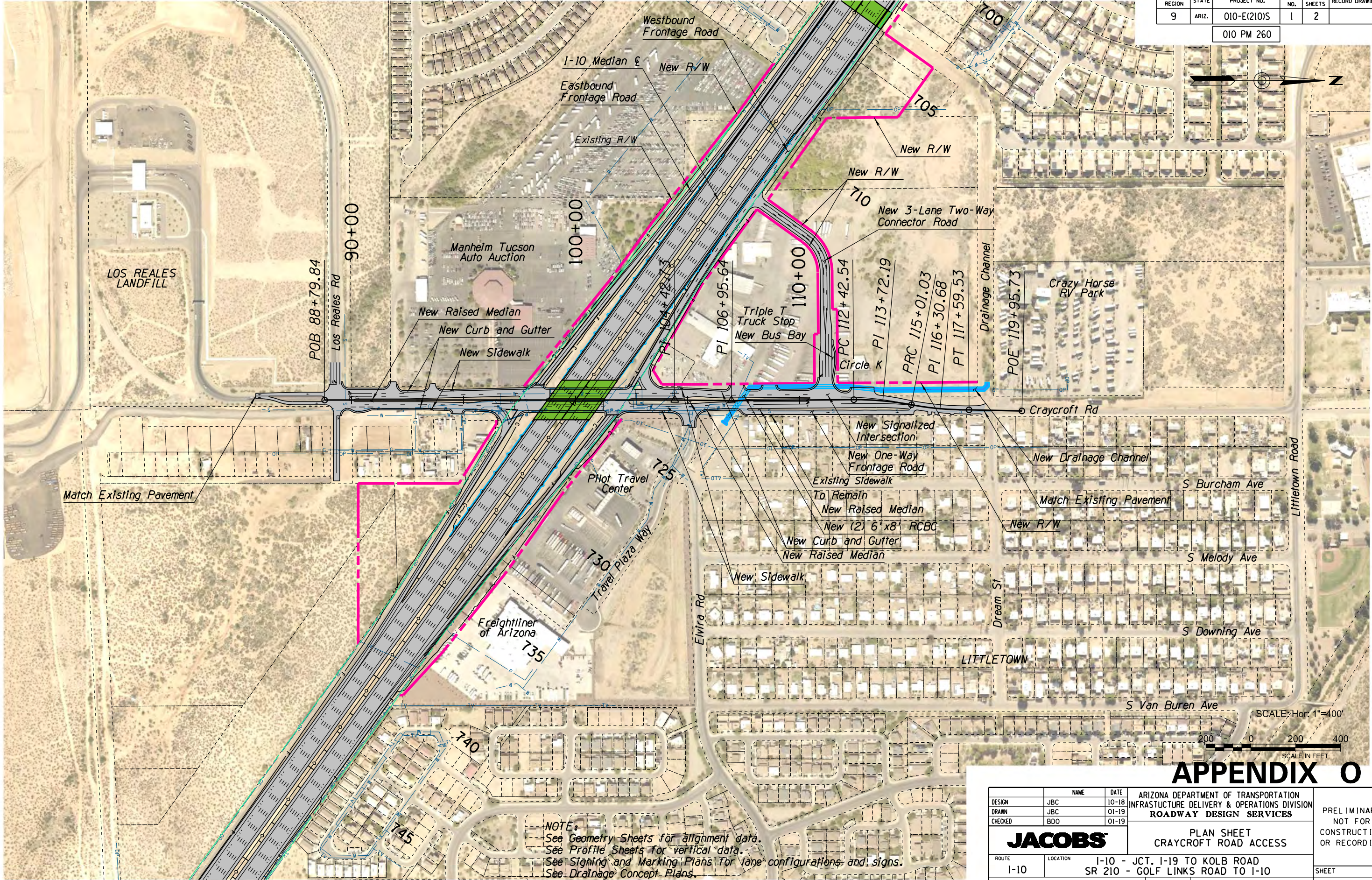


F.H.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
9	ARIZ.	010-E(210)S	1	2	

010 PM 260



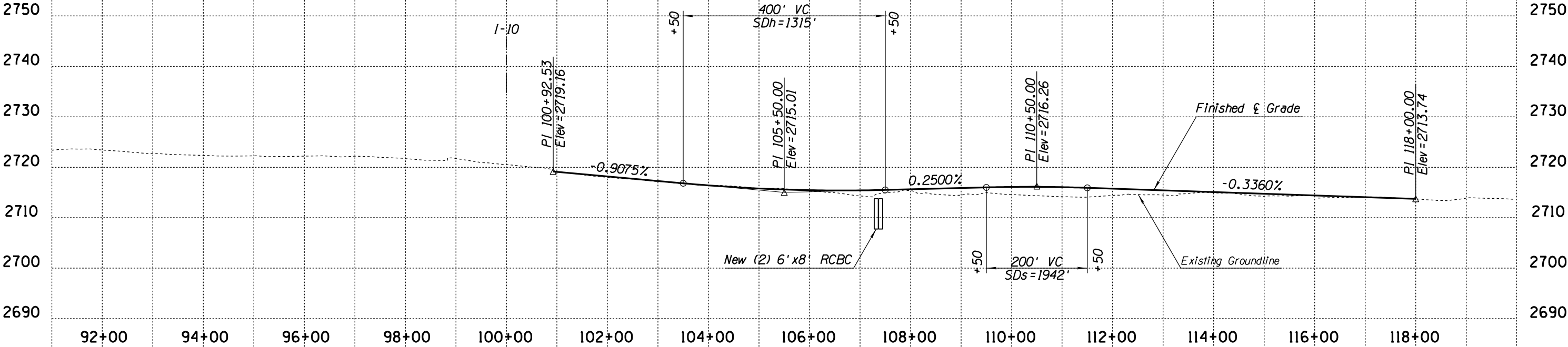
APPENDIX O

	NAME	DATE	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY & OPERATIONS DIVISION ROADWAY DESIGN SERVICES		PRELIMINARY NOT FOR CONSTRUCTION OR RECORDING
DESIGN	JBC	10-18			
DRAWN	JBC	01-19			
CHECKED	BDO	01-19			
JACOBS			PLAN SHEET CRAYCROFT ROAD ACCESS		
ROUTE I-10	LOCATION I-10 - JCT. I-19 TO KOLB ROAD SR 210 - GOLF LINKS ROAD TO I-10				SHEET
TRACS NO. H7825 OIL			010-E(210)S		___ OF ___

DATE: LOCATION: REVISIONS: FINISHED PLANS: SURVEY NO. DATE: LOCATION: REVISIONS: FINISHED PLANS: SURVEY NO.

