

6.0 ACCESS MANAGEMENT PLAN

6.1 Introduction

The Access Management Plan presents the results of a study of access management requirements along SR 86 from MP 156.88 to MP 166.58 in Pima County and ADOT's Tucson District.

The purpose of the Access Management Plan is to:

- Document the need for access management.
- Provide a plan that identifies access management features needed to protect the safety and function of SR 86.
- Provide access between SR 86 and adjacent properties that will accommodate anticipated uses of the properties.

The Access Management Plan presents Access Control features to accomplish the above requirements.

ADOT is undertaking a Statewide Access Management Plan to develop an access classification system for the State Highways and develop a comprehensive access management manual to guide the uniform application of access management throughout the state. It is intended that the Access Management Plan for this project will comply with the ADOT Proposed Access Category System.

SR 86, through the limits of this project, is shown in the Draft State Highway Access Category Assignments, revised August 2008, as being in the Major Regional (MR) Access Category for the full length of the project.

Access Category MR is for use on rural and urban highways that are intended to provide for high speed and relatively high traffic volumes in an efficient and safe manner. They provide for interstate, interregional, intra-regional, and intercity travel needs. Direct access service to abutting land is subordinate to providing service to through traffic movements. Access to the highway may be a mix of at-grade and grade-separated intersections.

6.2 Need for Access Management

State Highways such as SR 86 that are located close to urban areas, in this instance, the City of Tucson, are intended to allow commerce to take place and the public to travel safely and efficiently, whether commuting or traveling to and from the urban area for other purposes. ADOT has established fringe-urban cross sections for suburban or emerging urban areas. Properties adjacent to transportation corridors in

fringe urban areas are attractive to developers, commercial businesses and the public for development of land use activities that are dependent upon vehicular access to the corridor. Over time, increasing numbers of crossroads and turnouts intersecting the highway and the increasing volume of vehicles entering and leaving the highway will cause conflicts with through traffic that result in loss of capacity and diminished safety. As the travel congestion increases, the level of service provided by the state highway will decrease.

Management of access by restricting the number of access points and by locating and designing permitted access points to minimize conflicts with through traffic is a successful strategy for maintaining a high level of service on the highway while accommodating increasing numbers of vehicles to and from adjacent developments. The section of SR 86 within the study limits of this project is currently being proposed for improvement to a four-lane divided highway. Implementation of access management in conjunction with the added capacity provided by additional lanes will preserve the function of the highway as a safe and efficient transportation corridor.

Access rights are subject to reasonable regulation by ADOT for the protection of public health, safety, and welfare. Direct access between a property and a highway may be closed and replaced with alternative access via an access road or another public road abutting the property.

6.3 Access Management Plan

The Access Management Plan prepared and presented in this section describes the provisions necessary to manage the access to SR 86 by regulating the number, location and geometrics of access points.

6.3.1 Existing Access Management

Direct access to SR 86 is currently allowed through permit application to the ADOT District under the authority of ADOT Administrative Rule R17-3-Article 5, Highway Encroachments and Permits. R17-3-502, Applicability, lists the types of encroachments that qualify for an ADOT encroachment permit.

6.3.2 Access Control

Permit applications and granting of direct access to existing SR 86 will generally continue as currently administered. However, it is recommended that the Access Granting Criteria contained in the Draft

State Highway Access Category Assignments, revised August 2008, referenced in **Section 6.1**, (or the most recent versions) be implemented for the improvement of SR 86 to the extent feasible.

Access to adjacent properties will be in accordance with the current publication of the **ADOT Access Category System: Characteristics and Requirements for Approach Permitting**. A "Proposed" publication is now available. When adopted the approved publication is to be used. The **Access Category Assignment** for SR 86 within the project limits is MR as shown in **Section 6.1** of this report.

Spacing of intersecting streets, roads and highways will be planned on intervals of one mile. One-half mile spacing of public roadways may be permitted to the highway when no reasonable alternative access to the general street system exists.

At-grade median crossovers will be provided at major intersections. Intermediate median crossovers will be provided as requested by the Arizona Department of Public Safety and to provide reasonable access from all directions to right-in/right-out turnouts, subject to a one-half mile minimum spacing. Eastbound and westbound traffic on SR 86 will have the opportunity to make U-turns at median crossovers as discussed in **Section 6.4**. The access control features are shown on the plans for the recommended alternative in **Appendix B**.

The Tucson Airport Authority has commented that the proposed U-turn median crossover near MP 161 should be located 200 to 300 feet to the west of the location shown on the concept plans to better align with industrial/commercial development of airport property. The improvement of SR 86 in the vicinity of MP 161 is located within the Phase II section of the project which is currently unfunded. During Final Design the location of the U-turn median crossover will be further evaluated and adjusted as appropriate.

All properties fronting on SR 86 will continue to have reasonable access to a public road. Where private access is available to a local road, the private access to SR 86 may be revoked. Where private access is permitted, turnouts will be right-in/right-out only. New private access points will be spaced no closer than ¼-mile. Existing private access points that are less than ¼-mile apart may be permitted if revocation would result in a property being landlocked. It is not anticipated that frontage/access roads will be constructed as part of the reconstruction of SR 86.

Coordination between ADOT and Pima County will be necessary to determine the appropriate access to accommodate unimproved properties adjacent to SR 86 when they are developed. Applications for private access onto SR 86 that are received after access control has been implemented will be subject to the above criteria. If future subdivision of adjacent properties results in frontages along SR 86 that cannot meet the minimum ¼-mile spacing for private access, they may be interconnected by access roads to a common entrance onto SR 86. In these instances, the access roads will be constructed outside the SR 86 right-of-way.

6.3.5 Implementation of Access Management

Access management will be implemented utilizing the highway planning and improvement authority of ADOT and the planning and land use powers of Pima County in a cooperative partnership.

The issuance of permits, by ADOT’s Tucson District for access to SR 86 will be the vehicle for implementation of partial access control under the authority of ADOT Administrative Rule R17-3-Article 5, Highway Encroachments and Permits.

The development of land necessitates the establishment of local roads and access to property. Access to roadway facilities can be regulated through the use of planning and regulatory measures including land division, subdivision regulation, and zoning regulations. The authority to implement these measures is given to the county through ARS 11-801 to 833.

Access control will be implemented as the construction to provide a four-lane divided highway is completed. Future access to SR 86 will be determined by cooperative actions of ADOT and Pima County. ADOT and the County should jointly determine the type and location of access points that will preserve the functionality of SR 86 while accommodating the needs of developers of adjacent properties.

6.4 Description of Access Control

Existing local roads and turnouts that intersect SR 86 within the project limits have been identified in the following narrative. A preliminary analysis has been made to determine access points necessary to maintain access to County roads and to adjacent properties. Extensions of several local roads will be necessary to provide access as intended to some parcels. Agreement between ADOT and Pima County will be required to implement the access control as described.

In areas where the spacing of local road intersections with left-turn lanes on SR 86 is one-mile or more apart median crossovers with left-

turn pockets will be provided on SR 86 to accommodate U-turn movements. The median crossovers will be at least ½-mile apart.

6.4.1 Local Road Intersections

The existing local road intersections with SR 86 will be reconstructed as described below (See **Intersection Lane Configurations, Appendix A**):

Postvale Road Intersection (MP 157.85):

Postvale Road intersects SR 86 on the north side. It is a two-lane paved County Road that serves public land and a residential subdivision.

- The existing intersection will remain and will be paved to the existing cattle guard.
- Left turn lanes will be provided on SR 86 for vehicles turning from eastbound SR 86 to northbound Postvale Road and for U-turn movements for both westbound and eastbound vehicles on SR 86.
- A right turn lane will be provided on SR 86 for vehicles turning from westbound SR 86 to northbound Postvale Road.
- Both left and right turns will be permitted from southbound Postvale Road to SR 86.



Looking east along SR 86 across Postvale Rd.

Firebird Avenue (MP 158.30):

Firebird Avenue intersects SR 86 on the north side. It is a two-lane unpaved county road that serves public land and a residential subdivision.

