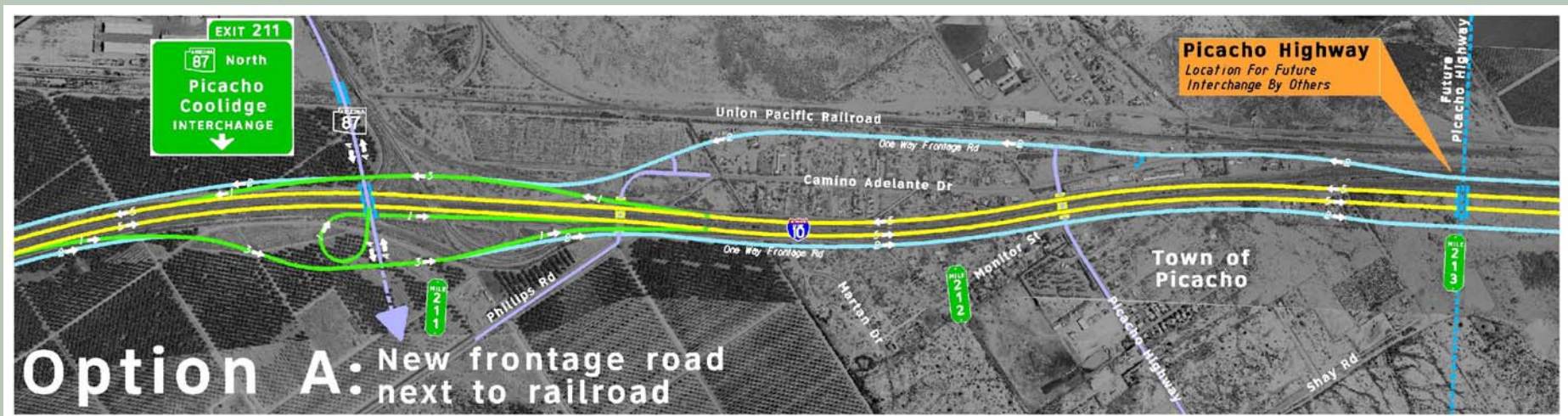


Option A considerations

- 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.



Option B considerations

- 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.
- Long range plan would reconstruct the SR 87 Interchange which currently includes many substandard design features.



Option C considerations

- 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.

