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February 15, 2017

«M» «First» «Last»

«Title»

«Agency»

«A1»

«City», «ST» «Zip»

RE: 010-E(210)A  
010 PM 260 H7825 01L  
Interstate 10, Junction Interstate 19 to Kolb Road  
and State Route 210, Golf Links Road to Interstate 10

Dear «M» «Last»:

The Arizona Department of Transportation (ADOT) is initiating a Design Concept Report (DCR) and an Environmental Assessment (EA) for proposed improvements to Interstate 10 (I-10) from Junction Interstate 19 (I-19) to Kolb Road and to State Route (SR) 210 from Golf Links Road to I-10. The project limits on I-10 extend from the I-19 Junction at approximately milepost (MP) 260.2 eastbound to east of Kolb Road (MP 271.8), and the SR 210 limits extends from Golf Links Road to a future planned connection with I-10 at Alvernon Way (see Figures 1, 2, 3a, and 3b). The project limits fall within the jurisdictions of the City of Tucson, the City of South Tucson, unincorporated Pima County, and Davis-Monthan Air Force Base (U.S. Department of Defense). The DCR/EA phase is a continuation of the 2015 Feasibility Study, which looked at improvement alternatives on I-10 out to SR 83 (Figure 2). Based on the results of that study, two alternatives and the no build option are being evaluated for I-10 from I-19 to Kolb Road and on SR 210 from Golf Links Road to a connection with I-10 at Alvernon Way.

The U.S. Department of Defense and the Federal Aviation Administration have been invited to be cooperating agencies with the Federal Highway Administration in the preparation of the EA. Within the project limits, I-10 consists of a six-lane divided highway (three through lanes in each direction) from I-19 to Kino Parkway and a four-lane divided highway (two through lanes in each direction) from Kino Parkway to Kolb Road. The I-10 right-of-way ranges from 200 to 300 feet within the project limits. SR 210 (also known as Aviation Parkway) extends from downtown Tucson as a four-lane divided highway (two through lanes in each direction), terminating at Golf Links Road. The need for improvements identified in the Feasibility Study include:

- A lack of north–south arterial options to deliver traffic to the downtown business district
- Poor operation performance and high crash rates at the I-10 traffic interchanges (TIs) due to spacing and outdated design types
- The current capacity of I-10 would not meet projected traffic growth
- A high percentage of travel on I-10 is for local trips rather than through traffic

The purpose of the proposed improvements is to address deficiencies in the interstate highway system and provide motorists with an alternative route into the City of Tucson's downtown business district. The two build alternatives differ in their concepts for widening I-10. System Alternative I (Figure 3a) adds through lanes to I-10, while System Alternative IV (Figure 3b) creates a Collector-Distributor (C-D) roadway from Alvernon Way to Kolb Road. A C-D roadway is a supplemental facility between freeway main lanes and the frontage roads. Their primary purpose is to move weaving and lane-changing traffic from the high-speed traffic on the freeway. The C-D roadways accommodate local traffic, allowing freeway main lanes to function as an expressway for higher-speed through traffic. The extension of SR 210 along the Alvernon Way alignment is identical under the System I and System IV alternatives, creating a limited access roadway with a system interchange connection to I-10.

In general, the major project improvements would include:

- Widening I-10 (additional through lanes and/or C-D roadway concept)
- Extending SR 210 to I-10 along the Alvernon Way alignment
- Eliminating the Palo Verde Road TI
- Adding a new TI at Country Club Road
- Replacing or widening existing bridges along I-10
- Improving existing TIs and crossroads

Project construction would be phased over 10 to 20 years, as funding becomes available. Currently programmed projects focus on TI improvements at I-10/Kino Parkway, I-10/Park Avenue, and constructing a new TI at I-10/Country Club Road. The DCR and the EA are scheduled to be completed in March 2019. The results of the DCR and the EA would allow ADOT to determine logical project segments, phasing construction over multiple years.

