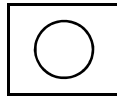
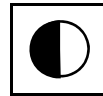


I-10: SR 202L to SR 387

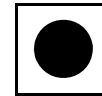
Alternatives and Options Evaluation Matrix Summary - Engineering, Cost, and Right of Way



= Most desirable or least impacts



= Average desirability or average impacts

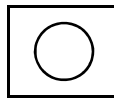


= Least desirable or most impacts

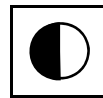
ALTERNATIVES and OPTIONS		ENGINEERING IMPACTS						COST			RIGHT OF WAY (TRIBAL LAND)				RIGHT OF WAY (ALLOTMENT LAND)				RIGHT OF WAY (NON-TRIBAL LAND)					
		Roadway Design Factors	Drainage Considerations	Traffic Operations in 2040	Safety	Constructability / Maintenance of Traffic	Utility Considerations	Maintenance / Maintainability	Design and Construction Cost	Right of Way / Easement Cost	Utility Cost	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent ROW	Temporary Easements	Residential Relocations	Business / Billboard Relocations	
I-10 Mainline Widening Alternatives (1 added lane each direction + HOV lanes from SR 202L to Riggs Road)																								
ML1	No Build	●	○	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
ML2	Median Widening + Ramp Upgrades	○	◐	○	○	◐	○	◐	◐	○	○	○	○	○	◐	○	○	○	○	○	○	○	○	○
ML3	Outside Widening + Ramp Upgrades	○	●	○	◐	●	○	○	●	●	○	●	○	●	●	○	○	●	○	○	○	○	○	○
Wild Horse Pass / Sundust Road Interchange Options																								
WH1	No Build, Except for ADA Upgrades	○	○	●	◐	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
WH2	Diverging Diamond Interchange (DDI) with bike & ped accomodations	◐	◐	○	○	◐	○	○	●	◐	○	◐	○	○	○	○	○	○	○	○	○	○	○	○
WH3	Displaced Left Turn (DLT) Interchange with bike & ped accomodations	○	◐	○	◐	◐	○	○	◐	◐	○	◐	○	○	○	○	○	○	○	○	○	○	○	○
SR 347 / Queen Creek Road Interchange Options																								
QC1	No Build	○	○	●	◐	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
QC2	Diverging Diamond Interchange (DDI) with bike & ped accomodations	◐	◐	○	○	◐	○	○	●	◐	○	◐	○	○	◐	○	○	○	○	○	○	○	○	○
QC3	Displaced Left Turn (DLT) Interchange with bike & ped accomodations	○	◐	○	◐	◐	○	○	◐	◐	○	◐	○	○	◐	○	○	○	○	○	○	○	○	○

I-10: SR 202L to SR 387

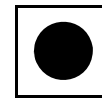
Alternatives and Options Evaluation Matrix Summary - Engineering, Cost, and Right of Way



= Most desirable or least impacts



= Average desirability or average impacts

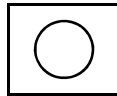


= Least desirable or most impacts

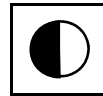
ALTERNATIVES and OPTIONS		ENGINEERING IMPACTS						COST			RIGHT OF WAY (TRIBAL LAND)				RIGHT OF WAY (ALLOTMENT LAND)				RIGHT OF WAY (NON-TRIBAL LAND)					
		Roadway Design Factors	Drainage Considerations	Traffic Operations in 2040	Safety	Constructability / Maintenance of Traffic	Utility Considerations	Maintenance / Maintainability	Design and Construction Cost	Right of Way / Easement Cost	Utility Cost	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent ROW	Temporary Easements	Residential Relocations	Business / Billboard Relocations	
Riggs Road Interchange Options																								
RR1	No Build	●	○	◐	◑	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
RR2	Bridge deck rehabilitation	●	○	○	◑	●	○	◑	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
RR3	Bridge deck rehabilitation with shoulder widening	○	●	○	○	●	○	◑	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
RR4	Bridge deck rehabilitation with shoulder widening and sidewalks	○	●	○	○	●	○	◑	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
RR5	Bridge replacement off of the existing alignment	○	◑	○	○	◑	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Goodyear Road Grade Separation Options																								
GY1	No Build	●	○	○	◑	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
GY2	Shoulder widening on approaches and bridge	○	◑	○	○	●	○	○	◑	◑	○	○	○	○	○	◑	○	○	○	○	○	○	○	○
GY3	Bridge replacement off of the existing alignment	○	◑	○	○	◑	○	○	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Nelson Road Grade Separation Options																								
NR1	No Build	●	○	○	●	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
NR2	Shoulder widening on approaches and bridge	◑	◑	○	◑	●	◑	○	◑	◑	◑	◑	○	○	○	○	○	○	○	○	○	○	○	○
NR3	Full crossroad and bridge replacement	○	◑	○	○	◑	●	○	●	●	○	◑	◑	○	○	○	○	○	○	○	○	○	○	○

I-10: SR 202L to SR 387

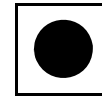
Alternatives and Options Evaluation Matrix Summary - Engineering, Cost, and Right of Way



