ROAD WIDTH CONCERNS

One important fact has not changed in more than 60 years: **our roads.**

Skyline Country Club Estates was designed and built decades ago. Since then, construction equipment has become significantly larger, heavier and longer—but our roads have not become wider, flatter or safer.

The proposed development site is located approximately **1.3 miles inside our community**, along a route that climbs and winds through the Catalina Foothills. Every dump truck, concrete truck, crane, equipment trailer, material-delivery vehicle and contractor vehicle serving this project would have to travel these private residential roads to reach the proposed hillside and ravine development area near the Club.

Roads Never Designed for Modern Heavy Construction

Much of the route was simply not designed for today's large commercial construction vehicles.

Many travel lanes are only about **10 feet wide**. Along portions of St. Andrews and other areas, walls sit immediately beside the roadway. Elsewhere, vehicles travel alongside steep slopes and drop-offs approaching **20 feet**.

The route also includes:

- Sharp turns
- Significant grades
- Narrow travel lanes
- Roadside walls and utility equipment
- Steep drop-offs
- Very limited room for large vehicles to maneuver or pass safely

Only Inches of Clearance

Today's full-size commercial trucks can be approximately **8½ feet wide before mirrors**.

On a 10-foot-wide travel lane, that leaves only about **9 inches of clearance on each side**—before accounting for mirrors, curbs, walls, utility boxes or other roadside obstacles.

That margin becomes even more concerning when two large vehicles encounter one another on a curve or steep section of roadway.

Utility and Access Risks

Large electrical and utility boxes are located in some areas only a few feet from the curb.

With repeated heavy-truck traffic over an extended construction period, the potential for a vehicle to strike a utility box, wall or other roadside obstruction deserves serious consideration.

A single incident could:

- Block an already narrow roadway
- Interrupt electrical or utility service
- Restrict resident access
- Delay emergency vehicles
- Require significant repairs before the roadway is fully reopened

This Would Not Be Occasional Construction Traffic

Building up to **17 residences on a steep hillside and ravine site** would require repeated movement of:

- Concrete
- Aggregate
- Excavated soil
- Lumber and steel
- Heavy excavation equipment
- Cranes
- Utility vehicles
- Material-delivery trucks
- Workers and subcontractors

The applicant has discussed a construction period of at least **two years**, while experienced contractors familiar with projects of this nature believe the actual duration could extend closer to **three or four years**.

The issue is therefore not a few construction vehicles making occasional deliveries.

It is the cumulative effect of sustained modern heavy-construction traffic traveling repeatedly over **narrow, steep, privately owned residential roads that were designed generations ago.**