- Firebird Avenue will be a right-in/right-out intersection with SR 86. Auxiliary turn lanes will not be provided.
- The intersection will remain and will be paved to the existing cattle guard.



Looking north along Firebird Ave. from SR 86

Continental Road Intersection (MP 158.96):

Continental Road intersects SR 86 on the north side. It is a two-lane paved county road that serves the City of Tucson and private property. A solid waste transfer station is located on Continental Road.



Looking east along SR 86 across Continental Rd.

- Left-turn lanes will be provided on SR 86 for vehicles turning from eastbound SR 86 to northbound Continental Road and for U-turn movements for both westbound and eastbound vehicles on SR 86.
- A left-turn lane will be provided on Continental Road for vehicles turning from southbound Continental Road to eastbound SR 86.
- A westbound right-turn lane will be provided on SR 86 for traffic making a right-turn from westbound SR 86 to Continental Road.
- Vehicles turning right from Continental Road to westbound SR 86 will turn into the outside westbound through lane on SR 86.

Aviator Lane Intersection (MP 159.6):

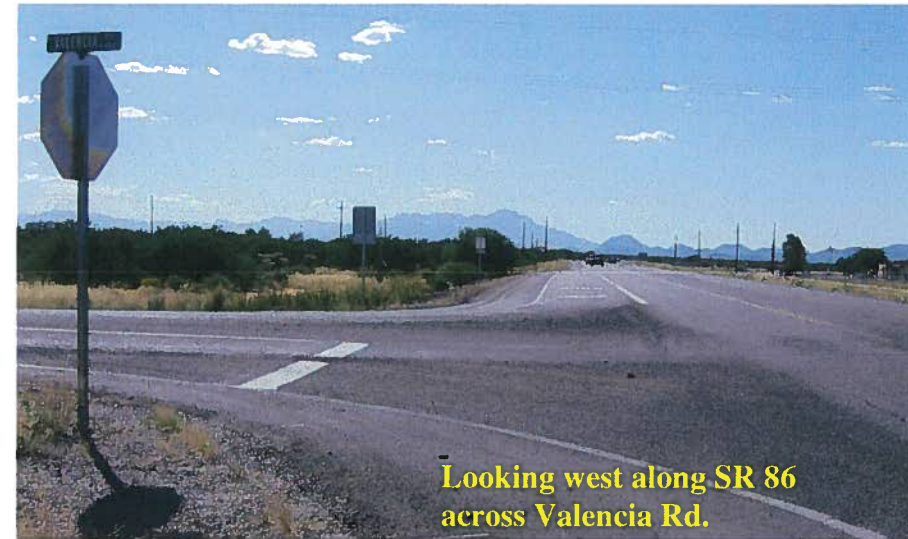
Aviator Lane intersects SR 86 on the north side and is currently the primary access to Ryan Airfield. Aviator Lane is shown as a public road on the Pima County GIS Maps. A permit for the turnout was issued by ADOT (Permit #78533F).

- Aviator Lane will be a right-in/right-out intersection with SR 86.

- A right-turn lane will be provided on SR 86 for vehicles turning from westbound SR 86 to Aviator Lane.
- A right-turn lane will be provided on Aviator Lane for vehicles exiting Ryan Airfield and turning westbound on SR 86.



Looking north along Aviator Lane from SR 86



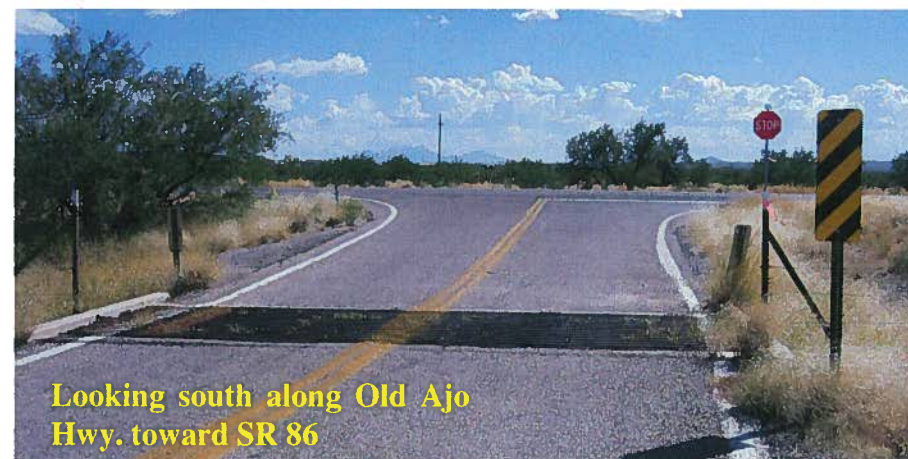
Looking west along SR 86 across Valencia Rd.

- The Airfield Drive connection on the north side of SR 86 will tie into the existing access road to provide access to Ryan Airfield. Airfield Drive is shown as a public road on the Pima County GIS Maps. A permit for the turnout was issued by ADOT (Permit # 47837).

Old Ajo Highway Intersection (MP 161.6) (West end):

The Old Ajo Highway intersects SR 86 on the north side. The westerly intersection of SR 86 and the Old Ajo Highway carries very little traffic, but does provide access to several parcels of land.

- The location of the intersection is being shifted approximately 400-feet to the east along SR 86 to improve the alignment of Old Ajo Highway as it intersects SR 86.
- The intersection will allow right in/right out movements to and from Old Ajo Highway. Left turns will not be permitted.
- Auxiliary lanes will not be provided because of the low volume of traffic entering and leaving Old Ajo Highway.



Looking south along Old Ajo Hwy. toward SR 86

Valencia Road/Airfield Drive Intersection (MP 159.83):

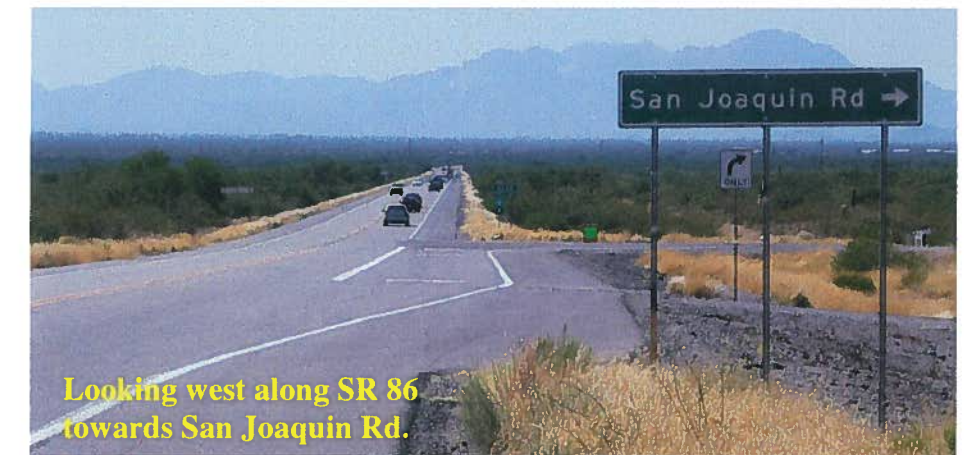
Existing Valencia Road intersects SR 86 on the south side, opposite Airfield Drive, forming a four-way intersection. Valencia Road is an east-west arterial that serves the developing area south of SR 86. It is one of the major local roads intersecting SR 86 within the project limits. Airfield Drive will be the primary entrance to Ryan Airfield.

