

# Arizona State Transportation Board

Multimodal Planning Division Report

April 21, 2023

Paul Patane

Multimodal Planning Division

# Current Planning Activities

- Tribal Transportation Update
- Truck Parking Update
- Tentative 2024-2028 Five Year Program Public Comments
- Route Transfer Discussion

# Tribal Transportation Updates

## Current Tribal Communication/Outreach Activities:

- **Call for Project Nominations for ADOT's Planning to Programming (P2P) Process**  
The P2P process will prioritize all highway construction projects for consideration in ADOT's FY 2025 - 2029 Five Year Construction Program. Tribal Nations have been invited to complete a Nomination Form and to submit by May 5, 2023. Nominating a project does not guarantee project selection, but ensures it will be considered in ADOT's performance-based P2P process.
- **State-Tribal Traffic Data Coordination**  
The ADOT MPD Traffic Monitoring Group continues to outreach to collaborate with Tribal governments to build effective, efficient, and consistent traffic count programs statewide, and to assist with traffic monitoring needs.

# Tribal Transportation Updates

## Current Projects:

- **Inter Tribal Council of Arizona (ITCA) -Transportation Working (TWG) Group**  
ADOT MPD and ITCA have conducted four TWG meetings thus far. The last meeting agenda topics included:
  - Bureau of Indian Affairs Department of Transportation (BIADOT) Overview of Traffic Count Data in the National Tribal Transportation Facility Inventory
  - ADOT Statewide Traffic Count Program
- **Arizona Tribal Transportation Safety and Injury Prevention Summit**  
Planning coordination activities continue with ADOT MPD and partnering agencies in finalizing location and conference logistics for this much anticipated event. More details will be provided in the coming weeks. A proposed date of August 9-10, 2023 is being discussed.

# Truck Parking Update

# Truck Parking Update

## 2017 Freight Plan:

- \$10 Million set aside for Truck Parking

## 2019 Truck Parking Study:

The study identified and ADOT constructed 120 new spaces

- Meteor Crater Rest Area 58 new spaces
- Haviland Rest Area 38 new spaces
- Bouse Wash Rest Area 16 new spaces
- Sentinel Rest Area 4 new spaces
- Sunset Point Rest Area 4 new spaces

# Truck Parking Update

## **2022 State Freight Plan:**

- \$50 Million set aside for truck parking

## **2023 Rest Area Study:**

- Study purpose is to provide a prioritized list of improvements to the 19 ADOT owned and operated rest areas.
- Scheduled completion, April 28, 2023

# 2023 Statewide Rest Area Study

## Scope:

- Assess current rest area conditions and identify deficiencies including identifying truck parking deficiencies
- Evaluate future needs
- Develop an evaluation criteria for truck parking prioritization

## Results:

- Prioritized by rest area based on evaluation criteria



PRIORITY RANK	REST AREA (RA)	ROUTE	TRAFFIC DIRECTION SERVED	EXISTING	MAXIMUM SPACES ADDED	ADDITIONAL ROW (Acres)	AVERAGE COST PER SPACE			TOTAL COST ALL IMPROVEMENTS				COMMENTS
							GRAVEL (Aggregate Base)	ASPHALT	CONCRETE	GRAVEL (Aggregate Base)	ASPHALT	CONCRETE	PAVEMENT PRESERVATION NO PARKING EXPANSIONS	
1	Texas Canyon	I-10	EB	21	10									
1	Texas Canyon	I-10	WB	22	7		\$41,224	\$53,224	\$86,224	\$3,361,344	\$3,704,064	\$4,646,544		
2	Safe Truck Parking Only	I-10	Both	0	140		\$10,197	\$25,500	\$69,009	\$4,091,808	\$7,462,140	\$16,643,952		
3	Bouse Wash	I-10	EB	20	100	8	\$5,407	\$8,793	\$23,256	\$4,161,300	\$5,423,880	\$10,817,070		Cost estimates do not include ROW acquisition.
3	Bouse Wash	I-10	WB	20	126	10								
4	Parks	I-40	EB	15									\$5,260,200	Rest Areas permanently closed. Planned to be repurposed and reopened for truck parking only with limited amenities.
4	Parks	I-40	WB	15										
5	Christensen	I-17	NB	11									\$6,336,000	
5	Christensen	I-17	SB	15										
8	San Simon	I-10	EB	18	38	3	\$19,688	\$31,688	\$64,688	\$4,830,000	\$6,442,800	\$10,878,000		Cost estimates do not include ROW acquisition.
8	San Simon	I-10	WB	18	42	4								
9	Ehrenberg	I-10	EB	15	38		\$27,727	\$38,828	\$83,087	\$4,413,360	\$5,439,034	\$9,245,001		
9	Ehrenberg	I-10	WB	15	17									
10	Haviland	I-40	EB	29	30		\$14,500	\$31,428	\$82,892	\$2,796,750	\$4,193,310	\$8,183,360		
10	Haviland	I-40	WB	23	20									
11	Sunset Point	I-17	Both	27	20		\$20,900	\$43,000	\$108,050	\$1,267,200	\$1,996,500	\$4,143,150		