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= Average desirability or average impacts

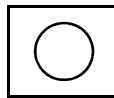


= Least desirable or most impacts

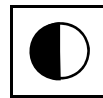
ALTERNATIVES and OPTIONS		ENGINEERING IMPACTS						COST			RIGHT OF WAY (TRIBAL LAND)				RIGHT OF WAY (ALLOTMENT LAND)				RIGHT OF WAY (NON-TRIBAL LAND)					
		Roadway Design Factors	Drainage Considerations	Traffic Operations in 2040	Safety	Constructability / Maintenance of Traffic	Utility Considerations	Maintenance / Maintainability	Design and Construction Cost	Right of Way / Easement Cost	Utility Cost	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent ROW	Temporary Easements	Residential Relocations	Business / Billboard Relocations	
SR 587 / Casa Blanca Road Interchange Options																								
CB1	No Build	●	○	●	●	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
CB2	Add ramp terminal signals and turn lanes only	●	◐	◐	◐	○	◐	◐	◐	◐	◐	○	○	○	◐	○	○	○	○	○	○	○	○	○
CB3	Add ramp terminal signals, turn lanes, bridge deck rehabilitation, and widening for bike and ped accommodations	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	○	○	○	◐	○	○	○	○	○	○	○	○	○
CB4	CB3 but with bridge replacement off of the existing alignment	◐	◐	◐	◐	◐	◐	●	◐	◐	◐	○	○	○	◐	○	○	○	○	○	○	○	○	
CB5	Diamond Interchange with 5-legged roundabouts at intersections	○	●	◐	○	●	●	○	●	◐	●	●	○	○	○	◐	○	○	○	○	○	○	○	○
CB6	Diamond Interchange with Casa Blanca Road bypass	○	●	○	○	●	●	○	●	●	●	●	○	○	○	●	○	○	○	○	○	○	○	○
CB7	Split Diamond Interchange with triangular circulating roadway	○	●	○	○	●	◐	○	●	●	◐	●	○	○	○	◐	○	○	○	○	○	○	○	○
Gasline Road Grade Separation Options																								
GL1	No Build	●	○	○	●	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
GL2	Bridge replacement on current alignment	○	◐	○	○	●	●	○	●	◐	●	◐	○	○	○	○	○	○	○	○	○	○	○	○
GL3	Bridge replacement on parallel alignment	○	◐	○	○	◐	◐	○	●	●	◐	●	○	○	○	○	○	○	○	○	○	○	○	○

I-10: SR 202L to SR 387

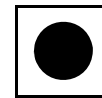
Alternatives and Options Evaluation Matrix Summary - Engineering, Cost, and Right of Way



= Most desirable or least impacts



= Average desirability or average impacts



= Least desirable or most impacts

ALTERNATIVES and OPTIONS		ENGINEERING IMPACTS						COST			RIGHT OF WAY (TRIBAL LAND)				RIGHT OF WAY (ALLOTMENT LAND)				RIGHT OF WAY (NON-TRIBAL LAND)					
		Roadway Design Factors	Drainage Considerations	Traffic Operations in 2040	Safety	Constructability / Maintenance of Traffic	Utility Considerations	Maintenance / Maintainability	Design and Construction Cost	Right of Way / Easement Cost	Utility Cost	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent ROW	Temporary Easements	Residential Relocations	Business / Billboard Relocations	
Seed Farm Road Grade Separation / Interchange Options																								
SF1	No Build	●	○	●	●	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SF2	Bridge deck rehabilitation with shoulder widening - no interchange	○	◐	◐	○	●	◐	○	◐	◐	◐	◐	○	○	◐	○	○	○	○	○	○	○	○	○
SF3	New tight diamond interchange with bridge replacement	○	●	○	○	◐	●	◐	●	●	●	●	○	○	◐	○	○	○	○	○	○	○	○	○
SF4	New spread diamond interchange with bridge replacement	○	●	○	○	◐	●	◐	●	●	●	●	○	○	◐	◐	◐	○	○	○	○	○	○	○
SF5	New spread diamond interchange with widened existing bridge	○	●	○	○	●	◐	◐	●	●	◐	●	○	○	◐	◐	◐	○	○	○	○	○	○	○
Dirk Lay Road Grade Separation Options																								
DL1	No Build	●	○	○	●	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
DL2	Bridge replacement on current alignment	○	●	○	○	●	○	○	●	◐	○	◐	○	○	○	○	○	○	○	○	○	○	○	○
DL3	Bridge replacement on parallel alignment	○	◐	○	○	◐	○	○	●	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○
SR 387 / SR 187 / Pinal Avenue Interchange Options																								
PA1	No Build	●	○	●	●	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
PA2	Shoulder widening & sidewalk on approaches and bridge, add signals	◐	◐	○	◐	●	○	◐	◐	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
PA3	Upgrade ramp terminal capacity, shoulder widening & sidewalk on approaches and bridge, add signals	○	◐	○	○	●	○	◐	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
PA4	Bridge replacement off of the existing alignment, add signals	○	●	○	○	◐	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○