

Solicitud de traducción en Español:

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I-10: SR 202L to SR 387

Alternatives and Options Evaluation Matrix - Cost (\$Millions) and Right of Way

ALTERNATIVES and OPTIONS			COST (Excluding right of way and easements)		RIGHT OF WAY (TRIBAL LAND)				RIGHT OF WAY (ALLOTMENT LAND)				RIGHT OF WAY (NON-TRIBAL LAND)			
			Design and Construction Cost (\$millions)	Utility Cost (\$millions)	New Permanent Easement (Acres)	Temporary Easements (Acres)	Residential Relocations	Business / Billboard Relocations	New Permanent Easement (Acres)	Temporary Easements (Acres)	Residential Relocations	Business / Billboard Relocations	New Permanent ROW (Acres)	Temporary Easements (Acres)	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		\$ -	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ML2	Median Widening + Ramp Upgrades	\$307 (must also add one of the build options at Gasline and Dirk Lay to make ML2 fit)	\$ -	\$ -	0.2	0.0	0.0	0.0	0.93 4 parcels would require sliver takes at the Queen Creek/SR 347 and Riggs Road TIs.	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ML3	Outside Widening + Ramp Upgrades	\$338 (must also add one of each the options at Riggs, Goodyear, Nelson, SR-587/Casa Blanca, Gasline, Seed Farm, Dirk Lay, and SR-387/SR-187 that involve a full bridge replacement to make ML3 fit)	\$ -	\$ -	42.3	0.0	0.0	9.0	42.92 190 parcels would be required to provide new ROW for additional ADOT easement.	0.0	0.0	6.0	0.0	0.0	0.0	0.0
Wild Horse Pass / Sundust Road Interchange Options																
WH1	No Build		\$ -	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
WH2	Diverging Diamond Interchange (DDI) with bike & ped accomodations		\$ 21.0	\$ -	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
WH3	Displaced Left Turn (DLT) Interchange with bike & ped accomodations		\$ 13.7	\$ -	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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SR 347 / Queen Creek Road Interchange Options																
QC1	No Build	\$ -	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
QC2	Diverging Diamond Interchange (DDI) with bike & ped accomodations	\$ 19.1	\$ -	2.2	0.0	0.0	0.0	2.19 3 parcels would be required to provide new ROW for additional ADOT easement.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
QC3	Displaced Left Turn (DLT) Interchange with bike & ped accomodations	\$ 16.9	\$ -	1.8	0.0	0.0	0.0	2.64 4 parcels would be required to provide new ROW for additional ADOT easement.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Riggs Road Interchange Options																
RR1	No Build	\$ -	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RR2	Bridge deck rehabilitation	\$ 4.8	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RR3	Bridge deck rehabilitation with shoulder widening	\$ 8.5	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RR4	Bridge deck rehabilitation with shoulder widening and sidewalks	\$ 12.4	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RR5	Bridge replacement off of the existing alignment	\$ 15.6	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Goodyear Road Grade Separation Options																
GY1	No Build	\$ -	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GY2	Shoulder widening on approaches and bridge	\$ 6.1	\$ -	0.0	0.0	0.0	0.0	1.29	4 parcels would be required to provide new ROW for additional ADOT easement.	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GY3	Bridge replacement off of the existing alignment	\$ 12.0	\$ -	0.3	0.0	0.0	0.0	2.68	The same 4 parcels would be affected as the GY2 option.	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Nelson Road Grade Separation Options																
NR1	No Build	\$ -	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NR2	Shoulder widening on approaches and bridge	\$ 5.2	\$ 0.1	0.5	1.0	0.0	0.0	1.79	4 parcels would be required to provide new ROW for additional ADOT easement.	1.0	0.0	0.0	0.0	0.0	0.0	0.0
NR3	Full crossroad and bridge replacement	\$ 9.1	\$ 0.1	0.7	1.0	0.0	0.0	2.02	The same 4 parcels would be affected as the NR2 option.	2.0	0.0	0.0	0.0	0.0	0.0	0.0

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SR 587 / Casa Blanca Road Interchange Options																
CB1	No Build	\$ -	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CB2	Add ramp terminal signals and turn lanes only	\$ 11.8	\$ 0.1	1.5	0.0	0.0	0.0	1.42	4 parcels would be required to provide new ROW for additional ADOT easement.	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CB3	Add ramp terminal signals, turn lanes, bridge deck rehabilitation, and widening for bike and ped accommodations	\$ 16.2	\$ 0.1	1.5	0.0	0.0	0.0	1.45	The same 4 parcels would be affected as the CB2 option.	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CB4	CB3 but with bridge replacement off of the existing alignment	\$ 21.4	\$ 0.1	1.3	0.0	0.0	0.0	1.3		0.0	0.0	0.0	0.0	0.0	0.0	0.0
CB5	Diamond Interchange with 5-legged roundabouts at intersections	\$ 39.1	\$ 0.1	12.1	0.0	0.0	0.0	5.35	6 parcels would be required to provide new ROW for additional ADOT easement.	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CB6	Diamond Interchange with Casa Blanca Road bypass	\$ 49.2	\$ 0.1	22.0	0.0	0.0	0.0	14.65	8 parcels would be required to provide new ROW for additional ADOT easement.	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CB7	Split Diamond Interchange with triangular circulating roadway	\$ 40.2	\$ 0.1	47.8	0.0	0.0	0.0	6.25	9 parcels would be required to provide new ROW for additional ADOT easement.	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Gasline Road Grade Separation Options																
GL1	No Build	\$	-	\$	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GL2	Bridge replacement on current alignment	\$	14.1	\$	0.5	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GL3	Bridge replacement on parallel alignment	\$	15.5	\$	0.1	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Seed Farm Road Grade Separation / Interchange Options																
SF1	No Build	\$	-	\$	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SF2	Bridge deck rehabilitation with shoulder widening - no interchange	\$	7.5	\$	0.3	2.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SF3	New tight diamond interchange with bridge replacement	\$	26.2	\$	0.5	21.9	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SF4	New spread diamond interchange with bridge replacement	\$	25.7	\$	0.5	39.6	0.0	0.0	1.0	0.27 1 parcel would be required to provide new ROW for additional ADOT easement.	0.37 The same parcel would be affected by the TCE acreage need.	0.0	0.0	0.0	0.0	0.0
SF5	New spread diamond interchange with widened existing bridge	\$	19.8	\$	0.3	36.8	0.0	0.0	1.0	0.23 The same parcel would be affected as the SF4 option	0.37 The same parcel would be affected by the TCE acreage need.	0.0	0.0	0.0	0.0	0.0
Dirk Lay Road Grade Separation Options																
DL1	No Build	\$	-	\$	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DL2	Bridge replacement on current alignment	\$	15.6	\$	-	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DL3	Bridge replacement on parallel alignment	\$	16.8	\$	-	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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SR 387 / SR 187 / Pinal Avenue Interchange Options																
PA1	No Build	\$ -	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PA2	Shoulder widening & sidewalk on approaches and bridge, add signals	\$ 10.9	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PA3	Upgrade ramp terminal capacity, shoulder widening & sidewalk on approaches and bridge, add signals	\$ 11.0	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PA4	Bridge replacement off of the existing alignment, add signals	\$ 15.2	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0