- The intersection of SR 86 and Valencia Road/Airfield Drive will remain in its current location and will be reconstructed as part of this project. Existing Valencia Road will be reconstructed by Pima County.
- The intersection of SR 86 and Valencia Road/Airfield Drive will be signalized.
- Left-turn lanes will be provided on SR 86 for westbound SR 86 traffic turning onto Valencia Road, for eastbound SR 86 traffic turning onto Airfield Drive, and for U-turn movements.
- A double left-turn lane will be provided on Valencia Road for northbound traffic on Valencia Road turning onto westbound SR 86.
- A right-turn lane will be provided on SR 86 for westbound traffic on SR 86 turning onto northbound Airfield Drive and a right-turn lane will be provided on Airfield Drive for southbound traffic on Airfield Drive turning onto westbound SR 86.
- A double right-turn lane will be provided on SR 86 for eastbound traffic on SR 86 turning onto eastbound Valencia Road and a single right-turn lane will be provided on Valencia Road for westbound traffic on Valencia Road turning onto eastbound SR 86.

San Joaquin Road Intersection (MP 163.42):

San Joaquin Road intersects SR 86 on the north side. It is a two-lane paved county road that serves as the primary access to a large residential area located to the north of SR 86.

- The intersection of San Joaquin Road and SR 86 will be signalized.
- Left-turn lanes will be provided on SR 86 for vehicles turning from eastbound SR 86 to northbound San Joaquin Road and for U-turn movements.
- A double-left turn lane will be provided on San Joaquin Road for vehicles turning from southbound San Joaquin Road to eastbound SR 86.
- A right-turn lane will be provided on SR 86 for vehicles turning from westbound SR 86 to northbound San Joaquin Road.
- A right-turn lane will be provided on San Joaquin Road for vehicles turning from southbound San Joaquin Road to westbound SR 86.



Looking west along SR 86 towards San Joaquin Rd.

Camino Verde Road Intersection (MP 164.1):

Camino Verde Road intersects SR 86 on both the north and south sides, forming a four-way intersection. It is a two-lane paved county road that serves developing areas both to the north and south of SR 86. The Drexel Heights Fire Station is located approximately 400-feet north of SR 86 on the west side of Camino Verde Road.

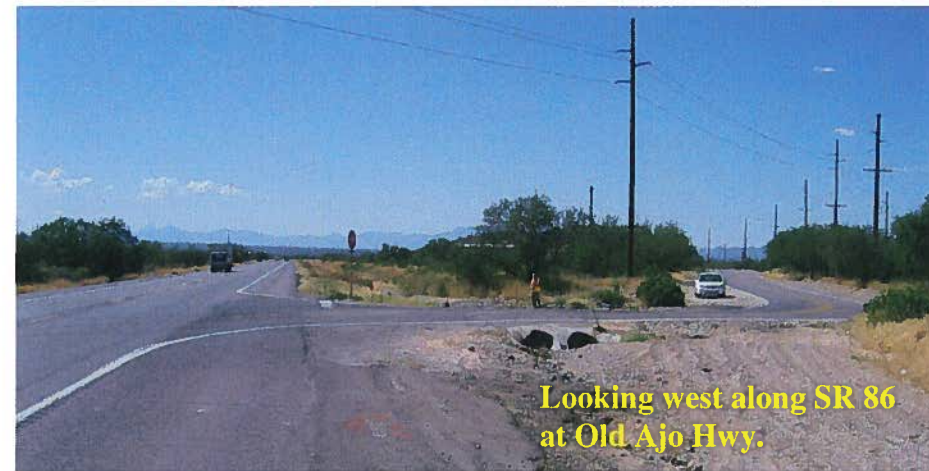
The intersection of Camino Verde Road and SR 86 was signalized in 2008. The heaviest turning movements through the intersection are the westbound to southbound left turns and the corresponding northbound to eastbound right turns. Traffic movements to and from the north leg of the intersection are relatively minor.

Improvements to the Camino Verde Road Intersection as part of improving SR 86 to a 4-lane divided highway will include the following:

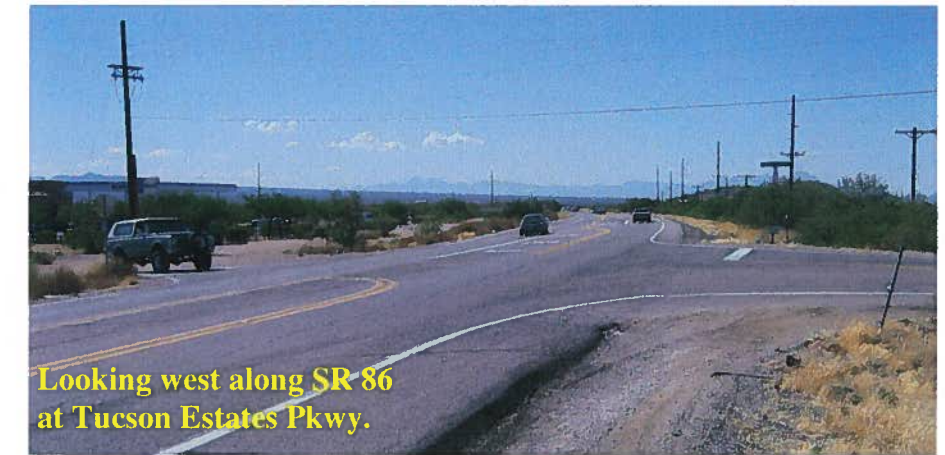
- The location of the intersection is being shifted approximately 200-feet to the east along SR 86 to improve the alignment of Camino Verde Road as it intersects SR 86.
- Signalization of the intersection of SR 86 and Camino Verde Road will be retained; however, the signal system will be modified for 4-lanes on SR 86 and relocation of the intersection.
- Double left-turn lanes will be provided on SR 86 for westbound traffic on SR 86 turning south to Camino Verde Road and a single left-turn lane will be provided on SR 86 for eastbound traffic on SR 86 turning north to Camino Verde Road.
- Left-turn lanes will be provided for southbound traffic on Camino Verde Road turning east to SR 86 and for northbound traffic on Camino Verde Road turning west to SR 86.
- Right-turn lanes will be provided on SR 86 for eastbound traffic on SR 86 turning south to Camino Verde Road and for westbound traffic turning north to Camino Verde Road.
- A single right-turn lane will be provided on Camino Verde Road for northbound traffic on Camino Verde Road turning east to SR 86.
- Right turns will be permitted from southbound Camino Verde Road to westbound SR 86. However, a separate right-turn lane will not be provided.
- The alignment of Camino Verde Road north of SR 86 will be modified to eliminate the offset intersection of Camino Verde Road and Old Ajo Highway.

- The Old Ajo Highway will be connected to existing Fred Street with a two lane AC roadway. The connecting roadway will include an intersection with W. Irvington Rd. Properties along Old Ajo Highway can access SR 86 via Camino Verde Road.

- Left-turn lanes will be provided on SR 86 for westbound traffic on SR 86 to make U-turns, and for eastbound traffic on SR 86 turning north to Tucson Estates Parkway or for U-turns. In the future left-turns will be allowed for westbound traffic on SR 86 turning south to future Tucson Estates Parkway.



Looking west along SR 86 at Old Ajo Hwy.



Looking west along SR 86 at Tucson Estates Pkwy.

Tucson Estates Parkway Intersection (MP 164.7):

The existing configuration of Tucson Estates Parkway is a paved two-lane county road that intersects SR 86 on the north side, providing access to large parcels and Tucson Water facilities.

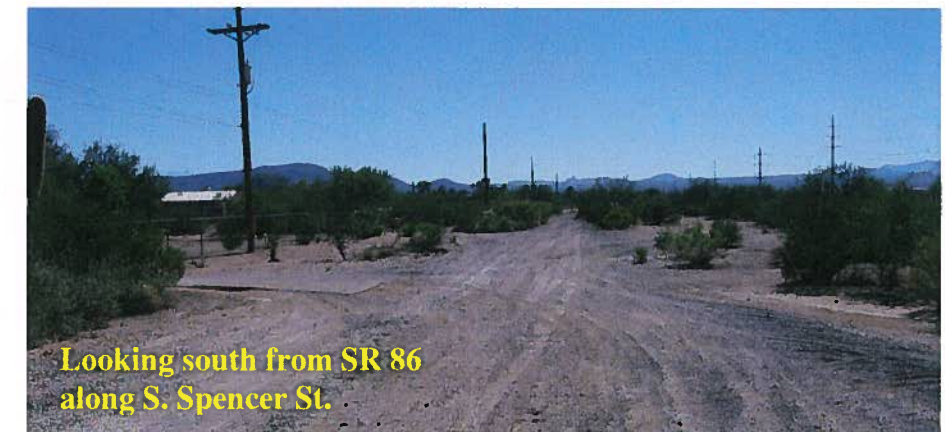
A commercial turnout is located directly across SR 86 from the Tucson Estates Parkway Intersection. The commercial turnout serves a convenience store and provides access to SR 86 from several properties located to the south of SR 86, via dirt roads that access the paved turnout. The turnout is located on County property, and Pima County is the permit holder for the commercial turnout.