PRIORITY RANK	REST AREA (RA)	ROUTE	TRAFFIC DIRECTION SERVED	EXISTING	MAXIMUM SPACES ADDED	ADDITIONAL ROW (Acres)	AVERAGE COST PER SPACE			TOTAL COST ALL IMPROVEMENTS				COMMENTS
							GRAVEL (Aggregate Base)	ASPHALT	CONCRETE	GRAVEL (Aggregate Base)	ASPHALT	CONCRETE	PAVEMENT PRESERVATION NO PARKING EXPANSIONS	
12	Burnt Well	I-10	EB	30	150	12	\$8,993	\$17,358	\$45,611	\$6,392,100	\$8,738,400	\$16,663,350		Cost estimates do not include ROW acquisition.
12	Burnt Well	I-10	WB	30	20									
13	Mohawk	I-8	EB	10	10		\$5,091	\$13,818	\$37,818	\$1,174,800	\$1,491,600	\$2,362,800		
13	Mohawk	I-8	WB	10	12									
14	McGuireville	I-17	NB	20	0		\$23,133	\$39,301	\$104,252	\$3,212,550	\$3,612,708	\$5,220,237		Existing ROW unknown. Rest Area may need additional ROW.
14	McGuireville	I-17	SB	20	15	?								
15	Meteor Crater	I-40	EB	57	25		\$10,367	\$22,923	\$60,134	\$858,480	\$1,491,302	\$3,366,754		Cost estimates do not include ROW acquisition.
15	Meteor Crater	I-40	WB	64	5	2								
16	Safe Truck Parking Only	I-40	Both		140		\$10,197	\$25,500	\$69,009	\$4,091,808	\$7,462,140	\$16,643,952		Cost estimates used are of the Safe Parking Lot identified on I-10. Actual size and location will be identified in Truck Parking Plan.
19	Sacaton	I-10	EB	21	13		\$28,667	\$41,238	\$98,438	\$3,195,360	\$3,638,880	\$5,656,896		
19	Sacaton	I-10	WB	18	8									
19	Sentinel	I-8	EB	14	20		\$10,305	\$23,585	\$63,425	\$2,550,405	\$2,988,645	\$4,303,365		
19	Sentinel	I-8	WB	15	0									
TOTAL TRUCK PARKING SPACES				638	1006	AVG. per SPACE	\$ 16,885	\$ 29,727	\$ 71,135	\$ 46,397,265*	\$ 64,085,403*	\$ 118,774,431*	\$ 11,596,200*	TOTAL COST, ALL IMPROVEMENTS, ALL REST AREAS WITH PROPOSED TRUCK PARKING IMPROVEMENTS

NOTE: \* Final surface material and treatment type will be selected during final design.

# Texas Canyon Rest Area

Project Cost EB & WB combined:  
 Maximum Spaces Added = 17  
 Gravel = \$3,361,344  
 Asphalt = \$3,704,064  
 Concrete = \$4,646,544

Rock outcropping surrounding the rest area restricts expansion.