F.H.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
9	ARIZ.	010-E(210)S	2	2	

010 PM 260



APPENDIX O

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CHECKED	BDO		01-19		
JACOBS			PROFILE SHEET CRAYCROFT ROAD ACCESS		
ROUTE		LOCATION			
I-10		I-10 - JCT. I-19 TO KOLB ROAD SR 210 - GOLF LINKS ROAD TO I-10			SHEET
TRACS NO. H7825 OIL				010-E(210)S	___ OF ___

I-10 DCR (I-19 to Kolb Rd and SR 210)
Access Control concepts for the north side of the Craycroft Road TI
August 16, 2018

Background Information

At the I-10, I-19 to Kolb and SR 210 progress meeting (held on July 19, 2017) an access issue involving the commercial and residential properties north of the Craycroft Road TI was identified. Traffic operations north of the interchange have deteriorated with recent developments and it was clear that additional improvements will be needed to make sure the north side of the TI will function well in the future. If no improvements are made the LOS will continue to deteriorate as traffic volumes increase. Pima County nearly completed designing a small project to correct a turning radius issue (for truck traffic) and add sidewalk from I-10 north to Travel Plaza Way. The project was stopped when the City of Tucson annexed the area. Travel Plaza Way (located approximately 320' north of the I-10 westbound ramps) provides access to a Pilot Travel Center (truck stop), a (truck service center) and approximately 1500 residences mostly located to the east of Craycroft Road. This includes an existing subdivision called Littletown. On the west side of Craycroft Road the Tucson Truck Terminal (known as the Triple T Truck Stop) is located on the west side of Craycroft Road just to the north of I-10 (see figure below). Circle K (owned by TTT) and an RV Park with approximately 150 parking spots are also present on the west side of Craycroft Road. One-half mile north of Travel Plaza Way is Littletown Road which runs east-west. The west end of Littletown Road connects to Valencia Road. North of Littletown Road there is an elementary school, a middle school and the Thomas Jay Regional Park.



Craycroft Road currently stops at Littletown Road. The vacant area to the north is isolated by the Julian Wash and the UPRR which greatly reduces the potential area served by the Craycroft Road TI. Littletown Road provides access to Valencia Road to the west and Avocet Drive provides access to Wilmot Road to the east. The vacant parcels located north of the Julian Wash and south of the UPRR could be developed. Pima County owns the parcel north of Littletown Road up to the UPRR and could be used to expand the Thomas Jay Regional Park. Wilmot Arizona LLC owns two parcels that have access to Littletown Road and to Wilmot Road.

Preliminary Traffic Analysis

A traffic impact analysis was prepared for the Pilot Travel Center (Feb. 2013) when it was going through the development process. The analysis concluded that when the Pilot facility is constructed the increase in vehicular traffic will warrant signalization of the Craycroft Road TI. The Pilot Travel Center was constructed and the signals were installed. Recent traffic counts (3/29/18) and subsequent operational analysis for existing conditions indicated the signals are functioning well, LOS B/C during the AM peak hours and B/C during the PM peak hours. Travel Plaza Way intersects with Craycroft Road and has stop control. During the AM peak hour westbound traffic on Travel Plaza Way has 274 vehicles turning left onto Craycroft Road. Most of that traffic and southbound Craycroft Road traffic (148) turn right onto the westbound I-10 on-ramp (267). Even though there are large turning movements, the intersection of Travel Plaza Way and Craycroft Road functions well, LOS A during the AM peak hour and LOS A during the PM peak hour. A recent meeting with the owners of the Triple T Truck Stop, however, reported that southbound queues at the TI will occasionally cause a truck to stop short of making a full left turn onto Craycroft Road thereby blocking northbound travel lanes until the signal phase changes at the TI.

The major geometric issue is the intersection of Craycroft Road and Travel Plaza Way is too close to the westbound ramps (approximately 200'). In the future a lack of adequate southbound storage at the I-10 westbound signal and left-turn turning capacity from Travel Plaza Way to southbound Craycroft Road will cause operational issues. Operational analysis of current conditions with 2040 projected volumes indicates the interchange will reach capacity, LOS D/D during the AM peak hour and LOS C/D during the PM peak hour. The operational analysis of current conditions with 2040 projected volumes at the intersection of Craycroft Road and Travel Plaza Way results in an LOS F during the AM peak hour and LOS F during the PM peak hour.

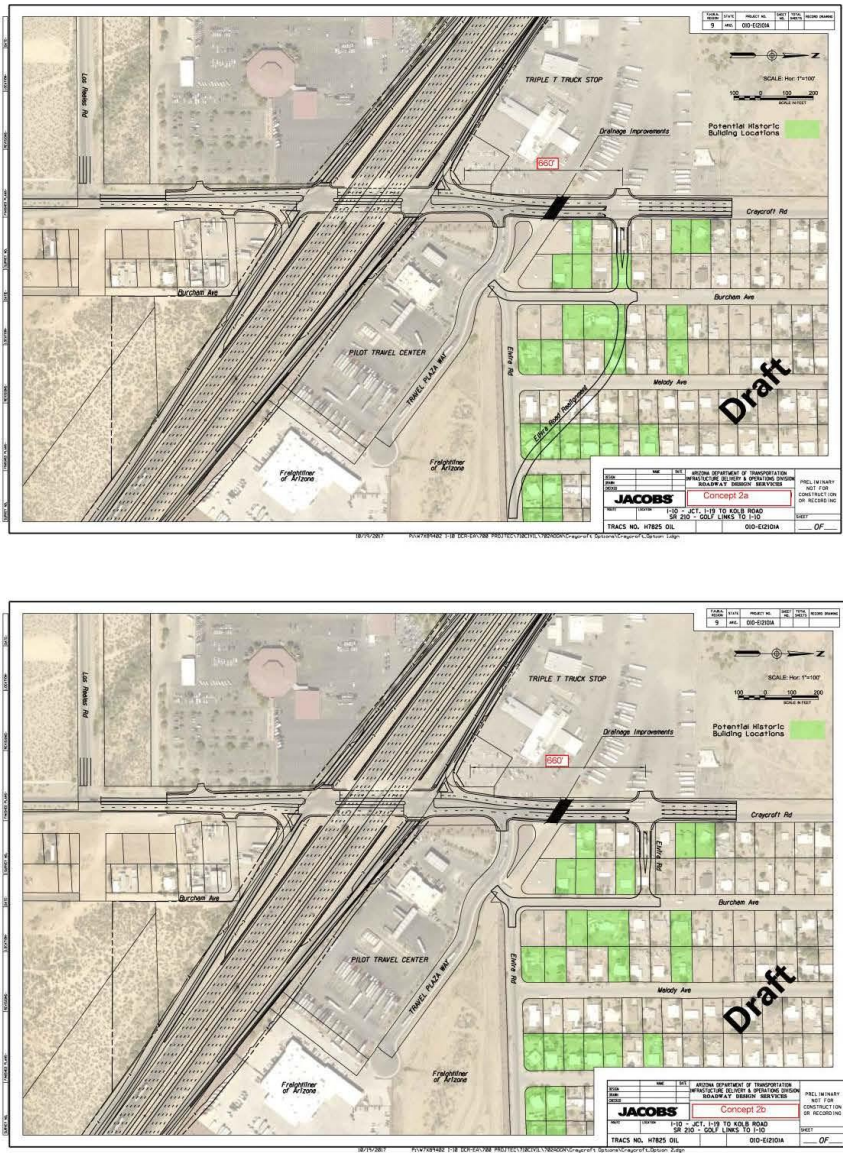
The proposed 2040 improvements for I-10 include widening the interchange. Access control requirements for Craycroft Road included placing a raised median along the center of Craycroft Road north of I-10 for 660 feet to control left-turn access from side streets and residential lots. This improvement will limit Travel Plaza Way to right in and right out. Blocking the left-turn from Travel Plaza Way will affect residents and commercial operators who want to use Craycroft Road to get onto I-10. A portion of the traffic (residents and truckers) will be diverted to Valencia Road for access to I-10 or make a U-turn at the end of the raised median on Craycroft Road north of Travel Plaza Way. Commuter traffic can access Craycroft Road from Dream Street or Littletown Road. However, truck traffic which currently stays close to I-10 will most likely travel north along Craycroft Road onto Littletown Road passing a regional park, an elementary school and a middle school to gain access to I-10 via the Valencia Road TI which is not desirable.