This letter serves as your invitation to review the proposed project based on the scope of work outlined. If you have specific concerns or suggestions regarding this proposed project, please let us know.

Please identify any issues or concerns by March 15, 2017, to ADOT c/o Michael R. Dawson via email at [mdawson@ecoplanaz.com](mailto:mdawson@ecoplanaz.com); by phone at 480.733.6666, ext. 177; by fax at 480.383.6915; or mail them to:

Arizona Department of Transportation  
c/o Michael R. Dawson  
EcoPlan Associates, Inc.  
78 W. Cushing St.  
Tucson, AZ 85701

Thank you for your time and assistance.



Sincerely,

A handwritten signature in blue ink that reads "Sarah Karasz". The signature is fluid and cursive, with the first name "Sarah" and the last name "Karasz" clearly legible.

Sarah Karasz  
Environmental Project Manager  
ADOT Environmental Planning

Enclosures:     Figure 1–Project location  
                    Figure 2–Project vicinity  
                    Figure 3a-System Alternative I  
                    Figure 3b-System Alternative IV

c: Ammon Heier, Federal Highway Administration  
Tremaine Wilson, Federal Highway Administration  
Rudy Perez, ADOT Statewide Project Management  
Brad Olbert, Jacobs Engineering Inc.  
Michael R. Dawson, EcoPlan Associates, Inc.

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**Interstate 10, Junction Interstate 19 to Kolb Road  
and State Route 210, Golf Links Road to Interstate 10  
Scoping Distribution List**