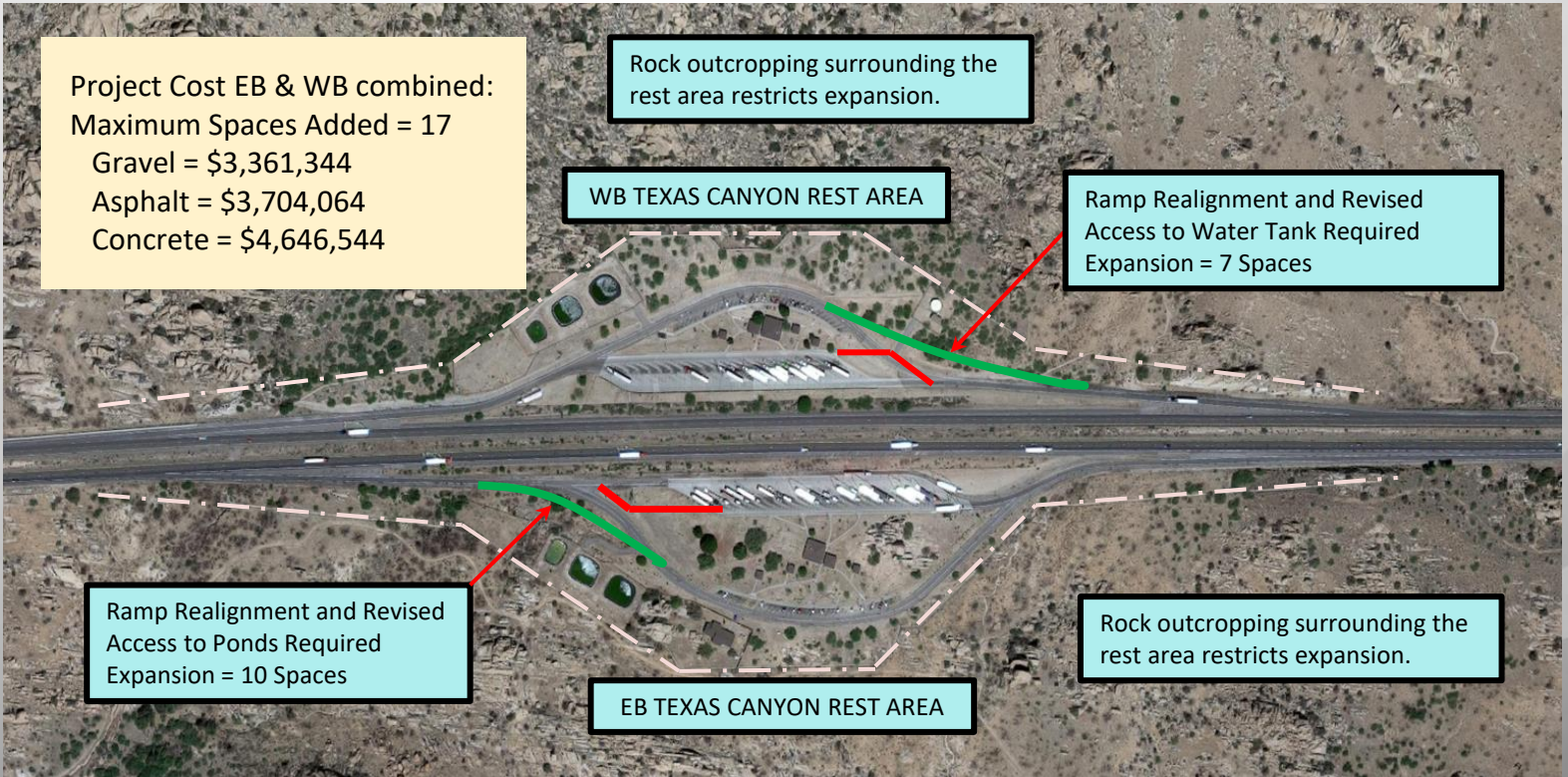
WB TEXAS CANYON REST AREA

Ramp Realignment and Revised Access to Water Tank Required  
 Expansion = 7 Spaces

Ramp Realignment and Revised Access to Ponds Required  
 Expansion = 10 Spaces

EB TEXAS CANYON REST AREA

Rock outcropping surrounding the rest area restricts expansion.