Concepts considered for Access Control Craycroft Road

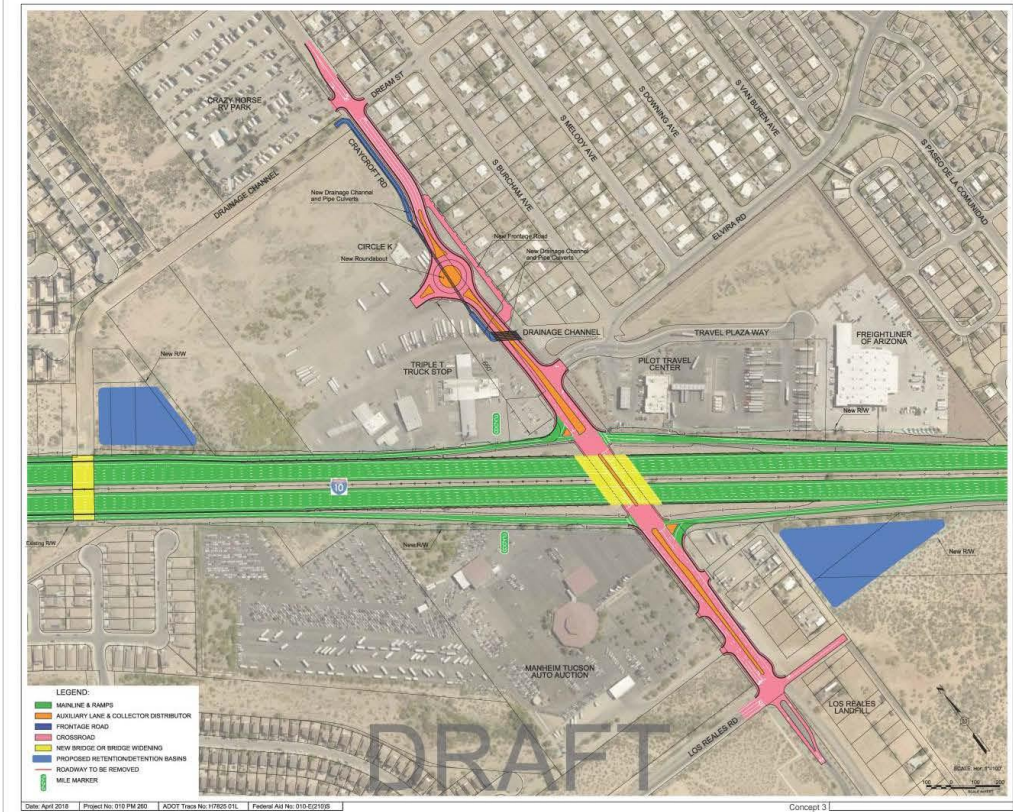
Concept 1) Purchase the truck businesses on the east side of Craycroft Road to eliminate a large portion of the freight traffic. The raised median would be installed for access control. Note: The Triple T Truck Stop would have a left-turn into the property located 660' north of the westbound

ramps plus a left-turn onto the westbound frontage road that provides right-turn access into the parcel.

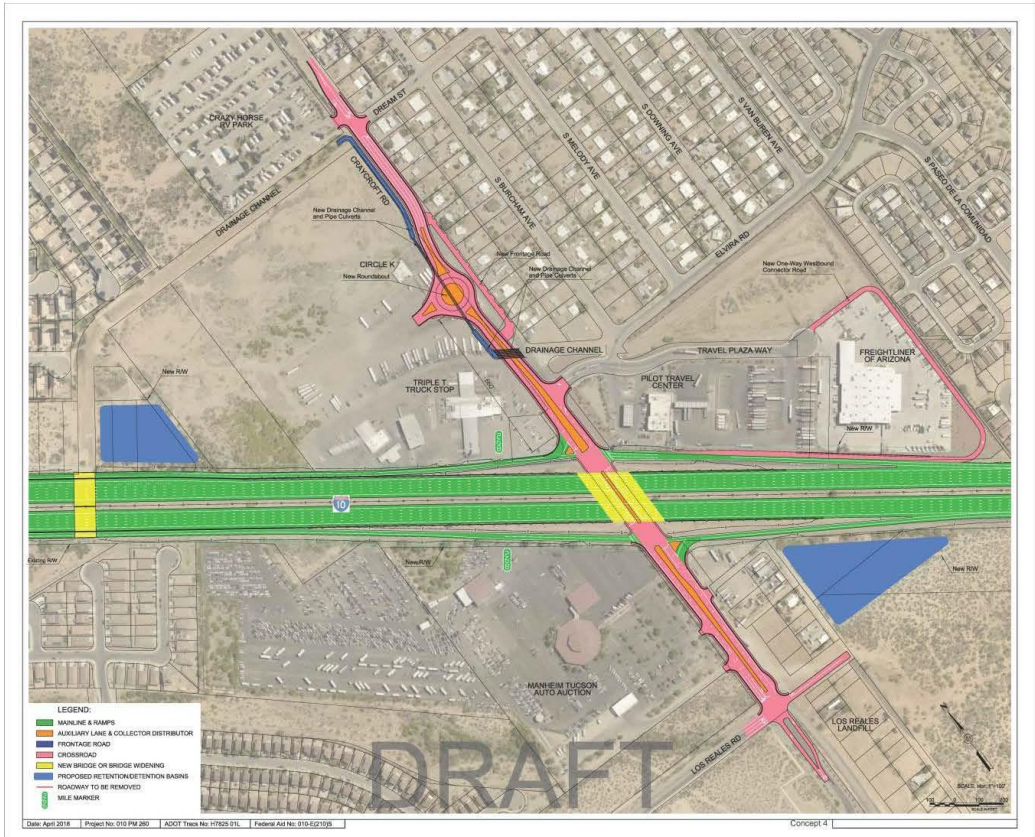
Concept 2) Elvira Road is realigned connecting 660’ north of the westbound ramps with a signalized intersection. Potentially a dozen residences would be acquired to relocate Elvira Road. A tee connection from Travel Plaza Way would route vehicles to Elvira Road. The raised median would be installed for access control. Travel Plaza Way would have stop control with right-in and right-out movements. See Concepts 2a and 2b below illustrating two possible alignments for Elvira Road.