- The location of the intersection will be shifted approximately 200-feet to the east along SR 86 to improve the alignment of Tucson Estates Parkway as it intersects SR 86.
- The intersection will be signalized.
- The intersection of Oklahoma Street and Tucson Estates Parkway will be closed and a cul-de-sac will be constructed on Oklahoma Street.
- In the future Tucson Estates Parkway will be extended to the south of SR 86 to tie into a future Irvington Road alignment. Both the southerly extension of Tucson Estates Parkway and Irvington Road will be constructed by the County. The southerly leg of the intersection of Tucson Estates Parkway and SR 86 will be constructed to the southerly R/W line of SR 86 as part of this project.
- A left-turn lane will be provided for southbound traffic on Tucson Estates Parkway turning east to SR 86. Width will be provided for a future left-turn lane on Tucson Estates Parkway for northbound traffic turning west to SR 86.

- A right-turn lane will be provided on Tucson Estates Parkway for southbound traffic on Tucson Estates Parkway turning west to SR 86. Width will be provided for a right-turn lane for northbound traffic on Tucson Estates Parkway turning east to SR 86.
- Right-turn lanes will be provided for eastbound and westbound SR 86 traffic turning right to northbound and to future southbound Tucson Estates Parkway.

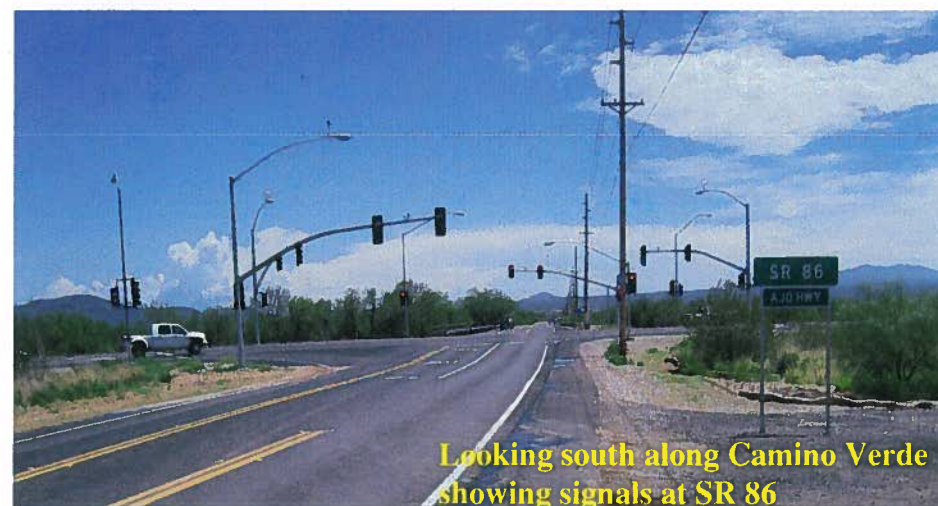
S. Spencer Street South Side of SR 86 (MP 165.21):

Access to several private parcels is provided by S. Spencer Street, which intersects SR 86 on the south side at MP 165.3. Existing S. Spencer Street is a narrow, unpaved primitive county road with irregular width.



Looking south from SR 86 along S. Spencer St.

The intersection will be reconstructed to the ADOT R/W line and will be a right in/right out movement. S. Spencer Street will be graded and paved as a two lane county road south of SR 86 to a new intersection with Oklahoma Street.



Looking south along Camino Verde showing signals at SR 86

Old Ajo Highway Intersection (MP 164.44) (East end):

The Old Ajo Highway intersects SR 86 on the north side. Traffic volume on this section of the Old Ajo Highway is quite light. Access to properties located along the old highway is provided by Camino Verde Road.

- The Old Ajo Highway intersection with SR 86 will be removed.

Oklahoma Street will be constructed as a two lane county road from the intersection with S. Spencer Street easterly to an intersection with Sunset Blvd. New right of way will have to be acquired for part of the Oklahoma Street alignment.

The extension of S. Spencer Street and construction of Oklahoma Street between S. Spencer Street and Oklahoma Street will provide access via local roads to properties on the south side of SR 86 through the signalized intersection of Sunset Blvd. and SR 86.

The extension of S. Spencer Street and construction of Oklahoma Street between S. Spencer Street and Sunset Blvd. will be to Pima County standards. ADOT and Pima County may enter into a JPA to determine responsibility for funding and construction of the local roads.

Sunset Blvd. Intersection (MP 165.5):

Sunset Blvd. intersects SR 86 on the south side and connects with Valencia Street further to the south. It is a two-lane paved county road that serves a fairly large area that is being developed as residential property.

When SR 86 is improved the median will preclude access to a church, a school and a feed store on the south side of SR 86 for westbound SR 86 traffic. Access to those properties will be available via Sunset Blvd., Oklahoma Street and S. Spencer St. The location of the intersection is being shifted approximately 100-feet to the west along SR 86 to improve the alignment of Sunset Blvd. as it intersects SR 86.



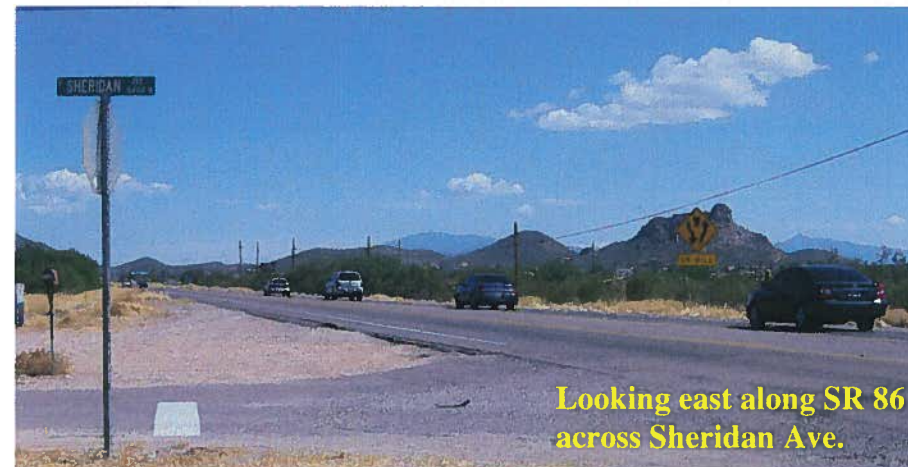
Looking east along SR 86 at Sunset Blvd.

- The intersection of SR 86 and Sunset Blvd. will be signalized. Sunset Blvd. will continue to be a “T” intersection with SR 86.
- Left-turn lanes will be provided on SR 86 for westbound traffic on SR 86 turning south to Sunset Blvd. and for U-turn movements for both eastbound and westbound traffic on SR 86.
- A right-turn lane will be provided on SR 86 for eastbound traffic on SR 86 turning south to Sunset Blvd.

- Three northbound lanes will be provided on Sunset Blvd. south of SR 86. The westerly two lanes will be for northbound traffic on Sunset Blvd. turning left to westbound SR 86. The easterly northbound lane will be for right turn traffic from northbound Sunset Blvd. to eastbound SR 86.