To Receive Individual Letter										
Affiliation	M	First	Last	Title	Agency	A1	City	ST	ZIP	
Floodplain	Ms.	Suzanne	Shields	Regional Flood Control	Pima County	201 N. Stone Ave., 4th Floor	Tucson	AZ	85701	
	Mr.	Richard	Salaz	Flood Control Director	City of South Tucson	1601 S. 6th Ave.	South Tucson	AZ	85713	
	Mr.	Ernie	Duarte	Development Services Director	City of Tucson	255 W. Alameda St., Box 27210	Tucson	AZ	85701	
Biology	Ms.	Cheri A.	Bouchér	Transportation Project Evaluation Specialist	Arizona Game and Fish Department WMHB—Project Evaluation Program	5000 W. Carefree Highway	Phoenix	AZ	85086-5000	
	Mr.	Steve	Spangle	Field Supervisor Attn: Bob Lehman, ADOT Liaison	U.S. Fish and Wildlife Service	9828 N. 31st Ave., #C3	Phoenix	AZ	85051-2517	
Environmental	Mr.	David	Albright	Ground Water Office, WTR-9	US EPA Region 9	75 Hawthorne St.	San Francisco	CA	94105	
To Receive Mail Merge Letter										
Affiliation	M	First	Last	Title	Agency	A1	City	ST	ZIP	
Tucson	Mr.	Mike	Ortega	City Manager	City of Tucson	255 W. Alameda St., Box 27210	Tucson	AZ	85701	
	Mr.	Jonathan	Rothschild	Mayor	City of Tucson	255 W. Alameda St., Box 27210	Tucson	AZ	85701	
	Mr.	Daryl	Cole	Transportation Director	City of Tucson	255 W. Alameda St., Box 27210	Tucson	AZ	85701	
	Mr.	Manjeet	Ranu	Urban Planning and Development	City of Tucson	255 W. Alameda St., Box 27210	Tucson	AZ	85701	
	Mr.	Andrew	Quigley	Environmental Services Director	City of Tucson	255 W. Alameda St., Box 27210	Tucson	AZ	85701	
	Mr.	Chris	Magnus	Police Chief	City of Tucson	255 W. Alameda St., Box 27210	Tucson	AZ	85701	
South Tucson	Mr.	Miguel	Rojas	Mayor	City of South Tucson	1601 S. 6th Ave.	South Tucson	AZ	85713	
	Ms.	Veronica	Moreno	City Manager	City of South Tucson	1601 S. 6th Ave.	South Tucson	AZ	85713	
	Mr.	Michael	Ford	Police Chief	City of South Tucson	1601 S. 6th Ave.	South Tucson	AZ	85713	
Pima County	Mr.	Charles	Huckelberry	County Administrator	Pima County	130 W. Congress St., 10th Floor	Tucson	AZ	85701	
	Mr.	John	Bernal	Public Works	Pima County	130 W. Congress St., 10th Floor	Tucson	AZ	85701	
	Mr.	Hank	Aiha	Community & Economic Development	Pima County	130 W. Congress St., 10th Floor	Tucson	AZ	85701	
	Mr.	Carmine	DeBonis	Development Services	Pima County	201 N. Stone Ave., 1st Floor	Tucson	AZ	85701	
	Mr.	Mark	Napier	Sheriff	Pima County Sheriff's Department	1750 E. Benson Highway	Tucson	AZ	85714	
	Ms.	Ursula	Kramer	Environmental Quality	Pima County	150 W. Congress St., Suite 109	Tucson	AZ	85701	
	Ms.	Priscilla	Cornelio, PE	Director	Pima County Department of Transportation	130 W. Congress St., 10th Floor	Tucson	AZ	85701	
	Tribe	Mr.	Edward D.	Manuel	Chairman	Tohono O'odham	P.O. Box 837	Sells	AZ	85634
	Mr.	Gerald	Fayuant	Director	Tohono O'odham Planning and Economic Development	P.O. Box 837	Sells	AZ	85634	
	Federal	Mr.	David	Aguilar	Chief Patrol Agent	Tucson Border Patrol Sector	1970 W. Ajo Way	Tucson	AZ	85713-5698
State	Capt.	Benjamin	Buller	District Commander	Arizona Department of Public Safety District 8	6401 S. Tucson Blvd.	Tucson	AZ	85706	
	Mr.	Ruben	Ojeda	Manager, Right-of-Way Section	Arizona State Land Department	1616 W. Adams St.	Phoenix	AZ	85007	
	Mr.	Mark	Edelman, AICP	Manager, Planning & Engineering	Arizona State Land Department	1616 W. Adams St.	Phoenix	AZ	85007	
Environmental	Mr.	Randy	Serraglio	Southwest Conservation Advocate	Center for Biological Diversity	P.O. Box 710	Tucson	AZ	85702	
	Ms.	Louise	Misztal	Executive Director	Sky Island Alliance	P.O. Box 41165	Tucson	AZ	85717	
	Mr.	Alex	Popovici	Manager, Industry and Public Projects	Union Pacific Railroad	<a href="mailto:apopovici@up.com">apopovici@up.com</a> (and copy Jason Pike [jpike@azdot.gov])				
PAG	Mr.	Jim	DeGrood	Transportation Services Director	Pima Association of Governments	1 E. Broadway Blvd., Suite 401	Tucson	AZ	85701	
Transportation	Ms.	Mary	McLain	Assistant General Manager	Sun Tran	4220 S. Park Ave.	Tucson	AZ	85726-6765	
DMAFB	Col.	Scott C.	Campbell	Commander	355th Fighter Wing	3405 S. 5th St.	Davis-Monthan AFB	AZ	85707	
	Ms.	B. Kacey	Carter	Base Community Planner	355th Civil Engineer Squadron/CENPP	3791 S. 3rd St.	Davis-Monthan AFB	AZ	85707-3844	
	Mr.	Kevin	Wakefield	Base Natural and Cultural Resource Manager	355 CES/CEIE	3775 S. 5th St.	Davis-Monthan AFB	AZ	85707	
TAA	Mr.	Scott C.	Robidoux	Airport Planner	Tucson Airport Authority	7250 S. Tucson Blvd. Suite 3000	Tucson	AZ	85756	
	Mr.	Michael	Toriello	Deputy Civil Engineer	335th Civil Engineer Squadron	3791 S. 3rd St.	Davis-Monthan AFB	AZ	85707-3844	
Fire Departments	Mr.	Jim	Critchley	Fire Chief	Tucson Fire Department	300 S. Fire Central	Tucson	AZ	85701	
	Mr.	Jonathan	McMahan	Fire Chief	Rural Metro Fire Department	3759 N. Commerce Drive	Tucson	AZ	85705	
	Mr.	Cory	Lakosky	Administrative Captain	City of South Tucson Fire Department	1601 S. 6th Ave.	South Tucson	AZ	85713	
Hospitals	Mr.	Tom	Dickson	Chief Executive Officer	Banner-University Medical Center South	2800 E. Ajo Way	Tucson	AZ	85713	
	Ms.	Jennifer	Gutowski	Acting Director	Southern Arizona VA Health Care System	3601 S. 6th Ave.	Tucson	AZ	85723	
School Districts	Dr.	H.T.	Sánchez	Superintendent	Tucson Unified School District	1010 E. Tenth St.	Tucson	AZ	85713	
	Mr.	Francisco	Duprey	Director	TUSD Transportation	2025 E. Winsett St.	Tucson	AZ	85719	
	Mr.	Calvin	Baker	Superintendent	Vail School District	13801 E. Benson Highway, P.O. Box 800	Vail	AZ	85641	
	Mr.	Al	Flores	Director	Vail School District Facilities and Transportation	13192 E. Mary Ann Cleveland Way	Vail	AZ	85641	
	Mr.	Steven	Holmes	Superintendent	Sunnyside School District	2238 E. Ginter Road	Tucson	AZ	85706	
	Mr.	Sixto	Molina	Assistant Director	Sunnyside School District Transportation	2238 E. Ginter Road	Tucson	AZ	85706	
	Ms.	Tillie	Arvizu	Superintendent	CPLC Community Schools	251 W. Irvington Road	Tucson	AZ	85714	
			Sir or Madam	PPEP TEC Celestino Fernandez Learning Center	1840 E. Benson Highway	Tucson	AZ	85714		
	Ms.	Gloria	Proo	Principal	Pima Vocational High School—Kino Site	2805 E. Ajo Way	Tucson	AZ	85713	
			Sir or Madam	Youthworks Charter High School	1915 E. 36th St.	Tucson	AZ	85713		
	Ms.	Angela	Schmidt	Acting Administrator	Santa Cruz Catholic School	29 W. 22nd St.	Tucson	AZ	85713	
	Mrs.	Minh	Solorzano	Principal	St. John the Evangelist Catholic School	600 W. Ajo Way	Tucson	AZ	85713	