# I-10 Safe Truck Parking (I-10 @ Exit 336)

**ADOT**

Project Cost EB & WB combined:  
Maximum Spaces Added = 140  
Gravel = \$4,091,808  
Asphalt = \$7,462,140  
Concrete = \$16,643,952



Looking NE from EB I-10



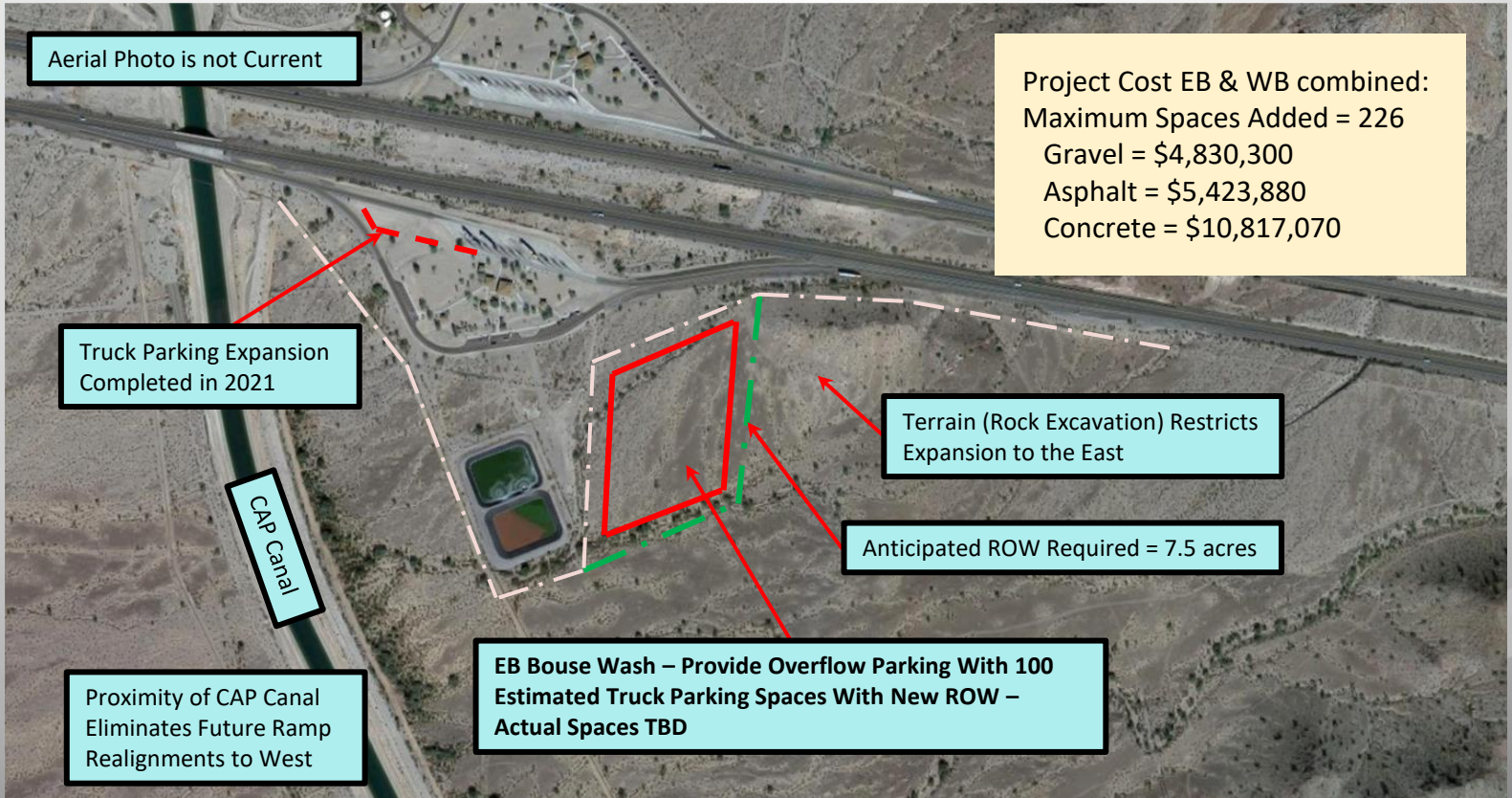
Looking SW from Haskell Ave.