Sheridan Avenue Intersection (MP 165.75):

On the north side of SR 86 Sheridan Avenue is a two-lane paved County Road that provides access to residential properties located north of SR 86. It ties into Bopp Road to the north, which in turn connects to Kinney Road. Substantial numbers of residents north of SR 86, in the vicinity of Sheridan Avenue use the Kinney Road connection for access to SR 86 because the Kinney Road/SR 86 intersection has been signalized for quite some time and it is easier to make left turns through a signalized intersection than an unsignalized one.



Looking east along SR 86 across Sheridan Ave.

On the south side of SR 86 Sheridan Avenue is an unimproved dirt road that provides access to residential properties located south of SR 86. It ties into Irvington Road to the south, providing another access to the residential properties.

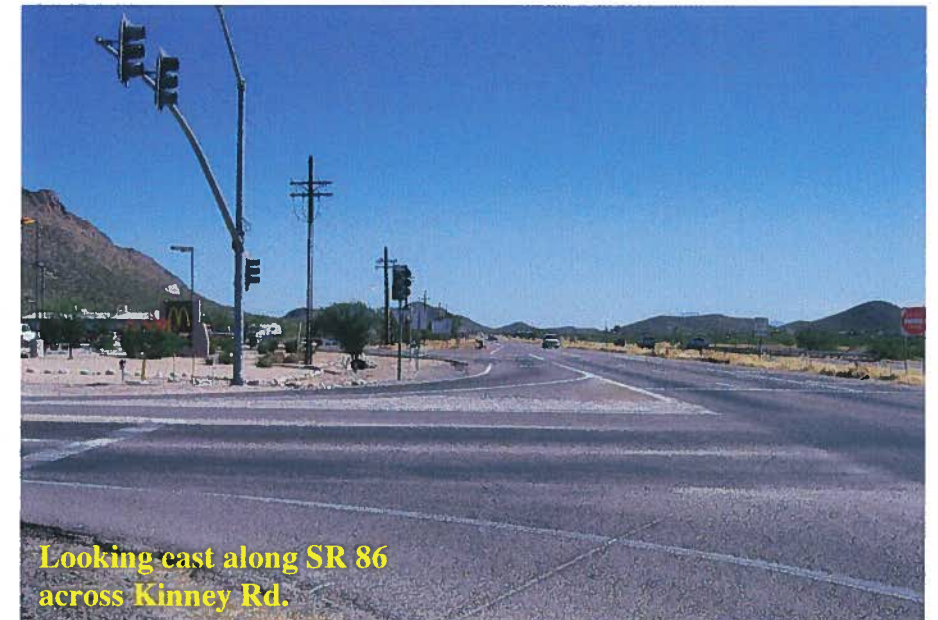
Sheridan Avenue will remain open to SR 86 on both the north and south sides of SR 86 and will be right-in/right-out only. A median crossover will not be provided.

Kinney Road Intersection (MP 166.3):

Kinney Road is a major north-south county arterial road that provides access to large areas both north and south of SR 86. It is currently signalized. The signal system will be reconstructed and expanded to accommodate the expanded intersection as described below.

A Wal-Mart development is being planned in the northwest quadrant of the SR 86/Kinney Road intersection, which will increase the volume of traffic through the intersection substantially. Other commercial development and extensive residential development both north and south of SR 86 will further impact the capacity of the intersection.

Improvements to the SR 86/Kinney Road intersection necessary to handle design year traffic are included in this improvement to SR 86. A JPA between ADOT and Pima County will be required to identify funding responsibility for improvements needed to handle the projected traffic at the Kinney Road intersection and at other County road intersections where improvements will extend outside the ADOT R.W. Additional agreements may be required to implement improvements needed as a result of the planned development of adjacent property.



Looking east along SR 86 across Kinney Rd.

The configuration of the intersection of SR 86 and Kinney Road is based on Kinney Road being expanded to a four-lane divided roadway both north and south of SR 86. In addition, Pima County is planning a collector road that will begin at Kinney Road approximately ¼-mile north of SR 86 and run easterly for approximately ½-mile and then turn to the south and tie into SR 86 at the intersection of SR 86 and Camino de Oeste. The following lane configuration of the SR 86/Kinney Road intersection will be included in the improvement of SR 86:

- SR 86 will be widened to include three through lanes both eastbound and westbound.
- Kinney Road will be widened to include two through lanes both northbound and southbound.
- Eastbound SR 86 will include two left-turn lanes to northbound Kinney Road and one right-turn lane to southbound Kinney Road.
- Westbound SR 86 will include two left-turn lanes to southbound Kinney Road and two right-turn lanes to northbound Kinney Road.
- Northbound Kinney Road will include one left-turn lane to westbound SR 86 and one right-turn lane to eastbound SR 86.
- Southbound Kinney Road will include two left-turn lanes to eastbound SR 86 and one right-turn lane to westbound SR 86.

6.4.2 Median Crossovers for U-Turns

Access to SR 86, in addition to access allowed at major intersections, will be limited to right-in/right-out movements at minor intersections and turnouts. This is necessary to prevent random left-turns across traffic both to and from SR 86, which, as traffic volumes increase would increase congestion and increase the likelihood of crashes because of conflicting traffic movements.

U-turns at median crossings will be permitted at major intersections. Vehicles that want to proceed left on SR 86 from a minor intersection or turnout will have to make a right-turn onto SR 86 and proceed to a median crossing where left-turns are permitted from SR 86. They can then make a U-turn to proceed in their desired direction. Likewise, vehicles that want to make a left-turn from SR 86 into a minor intersection or turnout will have to proceed past the intersection to a median crossing where left-turns are permitted, make a U-turn and go back to the location where they wish to exit SR 86 and make a right-turn.

Where a major local road forms a “T” intersection with SR 86 a left-turn storage lane will be included on SR 86 for U-turns in addition to the left-turn lane for turning into the local road.

There are sections of SR 86 within the project limits where the distance between major intersections is in excess of one-mile. Since forcing vehicles to travel more than a mile out of direction before making a U-turn may create a hardship, median crossings with left-turn deceleration lanes and storage lanes will be provided at a spacing of one-half mile to one mile along SR 86.

Median crossings for U-turns in addition to those at major intersections will be provided at the following locations:

- **MP 157.35:** Located approximately 0.5 miles west of Postvale Road.
- **MP 161.0:** Located approximately 0.6 miles west of the proposed location of the intersection of SR 86 and Old Ajo Hwy. The Old Ajo Hwy is proposed to be a right in/right out intersection.
- **MP 161.8:** Located approximately 0.8 miles east of the above described U-turn median crossing and approximately 0.2 miles east of the proposed location of SR 86 and Old Ajo Hwy. It would also be approximately 0.8 miles west of the next proposed location of a U-turn median crossing.

- **MP 162.6:** Located approximately 0.8 miles west of the intersection of SR 86 and San Joaquin Road Intersection and approximately 0.8 miles east of the U-turn median crossing to the west.

During Final Design the locations of proposed median crossovers for U-turns should be reviewed with Pima County. Adjustment of the approximate locations to accommodate access to adjacent properties being developed may be appropriate.

From San Joaquin Road easterly the major intersections where U-turns are allowed are spaced less than 1-mile apart and no additional U-turn median crossings are proposed.

6.4.3 Turnouts

Access to Unimproved Properties:

Coordination between ADOT and Pima County will be necessary to determine the appropriate access to accommodate unimproved properties adjacent to SR 86 when they are developed. Unimproved properties that abut both SR 86 and a local road should be required to develop their access to the local road rather than SR 86. Large developments that include internal road systems should be required to access SR 86 through the signalized intersections being identified herein. The internal roads in developed properties may tie directly to signalized intersections or to County roads that ultimately connect to SR 86 at signalized intersections.

Access to unimproved properties that abut SR 86 but do not abut a local road may be landlocked if access to SR 86 is denied. The access should be tied into the County Road system rather than directly to SR 86. The County may have to exercise their subdivision and zoning powers to require that access be developed through the County Road system. If access through the County Road system is impractical, direct access to SR 86 may be granted, subject to the requirement for ¼ mile spacing between access points. Access would be right in/right out only.