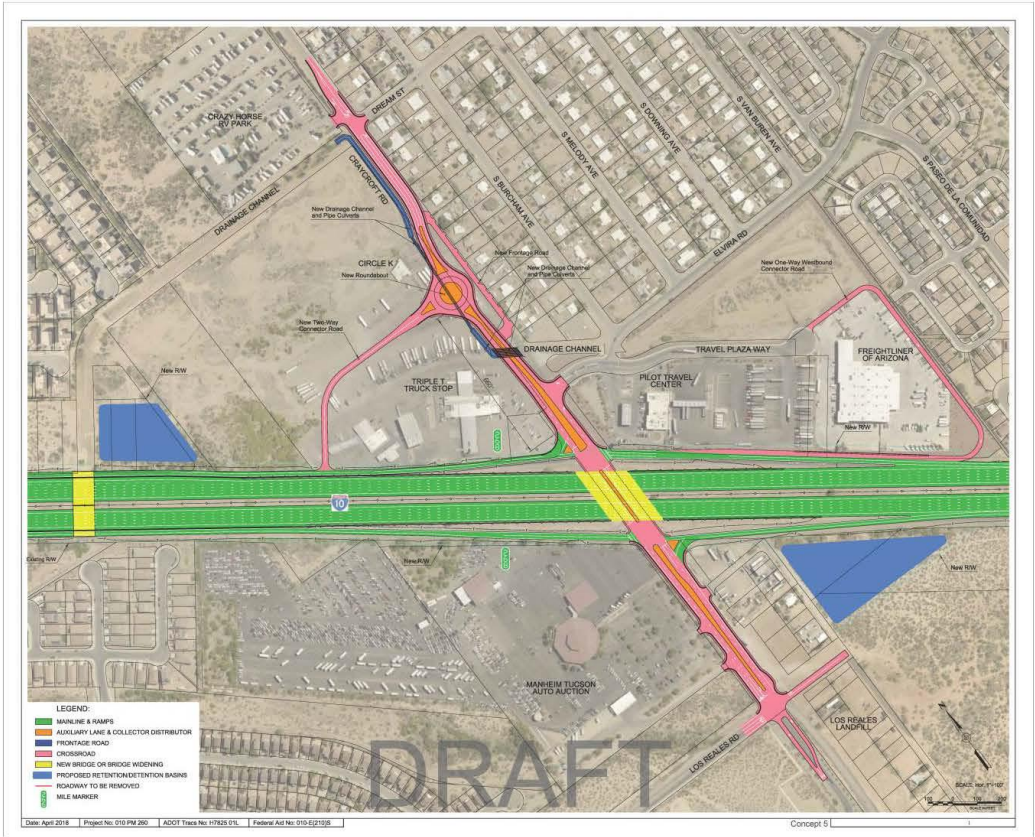
Concept 3) Construct a roundabout on Craycroft Road 660’ north of the westbound ramps. The raised median would be installed for access control. Travel Plaza Way would operate with stop control and have right-in and right-out movements. Residents and truckers would turn right (north) on Craycroft Road and make a U-turn at the roundabout. The roundabout would be large enough to allow oversized vehicles to make the U-turn. The concept would include a short frontage road to serve nine residences located to the east of the roundabout. A drainage culvert/channel will be needed to convey storm flows under Craycroft Road and to an existing drainage channel to the north. See Concept 3 below.



Concept 4) In addition to the roundabout in Concept 3 a one-way connector road from Travel Plaza Way to the I-10 westbound off-ramp is added. The connector road would route traffic from the Pilot Travel Center around the perimeter of the Freightliner of Arizona property. This concept would remove a portion of the vehicular traffic from needing to use the roundabout. See Concept 4 below.

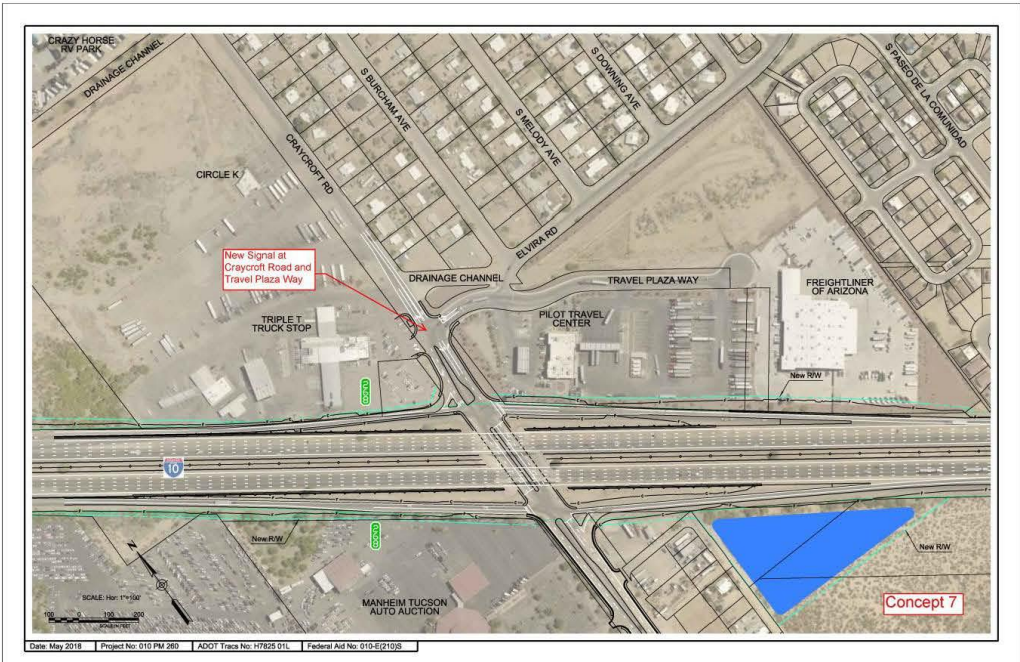


Concept 5) In addition to the roundabout in Concept 3 a two-way connector road from the roundabout to the I-10 westbound frontage road is added. The connector road would bisect the Triple T parcel. This concept would remove a portion of the vehicular traffic from needing to make a full U-turn at the roundabout and avoid making the right-turn at the I-10 westbound signal at the TI. If desired, Concept 5 could include the one-way connector road shown in Concept 4 as a means to improve access to the westbound frontage road. See Concept 5 below.

