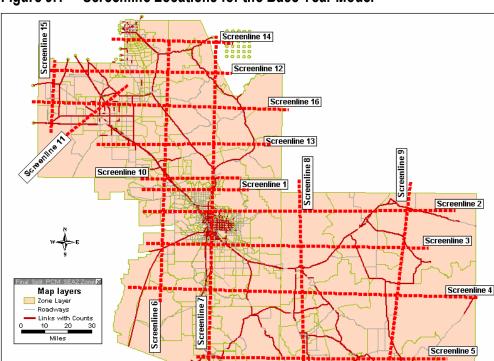


Figure 3.1 Screenline Locations for the Base Year Model

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)	l-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%	<del>+/</del> -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%	<del>-/</del> -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	<b>2</b> %	+/-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.

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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.

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Figure 4.1 2030 Base Network – Casa Grande to Eloy

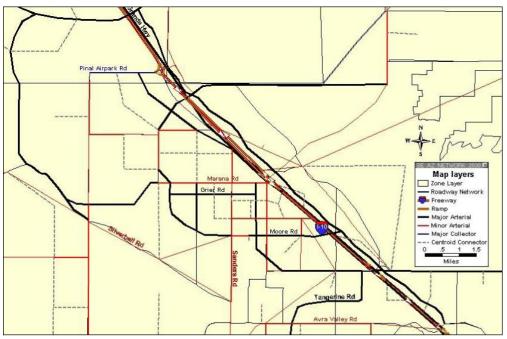
Source: Cambridge Systematics, Inc., 2007.

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.

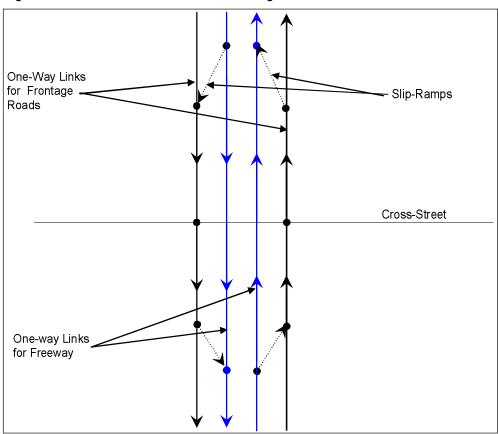
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## 4.2 YEAR 2030 BUILD NETWORKS

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	<b>♦</b>	<b>*</b>
Overfield Road	<b>♦</b>	<b>*</b>
Toltec Road	<b>♦</b>	<b>♦</b>
Tweedy Road	<b>•</b>	
Battaglia Road		<b>*</b>
Sunshine Boulevard	<b>♦</b>	<b>*</b>
SR 87	<b>♦</b>	<b>*</b>
Picacho Highway	<b>♦</b>	<b>*</b>
North-South Freeway (proposed)	<b>♦</b>	<b>*</b>
Picacho Peak Road	<b>♦</b>	<b>*</b>
Greenes Road	<b>♦</b>	
Park Link Drive	<b>♦</b>	<b>*</b>
Red Rock/Sasco Road	<b>♦</b>	<b>*</b>
Arles Drive	<b>♦</b>	
Pinal Airpark Road	<b>♦</b>	<b>*</b>
Tortolita Road	<b>♦</b>	<b>*</b>
Trico-Marana Road	<b>♦</b>	<b>*</b>
Moore Road	<b>♦</b>	<b>*</b>
Tangerine Road	<b>♦</b>	<b>♦</b>

## 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.

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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 analysis¹.

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	<b>522</b> %

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,

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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.