Following is a listing and discussion of existing access points to SR 86, other than county roads, within the limits of the project.

(1) MP 157.21 (Sta. 640+00) (ADOT Permit 57576T);

- Unpaved turnout on south side of SR 86.
- Access to a large undeveloped parcel.
- Existing access will remain. If the parcel is developed, Pima County and ADOT should jointly determine appropriate access.



(2) MP 157.76 (Sta. 668+50) (No Permit);

- Unpaved turnout on south side of SR 86.
- Access to a large undeveloped parcel.
- Existing access will remain. If the parcel is developed, Pima County and ADOT should jointly determine appropriate access.
- The turnout should be placed under permit.



(3) MP 159.6 (Sta. 766+20) (ADOT Permit 78533F);

- Paved turnout on north side of SR 86 into Ryan Airfield.
- Provides access to Ryan Field parking lot and emergency access to the runway and airfield facilities.
- This turnout will be closed and removed. Right-in/right-out access will be provided through Aviator Lane, 200-feet to the west. Access to and from eastbound and westbound SR 86 will be through the signalized intersection at Airfield Drive, which will become the primary entrance to Ryan Airfield.

**(4) MP 160.0 (Sta. 787+25);**

A request has been made by the Tucson Airport Authority for a turnout to be located on the north side of SR 86 at approximate MP 160.0. The turnout would be a right-in/right-out access to the Ryan Airfield property. The location of this turnout is less than ¼-mile from the adjacent turnout to the west. This turnout should be gated and locked so it does not become an access for the general public.

The ADOT permit log shows that the Tucson Airport Authority has a permit for a turnout at MP 160.1 that does not exist at this time.

(5) MP 160.4 (Sta. 806+50) (No Permit);

- Paved turnout with cattleguard on north side of SR 86.
- Access to a FAA non-directional beacon. The Tucson Airport Authority has asked that this access point remain.
- This access will remain. The turnout should be placed under permit.

(6) MP 161.3 (Sta. 850+00) (No Permit);

- Paved turnout on south side of SR 86.
- Access to an undeveloped parcel.
- Existing access will remain. If the parcel is developed Pima County and ADOT should jointly determine appropriate access.
- The turnout should be placed under permit.

(7) MP 162.38 (Sta. 905+00) (Permit 78533F);

- Paved turnout on north side of SR 86.
- Access to Tucson Trap and Skeet.
- Existing access will remain as a right-in/right-out turnout.

(8) MP 163.42 (Sta. 959+30) (No Permit);

- Unpaved turnout on south side of SR 86 opposite San Joaquin Road.
- Access to an undeveloped parcel.
- The existing turnout will be removed.

(9) MP 163.5 (Sta. 963+50) (No Permit);

- Unpaved turnout on both the north and south sides of SR 86.
- Access to undeveloped parcel on both the north and south sides of SR 86.
- Both turnouts will be closed and removed. Access to north side of SR 86 is available from San Joaquin Road. Access to south side of SR 86 can be from an extension of San Joaquin Road to the south if the access is needed.

(10) MP 163.54 (Sta. 966+70) (No Permit)

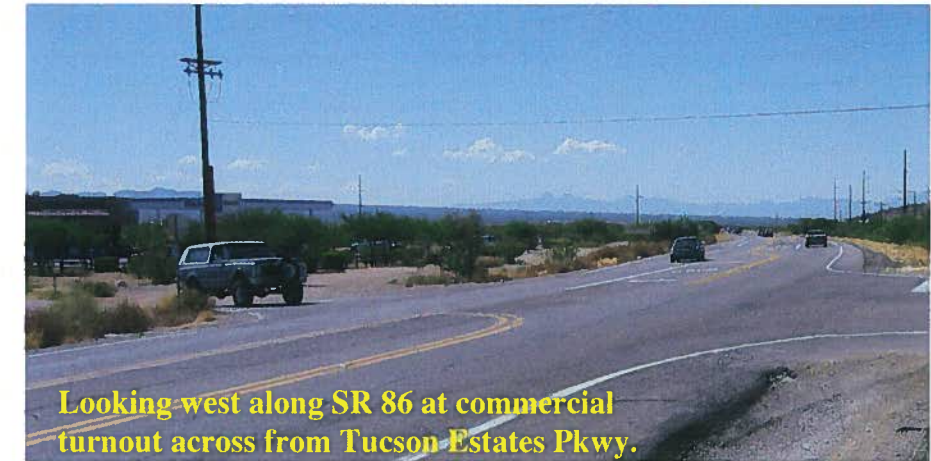
- Unpaved turnout on both the north and south sides of SR 86.
- Access to El Paso Natural Gas lines crossing SR 86.
- Determine if turnouts are needed. If not, remove them.
- If turnouts are needed, they should be gated and locked.
- If needed, turnouts should be placed under permits.

(11) MP 164.53 (Sta. 1019+10) (No Permit);

- Paved turnout on south side of SR 86.
- The turnout is located within County Road R/W. Irvington Road R/W extends to the SR 86 R/W.
- The turnout provides access to utilities located within the County Road R/W.
- The turnout will be closed and removed. Access to the Irvington Road corridor will be available via an extension of Tucson Estates Parkway to the south of SR 86.

(12) MP 164.63 (Sta. 1024+05) (Permit 92024TC);

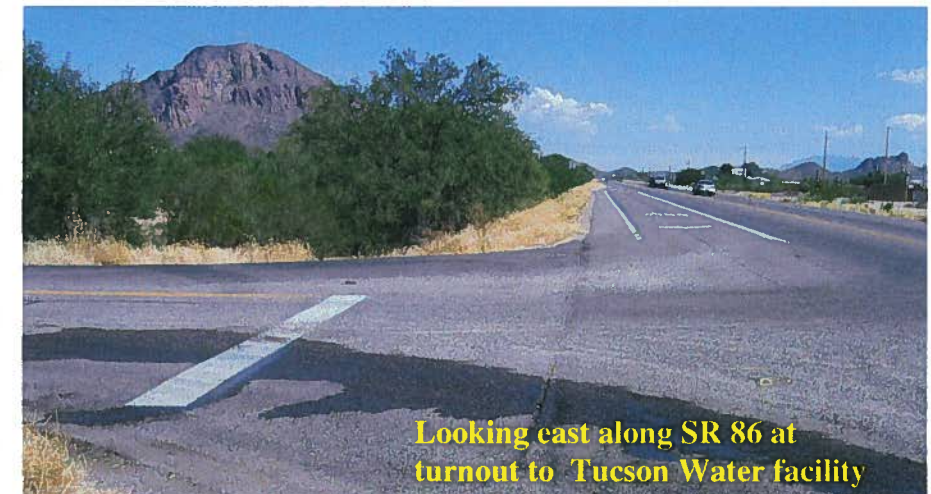
- Right-turn lane and paved 40-foot commercial turnout on south side of SR 86.
- Provides access to a convenience store/gas station.
- Turnout will remain as a right-in/right-out access.

**(13) MP 164.70 (Sta. 1027+80) (Permit 30674T);**

- Paved commercial turnout on south side of SR 86.
- Provides access to a convenience store/gas station.
- The turnout is located within Pima County Road R/W and the permit is issued to Pima County.
- The turnout will be closed and removed.

(14) MP 165.04 (Sta. 1045+80) (Permit 47305);

- Paved commercial turnout on north side of SR 86.
- Provides access to Tucson Water facility and SRP facilities.
- Existing access will be retained and will be converted to a right in/right out movement.
- The Tucson Water Dept. currently has the ability to access their property by left-turns to and from SR 86 via Tucson Estates Parkway which abuts the westerly side of the Tucson Water Dept. property. However, CAP does not have access to the entrance on the west side of the Tucson Water Dept. property.