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February 15, 2017

Mr. Ernie Duarte  
Development Services Director  
City of Tucson  
255 W. Alameda St., Box 27210  
Tucson, AZ 85701

RE: 010-E(210)A  
010 PM 260 H7825 01L  
Interstate 10, Junction Interstate 19 to Kolb Road  
and State Route 210, Golf Links Road to Interstate 10

Dear Mr. Duarte:

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- Township 14 South, Range 13 East, Section 25
- Township 14 South, Range 14 East, Sections 27-33
- Township 15 South, Range 14 East, Sections 3, 4, 10, 11, 13, 14, 24
- Township 15 South, Range 15 East, Sections 19, 20, 29, 30

The DCR/EA phase is a continuation of the 2015 Feasibility Study, which looked at improvement alternatives on I-10 out to SR 83 (Figure 2). Based on the results of that study, two alternatives and the no build option are being evaluated for I-10 from I-19 to Kolb Road and on SR 210 from Golf Links Road to a connection with I-10 at Alvernon Way. The U.S. Department of Defense and the Federal Aviation Administration have been invited to be cooperating agencies with the Federal Highway Administration in the preparation of the EA. Within the project limits, I-10 consists of a six-lane divided highway (three through lanes in each direction) from I-19 to Kino Parkway and a four-lane divided highway (two through lanes in each direction) from Kino Parkway to Kolb Road. The I-10 right-of-way ranges from 200 to 300 feet within the project limits. SR 210 (also known as Aviation Parkway) extends from downtown Tucson as a four-lane divided highway (two through lanes in each direction), terminating at Golf Links Road.