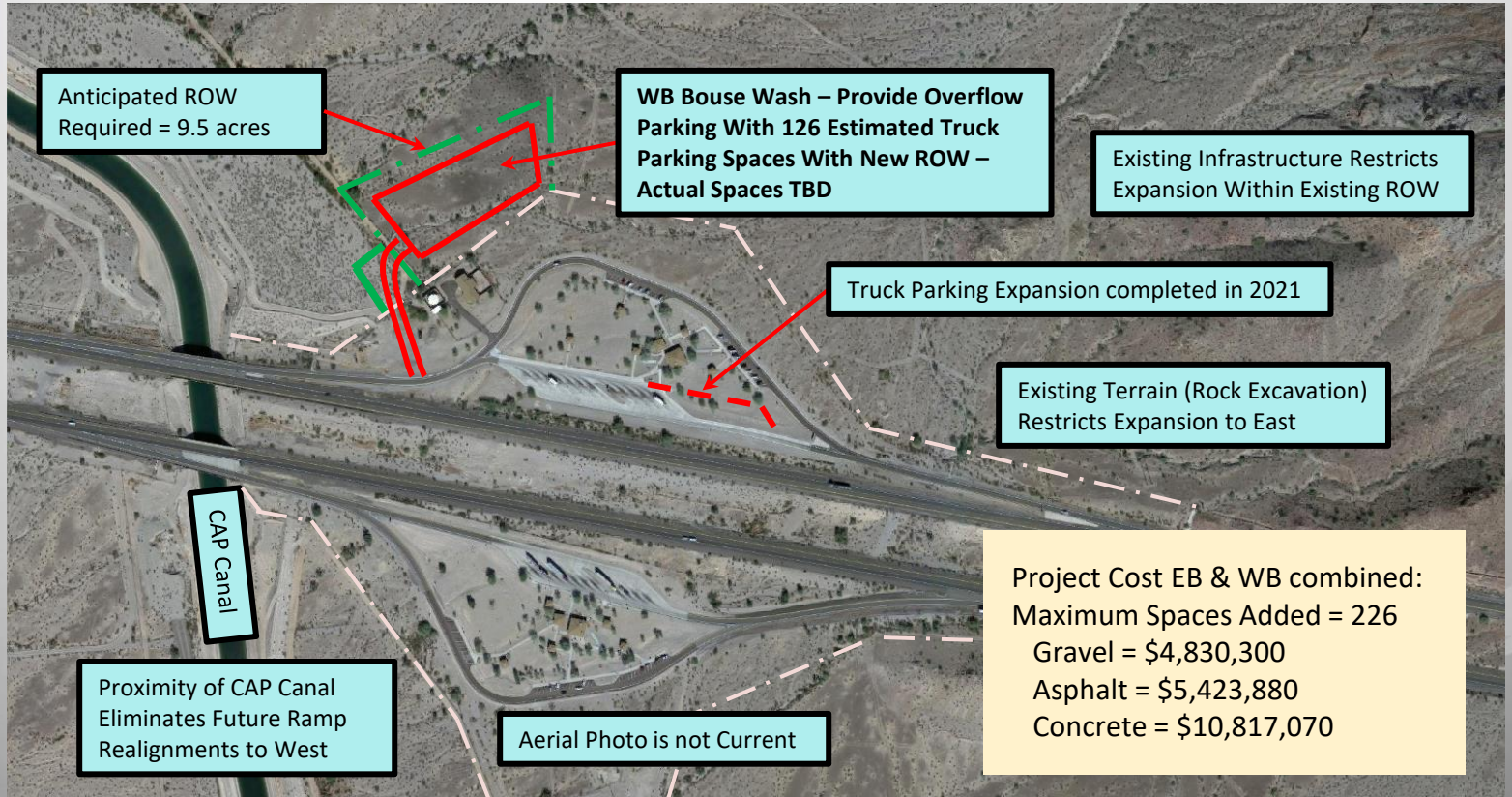
Looking NE from Exit 336 off-ramp

**Construct Safe Truck Parking Lot  
140 Estimated Spaces - Actual Spaces TBD**

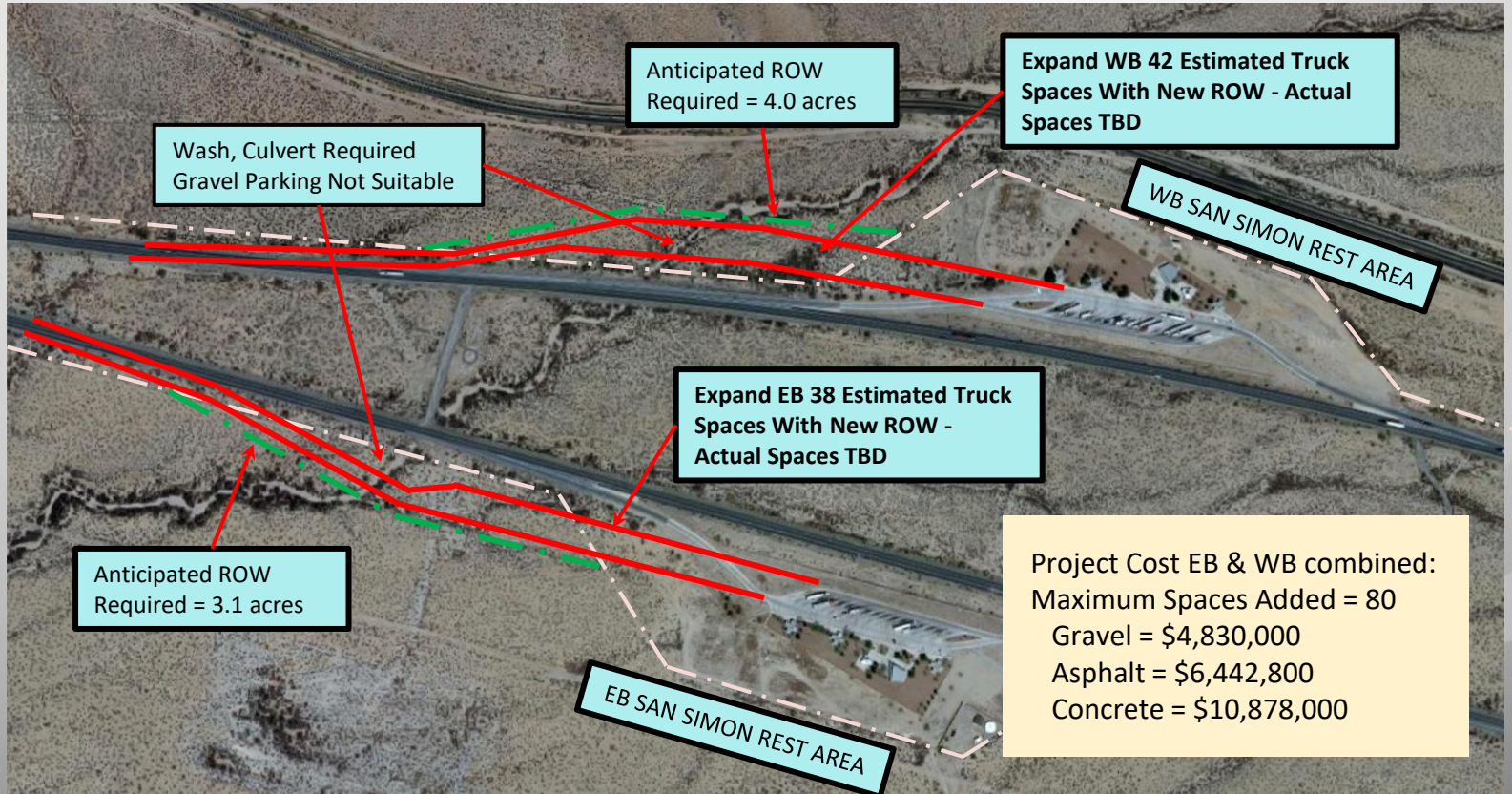
# I-10 Bouse Wash EB Rest Area



# I-10 Bouse Wash WB Rest Area



# San Simon Rest Area



# Statewide Truck Parking Plan

## Scope:

- Overall truck parking needs and project recommendations (short term & long term)
- Truck parking needs/options inside and outside of rest areas
- Study other states innovative approaches
- Benefit/cost consideration and project prioritization
- Implementation plan with planning level scoping and cost estimates including estimates for ROW acquisitions

## Schedule:

- Notice to Proceed received March 24, 2023
- Completion, 6 months after Notice to Proceed
- Kick-off scheduled for April 24, 2023.