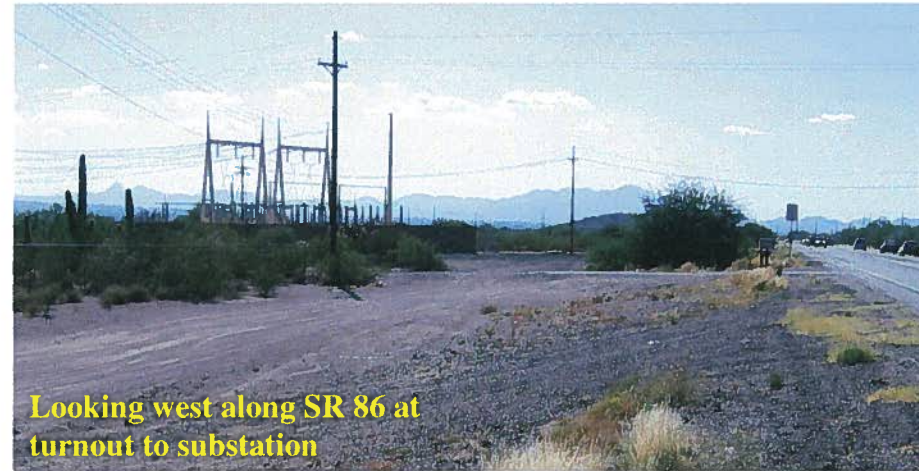


(15) MP 165.15 (Sta. 1051+00) (No Permit);

- Unpaved turnout on south side of SR 86.
- Provides access to Pump Station.
- Access to the Pump Station will be provided from S. Spencer Street.
- Turnout will be closed and removed.

(16) MP 165.2 (Sta. 1054+00) (No Permit);

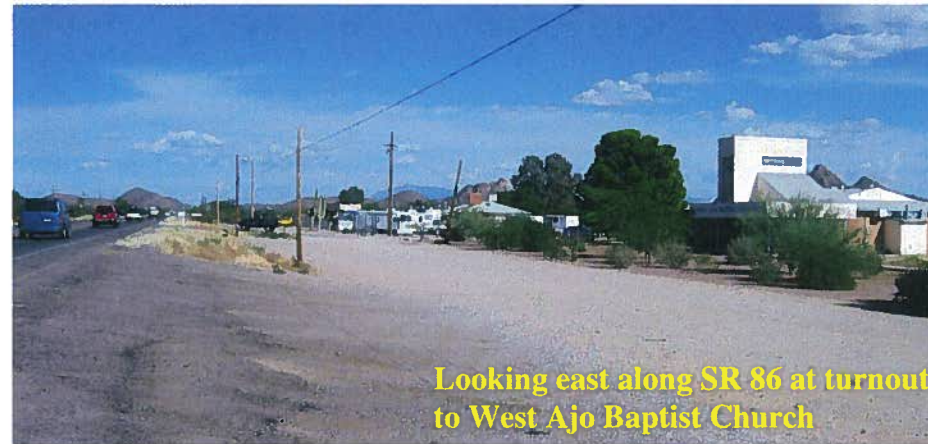
- Paved turnout on south side of SR 86.
- Provides access to an Electric Power Substation.
- Access is also available to properties located to the south of the substation via dirt roads.
- Access to SR 86 will be provided from S. Spencer Street.
- Turnout will be closed and removed.



Looking west along SR 86 at turnout to substation

(17) MP 165.35 (Sta. 1061+70) (Permit 57217T);

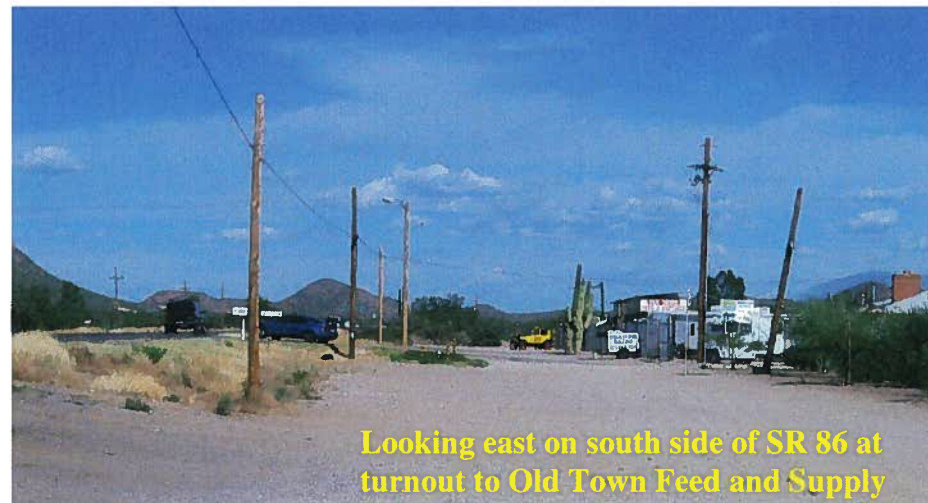
- Paved turnout on south side of SR 86.
- Access to West Ajo Baptist Church.
- The existing turnout will be closed and removed.
- Access to the West Ajo Baptist Church will be combined with the access to the Old Town Feed and Supply located immediately to the east. A new right-in/right-out turnout will be constructed to provide joint access.
- A local road connection to the south of the church property, along the platted alignment of West Oklahoma Street will be constructed to provide access to Sunset Blvd. which will have a signalized intersection with SR 86. This would also be an access for the Old Town Feed and Supply. This would require a JPA between ADOT and Pima County to define the participation in the construction of the alternate access, which would likely become a county road since it would provide access to numerous private parcels.



Looking east along SR 86 at turnout to West Ajo Baptist Church

(18) MP 165.37 (Sta. 1063+20) (Permit 47413T);

- Paved turnout on south side of SR 86.
- Provides access to Old Town Feed and Supply.
- The existing turnout will be closed and removed.
- Access to the Old Town Feed and Supply will be combined with the access to the West Ajo Baptist Church located to the west. A new right-in/right-out turnout will be constructed to provide joint access.
- A local road connection to the south of the feed store will be constructed as described for the access to the West Ajo Baptist Church discussed above.



Looking east on south side of SR 86 at turnout to Old Town Feed and Supply

(19) MP 165.24 (Sta. 1056+20) to MP 165.36 (Sta. 1062+80) (No Permit);

- Two private parcels on the north side of SR 86.
- Neither of these two parcels currently have physical access to a public road. The south side of the parcels is on SR 86. The north side of the parcels is on platted W. Illinois Street, but the street is not constructed. If access is not allowed to SR 86 the parcels may be landlocked.

- Additional R/W requirements along these two properties will take approximately 85-foot of each of the parcels. A drainage channel will be constructed within the new ADOT R/W along the frontage of the parcels. It is recommended that both of these parcels be acquired in their entirety.

(20) MP 165.42 (Sta. 1065+80) (Permit 39596T)

- Paved turnout on north side of SR 86 (MP 165.4).
- A second turnout to the same parcel is located at Sta. 1062+40+/- . It is not permitted.
- The turnouts provide access to a residential parcel on the north side of SR 86.
- Both of the turnouts will be removed. Access to this parcel will be provided via Michigan St to Sunset Blvd. when Sunset Blvd. is extended to the north of SR 86 and Michigan St. is improved. The new R/W requirements will take the residence and much of the property. The cost to modify the access should be included with the R/W negotiations for this parcel.

(21) MP 165.54 (Sta. 1071+90) to MP 165.69 (Permit 39613T);

- The turnout provides access to three parcels on the south side of SR 86 within the above limits that front on the SR 86 R/W. They have no other access to public roads.
- The two westerly parcels have residential units on them; the third parcel is unimproved.
- A permit (No. 39613T) has been issued for a 10-foot turnout at MP 165.59 (Sta. 1074+00). The two residential units may be sharing the permitted turnout. However, it appears that the westerly residence also is accessing Sunset Blvd. to the west, via a dirt trail within the ADOT R/W.
- A 20-foot turnout will be provided on SR 86 with an access road to serve all three properties. The rights of access across adjacent parcels will have to be recorded for each of the parcels to assure they have access in the future.