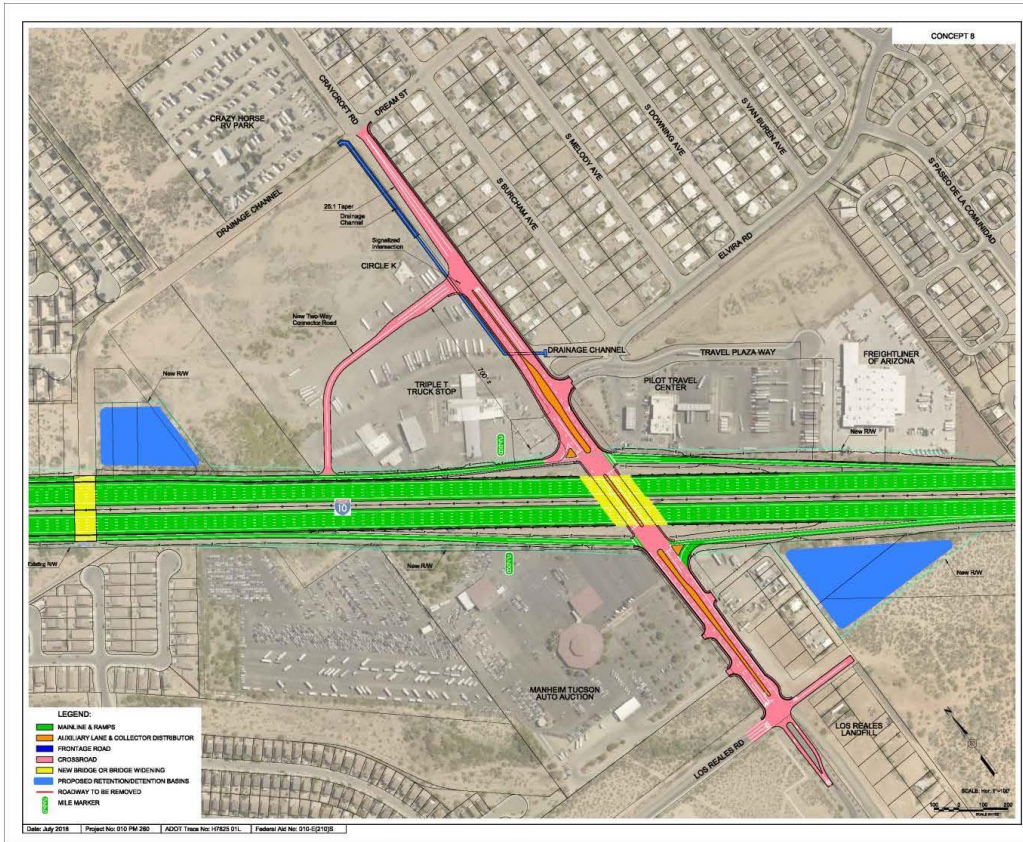


Concept 6) Eliminate the westbound off-ramp at Craycroft Road and retain the westbound frontage road between Wilmot Road and Craycroft Road. Right-in and right-out would be allowed to the Pilot Travel Center and to Freightliner parcels from the westbound frontage road. Maintain existing conditions north of the TI. The I-10 mainline will need to be shifted to the south. The frontage road access would reduce many of the turning movements to and from Craycroft Road. No figure prepared.

Concept 7) Construct a signal at Craycroft Road and Travel Plaza Way that is synchronized with the TI signals and install a raised median up to Travel Plaza Way. Request an access control waiver for Travel Plaza Way as an existing condition. See Concept 7 below.



Concept 8) This concept has a tee intersection with a signal located north of Travel Plaza Way and south of the Circle K. A two-way connector road from the intersection to the I-10 westbound frontage road is added. The connector road would bisect the Triple T parcel. Traffic wanting to enter I-10 westbound from Travel Plaza Way would travel north on Craycroft Road to the two-way connector road. Turn left onto the connector road and make a right-turn on the westbound frontage road to the Valencia Road TI. Passenger cars wanting to enter I-10 eastbound could make a U-turn at the tee intersection and enter I-10 at the Craycroft Road TI. Otherwise, trucks can travel to the Valencia Road TI to enter I-10 eastbound. See figure below.



Other considerations - There is a drainage dip crossing located just north of Travel Plaza Way. The 100-year flow rate is approximately 400 cfs. After crossing over Craycroft Road, the runoff sheet flows to an existing drainage channel located to the west of the Triple T Truck Stop. For Concepts 2 through 6 and 8 the raised median would act as a barrier to runoff crossing over Craycroft Road. The runoff will need to be conveyed under Craycroft Road to allow improvements to the roadway. The drainage improvement will add significantly to the cost for improving the roadway as the runoff will need to be conveyed northerly in a culvert or open channel to the existing drainage channel located near Dream Street. Runoff from residences also flows westward toward Craycroft Road will need to be collected and conveyed under Craycroft Road.

Evaluation of Concepts for Craycroft Road

Concept 1) Purchase the Pilot Travel Center – Purchasing the Pilot Travel Center was estimated at \$6.5 M by ADOT R/W Group. This cost is high relative to improvements for Concept 7 (signalizing Craycroft/Travel Plaza Way). Discussions with City of Tucson management indicated that the Craycroft Road area was recently annexed by the City because the Pilot Travel Center and the Triple T Truck Stop generate a lot of tax revenue. A portion of this revenue would be lost if the Pilot Travel Center was purchased. Other uses of this commercial area would be problematic as access issues would remain as Travel Plaza Way will be right-in/right-out. This concept was not acceptable due to high cost, lost tax revenue and repurposing the commercial area.

Concept 2) Realign Elvira Road – Several alignments were looked at to realign Elvira Road to connect with Craycroft Road 660' north of the I-10 westbound ramp. This would route residential traffic further to the north and truck traffic would exit the Pilot Travel Center travel north along Burcham Avenue to the realigned Elvira Way and make a left-turn onto Craycroft Road. This concept would require the purchase of a number of residential parcels. The Littletown subdivision was developed over 50 years ago. Many of the residential homes potentially could be historic or the neighborhood could be designated as a historic neighborhood. The area is also a low income housing area with a high proportion of minorities. Due to environmental justice rules, removal of residences would come under high scrutiny. Since there are other viable concepts, all concepts realigning Elvira Road were discontinued.

Concept 3) Construct a Roundabout – A roundabout would be constructed on Craycroft Road 660' north of the westbound ramps. The roundabout would be shifted to the west to allow a 20' wide frontage road to be developed to the east of the roundabout to provide access to nine residences. This concept avoids any residential takes. However, traffic on the roundabout would be present 24/7. Vehicle noise and light from headlights would be an issue for adjacent residences. Improvements along Craycroft Road would extend up to Dream Street. The intersection of Dream Street will need to be analyzed to incorporate access to the RV Park. Drainage improvements will parallel Craycroft Road up to Dream Street. Impacts to adjacent residences is high but may be mitigated by using noise walls. The roundabout will require a significant amount of property to be acquired from the Triple T Truck Stop. Concerns were expressed by Craycroft Road stakeholders that truck drivers will not make the U-turn to return to I-10 via the Craycroft Road TI but continue north to Littletown Road to enter I-10 at the Valencia Road TI. This concept meets the access control criteria.

Concept 4) Construct a Roundabout with a one-way connector road to the I-10 westbound off-ramp – Similar to Concept 3 with the added one-way connector road to the I-10 westbound off-ramp. The connector road would shift a number of trucks from the roundabout to the connector road and provide an easier route to I-10. The connector road would impact the Freightliner development potentially removing most of the employee parking. Truck traffic from the Pilot Center would have access to the connector road 24/7. Truck noise and light from headlights would be an issue for adjacent residences located immediately east of Freightliner. Noise and light impacts would be high but should be mitigated by using noise walls. While this concept will make access to I-10 easier for trucks, the impacted area increases. Residents located east of Freightliner and Freightliner itself would be impacted. If Freightliner is acquired, the ADOT R/W Group estimated the cost at \$6.5 M. The vacant area north of Freightliner is an area that the Pilot Travel Center was planning to use for an RV and Bus service center. This use may be affected by the connector roadway. This concept meets the access control criteria but at a higher cost and with greater impacts than Concepts 3 and 7.

Concept 5) Construct a Roundabout with a two-way connector road to the I-10 westbound off-ramp – Similar to Concept 3 with the addition of a two-way connector road to the I-10 westbound off-ramp through the Triple T parcel. This connector road would provide an easier route to I-10 by passing the westbound frontage road signal. The connector road would bisect the Triple T parcel relocating the current truck parking area. This concept would not reduce the number of vehicles using the roundabout. While this concept will make access to I-10 easier for trucks, the impacted area increases. This concept meets the access control criteria but at a higher cost and with greater impacts than Concepts 3 and 7, but less than Concept 4.

If desired, Concept 5 could include the one-way connector road shown in Concept 4 as a means to improve access to the westbound frontage road. This concept would have the highest impact.