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A review of Federal Emergency Management Agency Flood Insurance Rate Maps 04019C2278L, 04019C2283L, 04019C2287L, 04019C2291L, 04019C2295L, and 04019C2905L for the project area indicates that this project is in close proximity to a 100-year floodplain. Please review the project information and identify any potential floodplain impacts or concerns. To assist in your determination of floodplain impacts, the project manager or designer will send you design plans as the project develops.

Mr. Duarte, February 15, 2017  
010 PM 260 H7825 01L, Page 3

Please identify any issues or concerns by March 15, 2017, to ADOT c/o Michael R. Dawson via email at mdawson@ecoplanaz.com; by phone at 480.733.6666, ext. 177; by fax at 480.383.6915; or mail them to:

Arizona Department of Transportation  
c/o Michael R. Dawson  
EcoPlan Associates, Inc.  
78 W. Cushing St.  
Tucson, AZ 85701

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Sarah Karasz

Environmental Project Manager  
ADOT Environmental Planning

Enclosures:     Figure 1–Project location  
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                    Figure 3a-System Alternative I  
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c: Ammon Heier, Federal Highway Administration  
Tremaine Wilson, Federal Highway Administration  
Rudy Perez, ADOT Statewide Project Management  
Brad Olbert, Jacobs Engineering Inc.  
Michael R. Dawson, EcoPlan Associates, Inc.

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February 21, 2017

Mr. Steve Spangle  
Field Supervisor  
Attn: Bob Lehman, ADOT Liaison  
US Fish and Wildlife Service  
9828 N. 31st Ave., #C3  
Phoenix, AZ 85051-2517

Submitted by email to [incomingazcorr@fws.gov](mailto:incomingazcorr@fws.gov)

RE: 010-E(210)A  
010 PM 260 H7825 01L  
Interstate 10, Junction Interstate 19 to Kolb Road  
and State Route 210, Golf Links Road to Interstate 10  
IPaC Consultation Code: 02EAAZ00-2017-SLI-0250

Dear Mr. Spangle:

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If you or others in your agency have specific concerns, suggestions, or recommendations regarding this project, such as information on wildlife movement, habitat issues, or seasonal concerns, please let us know.

Please submit your comments or concerns by March 21, 2017, to ADOT c/o Michael R. Dawson via email at [mdawson@ecoplanaz.com](mailto:mdawson@ecoplanaz.com); by phone at 480.733.6666, ext. 177; by fax at 480.383.6915; or mail them to:

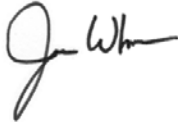
Arizona Department of Transportation  
c/o Michael R. Dawson  
EcoPlan Associates, Inc.

Mr. Spangle, February 21, 2017  
010 PM 260 H7825 01L, Page 3

78 W. Cushing St.  
Tucson, AZ 85701

Thank you for your time and assistance.

Sincerely,

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Justin White  
Biology Program Manager  
ADOT Environmental Planning

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Sarah Karasz, ADOT Environmental Planning  
Rudy Perez, ADOT Statewide Project Management  
Brad Olbert, Jacobs Engineering Inc.  
Michael R. Dawson, EcoPlan Associates, Inc.

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February 15, 2017

Ms. Suzanne Shields  
Regional Flood Control  
Pima County  
201 N. Stone Ave., 4th Floor  
Tucson, AZ 85701

RE: 010-E(210)A  
010 PM 260 H7825 01L  
Interstate 10, Junction Interstate 19 to Kolb Road  
and State Route 210, Golf Links Road to Interstate 10

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- Replacing or widening existing bridges along I-10
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Project construction would be phased over 10 to 20 years, as funding becomes available. Currently programmed projects focus on TI improvements at I-10/Kino Parkway, I-10/Park Avenue, and constructing a new TI at I-10/Country Club Road. The DCR and the EA are scheduled to be completed in March 2019. The results of the DCR and the EA would allow ADOT to determine logical project segments, phasing construction over multiple years.