# Questions

**Tentative 2024-2028 Five Year Transportation  
Construction Facilities Program Summary of  
Public Comments received to date.**

# Public Comments on Tentative Program through April 14



## **Public involvement efforts by Community Relations and Communications:**

- One news release (March 3) issued to statewide media
- Two GovDelivery notices (March 3, April 13) issued to subscribers
- Social media posts on Facebook, Twitter and Nextdoor
- ADOT website updates and promotion via a home page banner
- Media articles written from the ADOT news releases

## **ADOT has received 639 comments to date:**

- 594 online comment form respondents
- 43 people who emailed their comments
- Two phone calls

## **Modal themes of comments include:**

- 470 comments on state highways, 111 on local projects, 22 on transit, 4 on airports, 32 on other topics

# Public Comments on Tentative Program through April 14



## Major project-related themes of comments include:

- 235 comments on SR 260- Pavement condition/request to repave through Pinetop - Lakeside
- 105 comments on I-10 - Add interchange at Jackrabbit Road; widen I-10 from Phoenix to Casa Grande; widen I-10 from Tucson to Benson; widen/improve I-10 in the Tucson area; additional I-10 widening in far west Valley.
- 24 comments on I-40 - Pavement conditions/need for repaving, particularly Flagstaff to CA border
- 14 comments on I-17 - Pavement conditions/need for repaving south of Flagstaff
- 21 comments on US- 60 - Widen US 60 through Gold Canyon; need to improve US 60/L303 interchange; pavement conditions from Surprise to Wickenburg

# Questions



# Route Transfer Discussion

- Criteria & Evaluation Process
- 2017 Low Volume Route Study

# Criteria & Evaluation

- Right of way
- Trip Character
- Highway Function
- Land Use
- Access Management
- Future Needs
- Jurisdictional Interests
- Maintenance & Operations

## Sample Evaluation Matrix – Excerpt

SAMPLE EVALUATION FOR TRANSFER TO STATE JURISDICTION			
Route: Sample Highway			
Location: Sample City			
Segment Limits: Sample MP 0 to Sample MP 10			
Green = Route meets consideration (True)			
Criteria Category	Transfer Considerations	Criteria for Transfer to State Jurisdiction	
Goal of the Transfer			
Transfer objective	What is the main objective or goal that is anticipated through completion of the proposed transfer?	ADOT desires to gain or maintain control and/or financial responsibility.	TRUE
Right-of-Way			
	Does ADOT or the local or tribal government have full title rights to the candidate roadway?	Route transfer evaluation and negotiations require that all roadway owners (e.g. federal, state, tribal, easement) are participants in the process.	TRUE
Trip character			
Trip purpose	Does the road or highway serve statewide, regional, or local travel needs?	Route primarily serves regional or statewide travel needs; vehicle trips are	NEUTRAL
Multimodal transportation	Do alternate modes of travel (bicycles, pedestrians, crosswalks, local public transit, and school buses) that are primarily local in nature significantly or detrimentally	Local transit, bicycles, and pedestrians do not have a significant impact on the vehicular capacity of the route.	FALSE
	Is there a desire by the local or tribal government for significant investment in multimodal facilities such as sidewalks, shared use paths, crosswalks/pedestrian	There is not a desire or need for significant multimodal infrastructure.	FALSE
	Does the route connect to regional multimodal facilities such as airports or rail	Route connects to regional multimodal transportation facilities such as	TRUE

# Financial Considerations

- Assess benefits and costs
- Benefits and costs may include:
  - Right-of-way value
  - Access control value
  - Required capital investments
  - Required maintenance and operating costs
  - Law enforcement costs
- Negotiation Process