Concept 6) Eliminate the westbound off-ramp at Craycroft Road and retain the westbound frontage road between Wilmot Road and Craycroft Road. This concept allows the right-in and right-out for the Pilot Travel Center and the Freightliner parcels. Access control on Craycroft Road will no longer be an issue north of the TI since the frontage road would remove most of the turning movements from Craycroft Road. This concept would require I-10 to be shifted to the south to provide enough space along the north side of I-10 to construct the frontage roads. The I-10 shift would be greater for System Alternative IV than for System Alternative I. The concept was presented to the Craycroft Road stakeholders. The Pilot Travel Center representative was not in favor of this concept because westbound drivers would have to make a decision to get off of I-10 at the Wilmot Road off-ramp which is 1.5 miles to the east. Then travel along the frontage road to get to their business. This would have an impact on their business. This concept meets the access control criteria but at a cost greater than Concept 7. For System Alternative IV the I-10 shift to the south is greater than for Alternative I. More R/W will be needed. The cost to Pilot and Triple T due to loss in business is unknown. The benefit of providing frontage road access to Pilot and Triple T will be at least partially offset by the loss of business. How much is not known.

Concept 7) Construct a signal at the intersection of Craycroft Road and Travel Plaza Way – Preliminary Synchro analysis using 2040 projections and widening the Craycroft Road TI indicates the roadway will function with an LOS B in both the AM and PM peak hours. Other than taking right-of-way to widen Craycroft Road from I-10 to Travel Plaza Way there is minimal impact to the neighborhood. This concept would avoid making drainage improvements north of Travel Plaza Way.

Concept 8) Construct a tee intersection with a signal located north of Travel Plaza Way and south of the Circle K with a two-way connector road to the I-10 westbound off-ramp. The two-way connector road to the I-10 westbound off-ramp would pass through the Triple T parcel. This connector road would provide a route to I-10. The connector road would bisect the Triple T parcel relocating the current truck parking area. While this concept will make access to I-10 easier for trucks, the impacted area increases. This concept meets the access control criteria but at a higher cost and with greater impacts than Concepts 3 and 7, but less than Concepts 4 and 5. Preliminary traffic analysis shows the LOS of the northbound to westbound left-turn movement to be A at the 2040 AM peak hour and B at the 2040 PM peak hour. Access into and out of residential lots adjacent to Craycroft Road needs to be analyzed to determine how much to shift Craycroft Road to the west to provide better access and to collect runoff.

Conclusion

Concept 7 has the least impact to the neighborhood and businesses. Concept 7 provides an acceptable level of service for the 2040 design year. Because Travel Plaza Way is an existing condition a variance would be needed. This concept does set precedence by installing a signal in lieu of providing desired access control measures. All other concepts have significant impacts to residences or businesses.

Concept 8 has greater impacts to the neighborhood and businesses than Concept 7. Concept 8 provides an acceptable level of service for the 2040 design year and meets access control guidelines. Triple T’s main entrance will shift to the north along the two-way connector road and a right-in/right-out location needs to be identified along Craycroft Road. Access to the Pilot Travel Center will be similar but the return to westbound I-10 will be longer than for existing conditions. The cost to Pilot and Triple T due to loss in business is unknown.

Note: Follow up discussions with the City of Tucson and project stakeholders (see progress meeting notes dated 9/12/2018) further refined Concept 8 to include a frontage road along the east side of Craycroft Road to provide better access to the residences along Craycroft Road, provide more separation between the residences and the new signalized intersection, and to provide a positive means to collect drainage runoff coming from the residential subdivision. The consensus by the stakeholders was to select Concept 8 and move forward with presenting this concept in the next Public Information meetings for the I-10/SR 210 project. See the attached figure that illustrates the revised plan for Craycroft Road and the proposed roadway profile.

Interstate 10/State Route 210 - Craycroft Road Roundabout

April 2018
Prepared by:
HDR, Inc.
101 N 1st Ave, Ste. 1950
Phoenix, AZ 85003
In cooperation with:
Arizona Department of Transportation
Federal Highway Administration

Overview

Study Background
The Arizona Department of Transportation (ADOT), in conjunction with the Federal Highway Administration (FHWA), is conducting Phase II of a study to determine how best to improve mobility along Interstate 10, between the intersection with Interstate 19 to Kolb Road, southeast of downtown Tucson (Figure 1). Another major component of this study is to identify a new alignment of State Route (SR) 210 (Barraza Aviation Highway) that would connect with I-10 east of downtown.

Figure 1: I-10/SR 210 Study Area



The recommendation to add a roundabout at Craycroft Road north of Interstate 10 is part of the Interstate 10/State Route 210 (I-10/SR 210) Phase II study. Two system alternatives are being studied that will add or improve interchanges, widen or replace the existing bridge, and remove some existing interchange ramps along I-10. The Phase II study has identified several issues along Craycroft Road at I-10, including vehicle storage inadequacies on southbound Craycroft Road, traffic restricting left turns from Travel Plaza Way onto southbound Craycroft Road, and storm flows from the east currently flowing across Craycroft Road at two locations (at Dream Street and just north of Travel Plaza Way). Future traffic conditions show traffic doubling at the Craycroft Road TI by the year 2040, taking

the TI to its capacity with LOS (D/D) during the AM peak hour and LOS (C/D) during the PM peak hour. The intersection of Craycroft Road and Travel Plaza Way will fail with a LOS of F in the AM and PM peak hours.

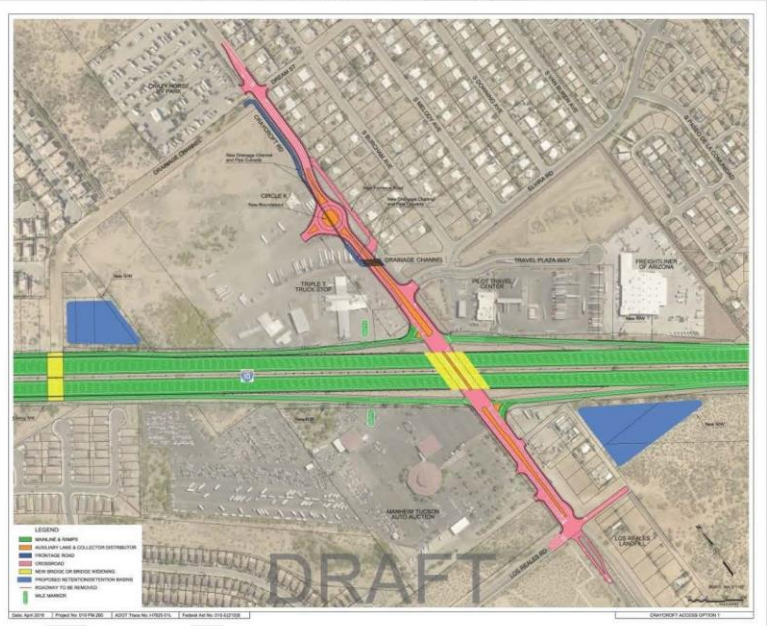
As part of the traffic interchange improvements at Craycroft Road, two traffic signals are being recommended north and south of I-10 on Craycroft Road. According to ADOT Roadway Design Guidelines access control criteria, a raised median would have to be constructed north and south of I-10 on Craycroft Road for 660' to preclude left turns from Travel Plaza Way. There are three facilities serving long-haul truck drivers at Craycroft Road and I-10 that would be impacted by the left turn restriction: Triple T Truck Stop, Pilot Travel Center, and Freightliner of Arizona. Truck traffic traveling north on Craycroft Road would not be allowed north of Dream Street due to schools, a regional park, and residential area.

Three roundabout options were developed to help truck traffic turn around on Craycroft Road and avoid going north of Dream Street. The options are outlined on the following pages.