A review of Federal Emergency Management Agency Flood Insurance Rate Maps 04019C2278L, 04019C2283L, 04019C2287L, 04019C2291L, 04019C2295L, and 04019C2905L for the project area indicates that this project is in close proximity to a 100-year floodplain. Please review the project information and identify any potential floodplain impacts or concerns. To assist in your determination of floodplain impacts, the project manager or designer will send you design plans as the project develops.

Ms. Shields, February 15, 2017  
010 PM 260 H7825 01L, Page 3

Please identify any issues or concerns by March 15, 2017, to ADOT c/o Michael R. Dawson via email at mdawson@ecoplanaz.com; by phone at 480.733.6666, ext. 177; by fax at 480.383.6915; or mail them to:

Arizona Department of Transportation  
c/o Michael R. Dawson  
EcoPlan Associates, Inc.  
78 W. Cushing St.  
Tucson, AZ 85701

Thank you for your time and assistance.

Sincerely,

A handwritten signature in blue ink that reads "Sarah Karasz". The signature is fluid and cursive, with the first name "Sarah" and last name "Karasz" clearly legible.

Sarah Karasz  
Environmental Project Manager  
ADOT Environmental Planning

Enclosures:     Figure 1–Project location  
                    Figure 2–Project vicinity  
                    Figure 3a-System Alternative I  
                    Figure 3b-System Alternative IV

c: Ammon Heier, Federal Highway Administration  
Tremaine Wilson, Federal Highway Administration  
Rudy Perez, ADOT Statewide Project Management  
Brad Olbert, Jacobs Engineering Inc.  
Michael R. Dawson, EcoPlan Associates, Inc.

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February 15, 2017

Mr. Alex Popovici  
Manager, Industry and Public Projects  
Union Pacific Railroad  
apopovici@up.com (and copy Jason Pike [jpike@azdot.gov])

Submitted by email to [apopovici@up.com](mailto:apopovici@up.com)

RE: 010-E(210)A  
010 PM 260 H7825 01L  
Interstate 10, Junction Interstate 19 to Kolb Road  
and State Route 210, Golf Links Road to Interstate 10

Dear Mr. Popovici:

The Arizona Department of Transportation (ADOT) is initiating a Design Concept Report (DCR) and an Environmental Assessment (EA) for proposed improvements to Interstate 10 (I-10) from Junction Interstate 19 (I-19) to Kolb Road and to State Route (SR) 210 from Golf Links Road to I-10. The project limits on I-10 extend from the I-19 Junction at approximately milepost (MP) 260.2 eastbound to east of Kolb Road (MP 271.8), and the SR 210 limits extends from Golf Links Road to a future planned connection with I-10 at Alvernon Way (see Figures 1, 2, 3a, and 3b). The project limits fall within the jurisdictions of the City of Tucson, the City of South Tucson, unincorporated Pima County, and Davis-Monthan Air Force Base (U.S. Department of Defense). The DCR/EA phase is a continuation of the 2015 Feasibility Study, which looked at improvement alternatives on I-10 out to SR 83 (Figure 2). Based on the results of that study, two alternatives and the no build option are being evaluated for I-10 from I-19 to Kolb Road and on SR 210 from Golf Links Road to a connection with I-10 at Alvernon Way.

The U.S. Department of Defense and the Federal Aviation Administration have been invited to be cooperating agencies with the Federal Highway Administration in the preparation of the EA. Within the project limits, I-10 consists of a six-lane divided highway (three through lanes in each direction) from I-19 to Kino Parkway and a four-lane divided highway (two through lanes in each direction) from Kino Parkway to Kolb Road. The I-10 right-of-way ranges from 200 to 300 feet within the project limits. SR 210 (also known as Aviation Parkway) extends from downtown Tucson as a four-lane divided highway (two through lanes in each direction), terminating at Golf Links Road. The need for improvements identified in the Feasibility Study include:

