



Interstate 10: Ina Road Traffic Interchange to Ruthrauff Road Traffic Interchange Improvements



FACT SHEET

Project Overview

The Arizona Department of Transportation, in conjunction with the Federal Highway Administration and the Regional Transportation Authority, is evaluating improvements to Interstate 10 from the Ina Road to the Ruthrauff Road Traffic Interchange (TI). The project is located within Pima County, the City of Tucson and the Town of Marana. The project has a two-phase development approach:

- Phase One – preparation of an ADOT Design Concept Report (DCR), an Environmental Assessment (EA) to comply with the National Environmental Policy Act, and a Project Implementation Plan to detail the order of construction activities, timing and funding elements
- Phase Two – preparation of preliminary design packages and final technical documents relating to geology, drainage, traffic and structural engineering documents

Anticipated Phase One Project Schedule/Milestones

- Alternatives development – August 2010
- Final traffic report – September 2010
- Obtain public input on alternatives – Early 2011
- Draft environmental reports – November 2010
- Initial DCR/Implementation Plan – February 2011
- Draft EA – Summer 2011
- Public Hearing on EA – Summer 2011
- Final DCR/EA – Fall 2011

Potential Project Improvements

- Widening of I-10
- Improvements to TIs and crossroads, including grade separation of crossroads and the Union Pacific Railroad (UPRR) crossings at Ina, Sunset and Ruthrauff roads
- Replacement of I-10 bridges over Orange Grove Road, Cañada Del Oro Wash and Rillito Creek

Purpose and Need for Project

- Improve traffic capacity – additional capacity is needed on the I-10 freeway to accommodate future traffic volumes anticipated for the year 2040
- Improve circulation and access – improve at-grade railroad crossings (currently up to 50 trains per day, with an anticipated increase of up to 90 per day, with UPRR double-tracking in progress); improve traffic movement on westbound exit ramp at Ruthrauff Road, which currently backs up onto the frontage road and occasionally onto the I-10 freeway
- Meet current standards – project would result in a facility consistent with current standards; I-10 bridges over Rillito Creek currently do not meet freeboard requirements (distance from bottom of bridge to water surface elevation); The inside shoulder lanes on the I-10 freeway are too narrow in some locations
- Provide safety at railroad crossings – reduce potential for vehicle-train collisions; provide timely access for emergency vehicles and access to Northwest Hospital
- Other needs – project is part of the regional transportation planning process; transportation planners and elected officials identified the needed improvement; voters approved the Regional Transportation Authority (RTA) plan in 2006

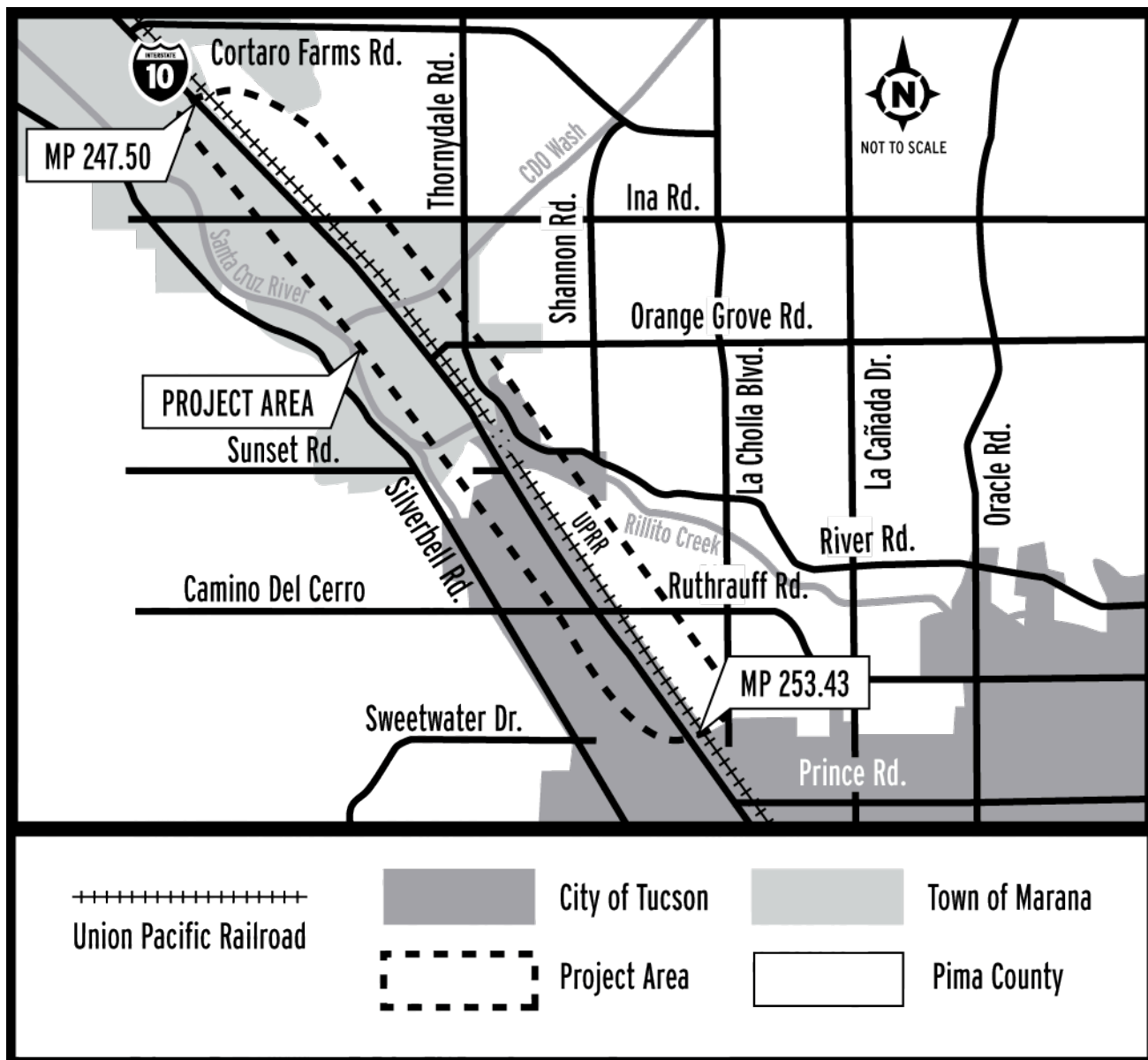
Public Involvement

An agency scoping meeting and a public scoping meeting were held in October and November 2009 to introduce the project and solicit agency and public comment on the proposed improvements. Agency involvement is ongoing. A public meeting is planned in early 2011 to obtain public comment on the project alternatives, and a public hearing is planned in the summer of 2011 to obtain public comment on the draft EA. The public is encouraged to provide input via letter, e-mail or comment form on the project website at: www.i10tucsondistrict.com/itor

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Project Map



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