Option 1 (Figure 2)

- Craycroft Road under I-10 would be widened. An additional through lane in each direction (north and south) would be added.
- A new raised median would be constructed north and south of I-10 for 660' to preclude left-turns as per ADOT Roadway Design Guidelines access control criteria.
- North of I-10, a new roundabout would be constructed to allow a U-turn movement back to I-10 and access to the Triple T Truck Stop. This would provide adequate traffic storage at I-10. Truck traffic would be discouraged from traveling north on Craycroft Road north of Dream Street.
- A new frontage road would be developed to provide access to residential lots on the east side of Craycroft Road.
- Storm flows from the east would be collected and conveyed in a new drainage channel with pipe culverts on under and along the west side of Craycroft Road.

Figure 2: I-10/Craycroft Road TI – Option 1

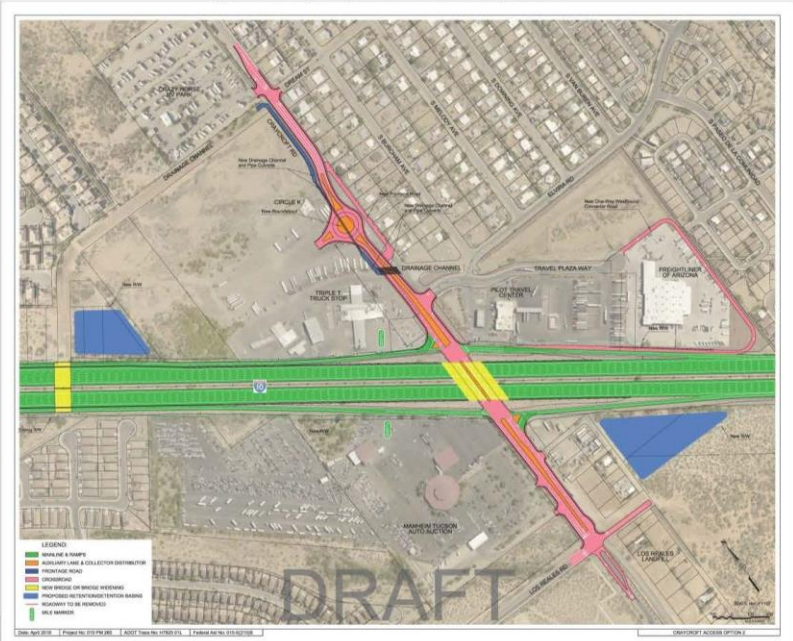


Option 2 (Figure 3)

In addition to the features of Option 1, Option 2 also includes:

- A new one-way westbound connector road would be built to allow vehicles from the Pilot Travel Center and Freightliner of Arizona to have direct access to I-10 off-ramp.
- The connector road would provide alternative access to the westbound frontage road and I-10.

Figure 3: I-10/Craycroft Road TI – Option 2

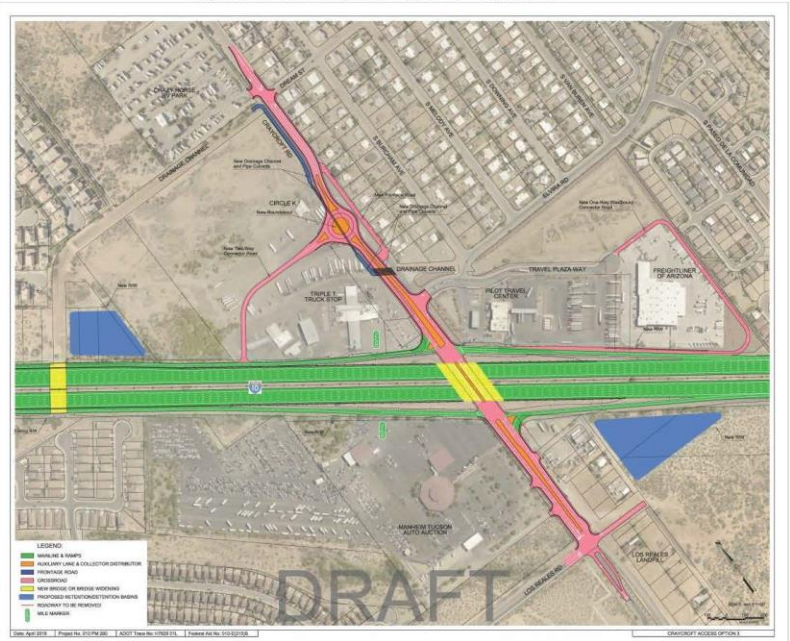


Option 3 (See: Figure 4)

In addition to the features of Option 1, Option 3 also includes:

- A new two-way loop road would be constructed from the roundabout through the Triple T Truck Stop parking area to the westbound frontage road.
- The new loop road would provide alternative access to the westbound frontage road and I-10.
- The one-way westbound connector road to the I-10 off-ramp from Option 2 would be optional.

Figure 4: I-10/Craycroft Road TI – Option 3



Public Involvement Purpose and Process

Consistent with the ADOT’s Public Involvement Plan and FHWA’s public involvement guiding principles, the project team planned a series of meetings with individual business property owners and agency stakeholders in the Craycroft Road/I-10 area and a neighborhood meeting with the Littletown community. The goals of this outreach plan were to solicit input on various design options and enable the project team to understand community issues and concerns.

The first step in the public involvement process was to meet with the business and agency stakeholders in the Littletown community who are likely to be impacted by the proposed roadway improvements on Craycroft Road. Working closely with the study team, several stakeholders were identified and one-on-one meetings were scheduled with each during the month of April. During the meetings, several stakeholders expressed general opposition for the proposed roundabout and related improvements, which resulted in the study team revisiting the proposed roadway improvements to formulate new alternatives. A summary of these meetings is provided in the following Agency and Business Stakeholder Outreach section.

As a result of the initial stakeholder meetings and the decision to examine new alternatives, a planned community meeting to engage Littletown residents and other community stakeholders was placed on hold. After new alternatives are developed, the public outreach plan will be revisited to determine when additional meetings are needed with stakeholders and the community.

Agency & Business Stakeholder Outreach

The purpose of the individual stakeholder meetings was to introduce and provide an overview of the project to impacted business owners near the I-10/Craycroft Road traffic interchange. A review of findings from preliminary data collection processes, key project issues and challenges, schedule, and communication/outreach issues were presented. In addition to providing background and other pertinent information to the stakeholder agencies and project partners, the Agency Scoping Meeting was also designed to assist the study team in having the stakeholders identify any issues, concerns and opportunities that may need to be addressed during the course of the study.

Stakeholder

The study team identified and contacted area business/property owners, the school district serving the community and Pima County to schedule and participate in one-on-one stakeholder/study team meetings. Six stakeholder representatives were contacted and confirmed having an interest in the study. Phone calls were made on March 12-13, 2018 and followed up with emails March 14-16. Appendix B includes the email and list of stakeholders contacted.

Individual Stakeholder Meetings

The series of six one-on-one stakeholder meetings was held during the month of April, both in person and via conference call. The conference call meetings were conducted through ADOT’s WebEx system, an online platform allowing participants real-time, simultaneous viewing of project information, i.e., maps. The purpose of these meetings was to provide stakeholders with preliminary study information and to seek input. Participants included representatives from:

- Study Team
 - Jacobs Engineering Group
 - HDR Engineering, Inc.
 - Arizona Department of Transportation
- Stakeholders
 - Arizona Trucking Association
 - Pima County Natural Resources, Parks and Recreation
 - Sunnyside School District
 - Triple T Truck Stop (also representing Circle K)
 - Pilot Travel Centers
 - Freightliner of Arizona

Stakeholder meetings were scheduled as represented in Table 1 below.