(22) MP 165.49 (Sta. 1069+50) to MP 165.61 (Sta. 1076+00);

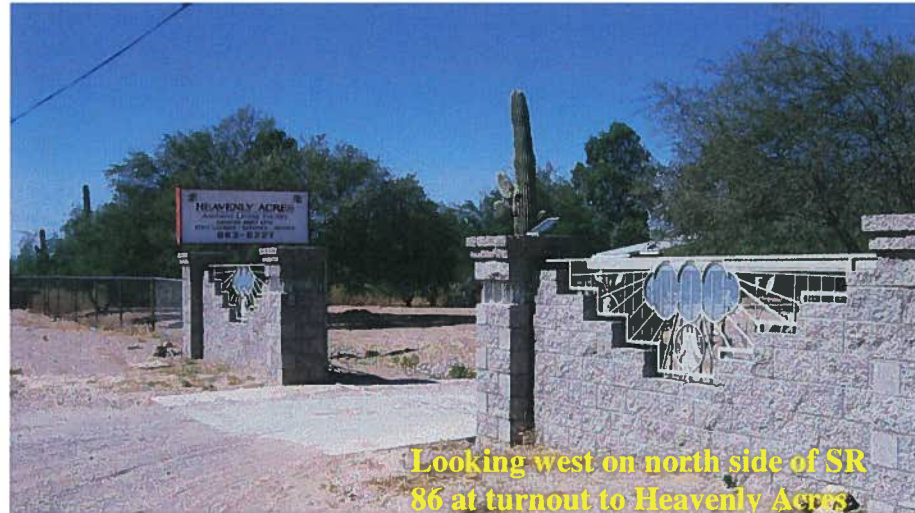
- Two parcels on the north side of SR 86 within the above limits are bounded on their south side by the SR 86 R/W and on their north side by the R/W for W. Michigan Street, which is a primitive county road. No access from SR 86 is currently provided.
- It is recommended that access to the parcels be from W. Michigan Street and that access from SR 86 be denied.

(23) MP 165.61 (Sta. 1076+00) to MP 165.74 (Sta. 1082+60) (No Permit);

- Access to two private parcels on the north side of SR 86 is provided by two turnouts located approximately 200-feet apart. The ADOT Permit Log does not show permits for either of the turnouts.

Both properties abut Michigan Street on the north. The easterly property also abuts Sheridan Avenue. The properties are improved and the access appears to have been established for some time. One of the turnouts is to Heavenly Acres, an assisted living facility,

- The improvement of SR 86 will require R/W from both of these parcels.
- Access to SR 86 will be denied and that the R/W settlement include necessary costs to change the access from SR 86 to W. Michigan Street.



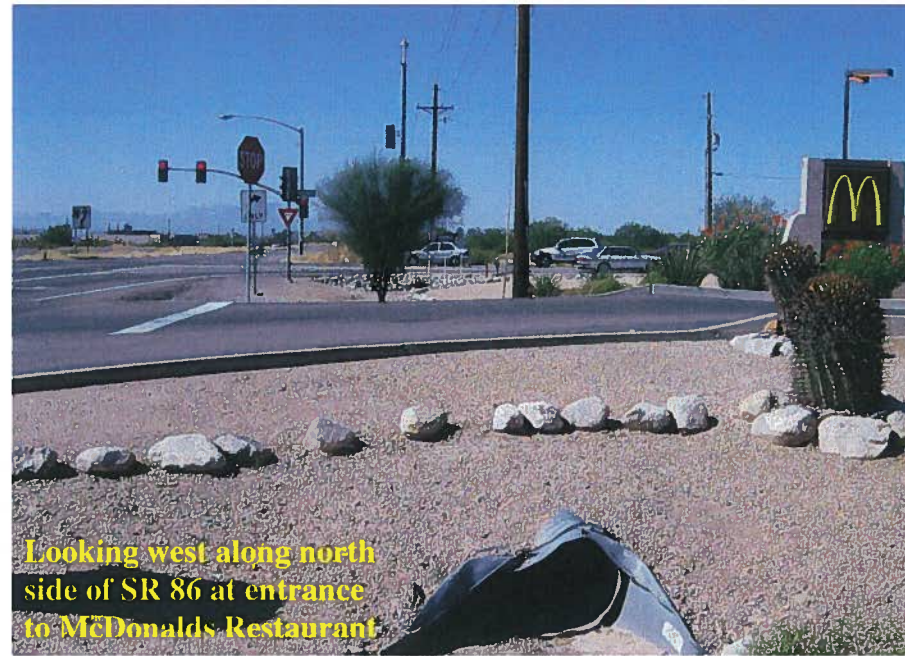
Looking west on north side of SR 86 at turnout to Heavenly Acres

(24) MP 166.08 (Sta. 1099+20) (Permit 92215T);

- Thirty-foot paved commercial turnout on south side of SR 86 including a left-turn pocket for westbound traffic turning south into a storage facility.
- Provides access to a storage facility.
- The existing access point will remain and will be modified by the improvements to SR 86.
- The left turn from westbound SR 86 to southbound into the storage facility will be retained.
- A left-turn from the storage facility to westbound SR 60 will not be permitted.

(25) MP 166.3 (Sta. 1112+30) (Permit 74095T);

- Thirty-foot paved commercial turnout on north side of SR 86, including a deceleration lane on SR 86.
- Provides access to a McDonald's restaurant.
- The turnout will be removed and reconstructed. Right in/right out movements will be allowed.



Looking west along north side of SR 86 at entrance to McDonalds Restaurant

(28) MP 166.4 (Sta. 1117+20) (Permit 71495T);

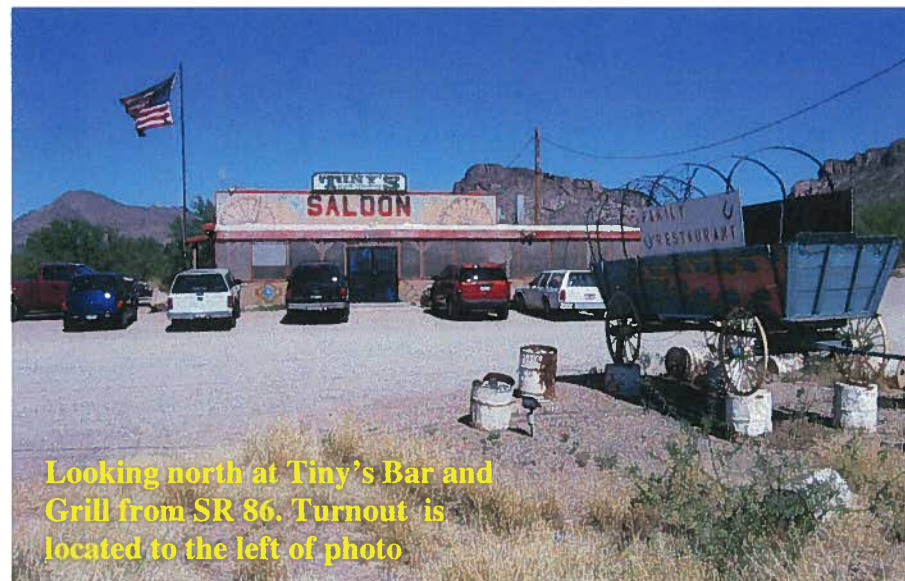
- Turnout on north side of SR 86.
- Provides access to a large parcel on the north side of SR 86.
- The turnout will be removed and reconstructed. Right in/right out movements will be allowed.

(26) MP 166.3 (Sta. 1112+20) (Permit 47401T);

- Thirty-foot paved commercial turnout on south side of SR 86.
- Provides access to a Circle K convenience store.
- The turnout will be removed and reconstructed. Right in/right out movements will be allowed.

(27) MP 166.35 (Sta. 1114+00) (No Permit);

- Turnout on north side of SR 86.
- Provides access to Tiny's Bar and Grill.
- The turnout will be removed.



Looking north at Tiny's Bar and Grill from SR 86. Turnout is located to the left of photo

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