PREPARED FOR  
**ADOT**

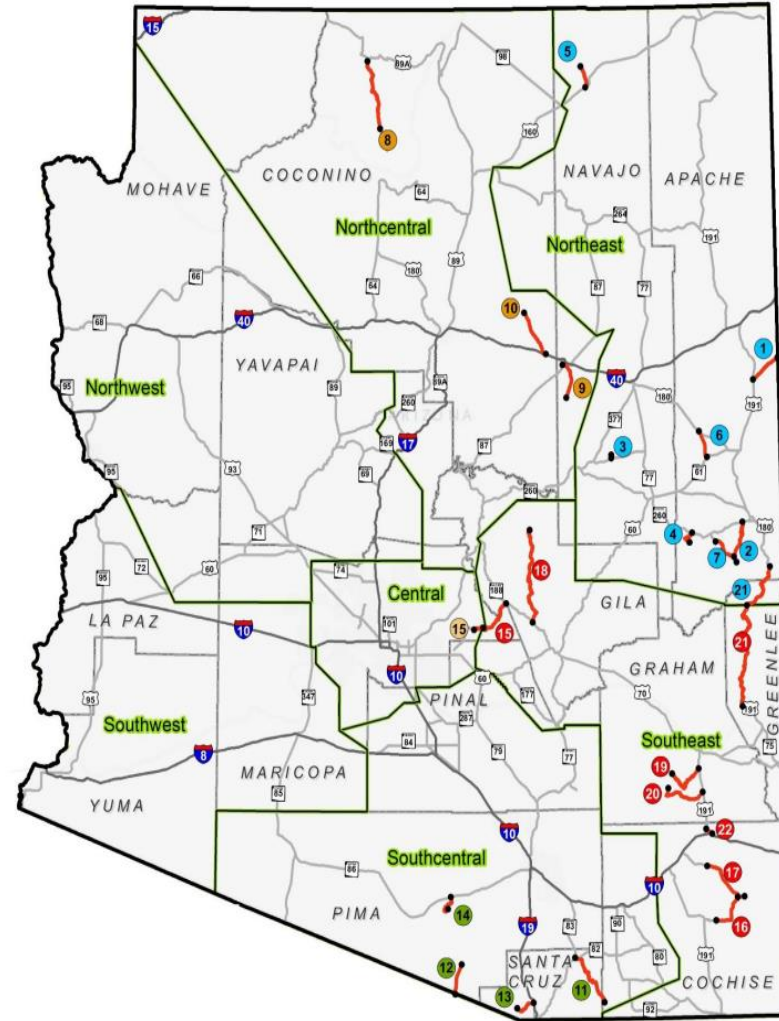
*Executive Summary*  
FEBRUARY 2017 // FINAL REPORT

# Low Volume State Routes Study

PREPARED BY  
**WSP** | **PARSONS BRINCKERHOFF**

ADOT WORK TASK NO. MPD 0049-16  
ADOT CONTRACT NO. 11-00000507

Figure 1: Study Area



# Project Priority List

**Table 6: Segments Recommended for Consideration for Removal from State Highway System**

Segment	District	Priority
Segment 3: SR 277S from SR 277 to Old Paper Mill	Northeast	High
Segment 4: SR 473 From SR 260 to Hawley Lake Dam	Northeast	High
Segment 5: SR 564 from US 160 to Navajo National Monument	Northeast	High
Segment 8: SR 67 From Jacob Lake to North Rim	Northcentral	High
Segment 9: SR 99 From 15 Miles South of Winslow to SR 87-Winslow	Northcentral	High
Segment 10: SR 99 From I-40 to Leupp	Northcentral	High
Segment 11: SR 83 From Parker Canyon Lake to SR 82	Southcentral	High
Segment 13: SR 289 From I-19 to Peña Blanca Dam	Southcentral	High
Segment 18: SR 288 From SR 188 to Young	Southeast	High
Segment 21: US 191 From US 191x near Granville to SR 180-Alpine	Southeast/North	High
Segment	District	Priority
Segment 1: SR 61 from US 191-Witch Well to New Mexico	Northeast	Medium
Segment 7: SR 273 from Sunrise Turnoff to Big Lake	Northeast	Medium
Segment 15: SR 88 From Tortilla Flat to SR 188 (Roosevelt Dam)	Central/Southeas	Medium
Segment 20: SR 266 From Bonita to SR 191	Southeast	Medium
Segment 22: UY 191 From I-10 Exit 355 to US 191	Southeast	Medium
Segment	District	Priority
Segment 2: SR 261 from SR 273 to Milepost 412.5	Northeast	Low
Segment 6: SR 180A from US 180 to SR 61-Concho	Northeast	Low
Segment 12: SR 286 From the International Border to Arivaca-Sasabe Road	Southcentral	Low
Segment 14: SR 386 From SR 86 to Kitt Peak Observatory	Southcentral	Low
Segment 16: SR 181 From Feather Pine Road to Chiricahua National Monument	Southeast	Low
Segment 17: SR 186 From Rocky Road to SR 181	Southeast	Low
Segment 19: SR 366 From SR 191 to Columbine Ranger Station	Southeast	Low

# Questions