Table 1: Individual Stakeholder Meetings

Stakeholder	Representative	Study Team Attendees	Date & Time	Location
Arizona Trucking Association (ATA)	Tony Bradley, President & CEO	Brad Olbert, Jacobs Judah Cane, Jacobs Haley Estelle, HDR Jerimiah Moerke, ADOT Tazeen Dewan, ADOT	April 11 10:15 AM	ATA Offices Tolleson, AZ 85353
Pima County Natural Resources, Parks and Recreation	Steve Anderson, Planning Division Manager Joe Barr, Recreation Superintendent	Brad Olbert, Jacobs Judah Cane, Jacobs Joe D’Onofrio, Jacobs Haley Estelle, HDR Jerimiah Moerke, ADOT Tazeen Dewan, ADOT Sarah Karasz, ADOT James Gomes, ADOT	April 12 9:30 AM	ADOT Training Center Tucson, AZ 85713
Freightliner of Arizona Teleconference & WebEx	Steve Zeppenfeldt, Senior Vice President of Operations	Brad Olbert, Jacobs Judah Cane, Jacobs Haley Estelle, HDR Jerimiah Moerke, ADOT Tazeen Dewan, ADOT	April 12 11:30 AM	ADOT Training Center Tucson, AZ 85713
Triple T/Circle K	Tracey Galliger, Real Estate Manager Gail Foreman, Owner Jim Jutry, Owner Jack Dowell, Owner	Brad Olbert, Jacobs Judah Cane, Jacobs Haley Estelle, HDR Jerimiah Moerke, ADOT Tazeen Dewan, ADOT James Gomes, ADOT	April 12 1:30 PM	ADOT Training Center Tucson, AZ 85713
Pilot Travel Center Teleconference & WebEx	Stacy Stanley, Real Estate Manager	Brad Olbert, Jacobs Judah Cane, Jacobs Haley Estelle, HDR Jerimiah Moerke, ADOT Tazeen Dewan, ADOT James Gomes, ADOT	April 19 1:00 PM	HDR, Inc. Phoenix, AZ 85003
Sunnyside School District Teleconference & WebEx	Carlos Valdez, Transportation & Maintenance Director	Brad Olbert, Jacobs Judah Cane, Jacobs Haley Estelle, HDR Jerimiah Moerke, ADOT Tazeen Dewan, ADOT James Gomes, ADOT Sarah Karasz, ADOT	April 19 2:00 PM	HDR, Inc. Phoenix, AZ 85003

The meetings included an overview of the project followed by a discussion session. The overview included study purpose and objectives, engineering and environmental elements, study schedule and process, as well as an overview of the existing study area.

During the discussion session, stakeholders were able to comment on the study and the information presented. In addition, contact information was provided for stakeholders to continue providing input. Stakeholder comments are summarized below.

Arizona Trucking Association

Roundabouts are difficult for most truck-trailers to navigate, especially those that are over-dimensional in either weight, length, or both. Mr. Bradley suggested contacting Jennifer Cannon with ADOT to discuss more about routes that can accommodate over-dimensional vehicles.

If a roundabout is selected as a build option for Craycroft Road, ATA supports either Option 3 or Option 2. Rolled curbs are abusive on equipment but necessary for truck-trailers to navigate roundabouts. They would like to see an option that eliminates the roundabout all together.

Pima County Natural Resources, Parks and Recreation

Constructing the roundabout at its current proposed location is preferred as it redirects truck traffic away from the regional park and elementary schools on Littletown Road. The proposed roadway improvements need to provide for safe pedestrian movement and discourage jaywalking from the Littletown neighborhood to the nearby Circle K.

If a roundabout is selected as a build option for Craycroft Road, Pima County Natural Resources, Parks and Recreation supports Option 2 or Option 3 and specifically the roadway behind the Freightliner establishment.

Freightliner of Arizona

Freightliner did not support encroachment onto their property as presented in Option 2 and Option 3. The connector road in those options would inhibit Freightliner's development plans, could disrupt nearby residential areas, and would eliminate existing employee parking. Future discussions are important, and roadway improvements should not make it difficult for customers or impede revenues. It is important to keep "doing business" easily. In all three options, some property would be required from Freightliner for frontage road construction.

Freightliner agreed to send property boundaries to study team to prepare for future discussions.

Triple T/Circle K

Triple T/Circle K expressed concern for the lack of left-turn access to Triple T and Circle K with the proposed roadway improvements. Roundabouts can be very busy and very noisy, which would be disruptive to the neighborhood. Additionally, truck-trailer operators may not use the roundabout to make a U-turn to get back onto Interstate 10. The potential exists for them to drive through the roundabout and on to Littletown Road near the schools and Regional Park.

In Option 3, an access road that splits the Triple T/Circle K property would have to be mutually beneficial and provide an opportunity to develop the adjacent vacant land (owned by Triple T). Triple T supported the proposed access road behind Freightliner in Option 2 and Option 3. Triple T was most supportive of Option 2. Options that eliminate the roundabout need to be explored.

Pilot

This stakeholder is interested in impacts the proposed roadway improvements would have on the Pilot property and if any Pilot property would need to be acquired for any of the proposed improvements. Pilot wants to ensure the roundabout radii support the truck-trailer turning maneuvers and is supportive of Option 3.

Sunnyside School District

The District wants to ensure that the proposed roundabout will accommodate school bus turning radii as they serve the Littletown neighborhood and use Craycroft Road on a daily basis. Sunnyside supports the proposed location for the roundabout as it avoids the regional park and schools. The district representative did not indicate a preference for any one option over another. Sunnyside will continue to participate in the process and will continue to study the proposed improvements to help determine which would best serve the community and the traveling public. The rest of the discussion focused on traffic congestion on Littletown Road and the status of other I-10/SR210 projects (i.e., Alvernon Way).

Agency & Business Stakeholder Outreach Outcomes

Four of the six stakeholders who participated in the agency and business stakeholder outreach expressed considerable concerns for the construction of a roundabout on Craycroft Road. In their comments, the Arizona Trucking Association expressed concern for large truck-trailer navigation through roundabouts and supported researching other alternatives that eliminate the roundabout all together. Pilot Travel Centers expressed similar concern for truck-trailer turning maneuvers in the roundabout and also the property impacts if right-of-way acquisition on their property would be necessary for any of the options presented. Freightliner also expressed concern for right of way acquisition and general opposition for the access road adjacent to their property, citing impacts to their business operation and the residential neighborhood that abuts their property on the east. Triple T Truck Stop was opposed to roadway improvements cutting off left turn access into their business, but supported Option 2. These participants requested development and evaluation of alternatives that eliminate the roundabout. Pima County and the Sunnyside School District were neutral to all three options presented, but expressed support of eliminating opportunities for truck-trailer traffic to use roadways that students and the community use to access their facilities on and north of Craycroft Road.

Based on these discussions, the study team has decided to revisit design options for roadway improvements that alleviate some of these concerns, including options that eliminate the roundabout. Further outreach will be required as the study team continues to evaluate alternatives and the outreach plan will be updated to determine the level and type of outreach that will be required.