- A lack of north–south arterial options to deliver traffic to the downtown business district
- Poor operation performance and high crash rates at the I-10 traffic interchanges (TIs) due to spacing and outdated design types
- The current capacity of I-10 would not meet projected traffic growth
- A high percentage of travel on I-10 is for local trips rather than through traffic

The purpose of the proposed improvements is to address deficiencies in the interstate highway system and provide motorists with an alternative route into the City of Tucson's downtown business district. The two build alternatives differ in their concepts for widening I-10. System Alternative I (Figure 3a) adds through lanes to I-10, while System Alternative IV (Figure 3b) creates a Collector-Distributor (C-D) roadway from Alvernon Way to Kolb Road. A C-D roadway is a supplemental facility between freeway main lanes and the frontage roads. Their primary purpose is to move weaving and lane-changing traffic from the high-speed traffic on the freeway. The C-D roadways accommodate local traffic, allowing freeway main lanes to function as an expressway for higher-speed through traffic. The extension of SR 210 along the Alvernon Way alignment is identical under the System I and System IV alternatives, creating a limited access roadway with a system interchange connection to I-10.

In general, the major project improvements would include:

- Widening I-10 (additional through lanes and/or C-D roadway concept)
- Extending SR 210 to I-10 along the Alvernon Way alignment
- Eliminating the Palo Verde Road TI
- Adding a new TI at Country Club Road
- Replacing or widening existing bridges along I-10
- Improving existing TIs and crossroads

Project construction would be phased over 10 to 20 years, as funding becomes available. Currently programmed projects focus on TI improvements at I-10/Kino Parkway, I-10/Park Avenue, and constructing a new TI at I-10/Country Club Road. The DCR and the EA are scheduled to be completed in March 2019. The results of the DCR and the EA would allow ADOT to determine logical project segments, phasing construction over multiple years.

This letter serves as your invitation to review the proposed project based on the scope of work outlined. If you have specific concerns or suggestions regarding this proposed project, please let us know.

Please identify any issues or concerns by March 15, 2017, to ADOT c/o Michael R. Dawson via email at [mdawson@ecoplanaz.com](mailto:mdawson@ecoplanaz.com); by phone at 480.733.6666, ext. 177; by fax at 480.383.6915; or mail them to:

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c/o Michael R. Dawson  
EcoPlan Associates, Inc.  
78 W. Cushing St.  
Tucson, AZ 85701

Thank you for your time and assistance.

Sincerely,

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Sarah Karasz  
Environmental Project Manager  
ADOT Environmental Planning

Enclosures:     Figure 1–Project location  
                    Figure 2–Project vicinity  
                    Figure 3a-System Alternative I  
                    Figure 3b-System Alternative IV

c: Ammon Heier, Federal Highway Administration  
Tremaine Wilson, Federal Highway Administration  
Rudy Perez, ADOT Statewide Project Management  
Brad Olbert, Jacobs Engineering Inc.  
Michael R. Dawson, EcoPlan Associates, Inc.

ecc: Jason Pike, [jpik@azdot.gov](mailto:jpik@azdot.gov)

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February 15, 2017

Mr. Richard Salaz  
Flood Control Director  
City of South Tucson  
1601 S. 6th Ave.  
South Tucson, AZ 85713

RE: 010-E(210)A  
010 PM 260 H7825 01L  
Interstate 10, Junction Interstate 19 to Kolb Road  
and State Route 210, Golf Links Road to Interstate 10

Dear Mr. Salaz:

The Arizona Department of Transportation (ADOT) is initiating a Design Concept Report (DCR) and an Environmental Assessment (EA) for proposed improvements to Interstate 10 (I-10) from Junction Interstate 19 (I-19) to Kolb Road and to State Route (SR) 210 from Golf Links Road to I-10. The project limits on I-10 extend from the I-19 Junction at approximately milepost (MP) 260.2 eastbound to east of Kolb Road (MP 271.8), and the SR 210 limits extends from Golf Links Road to a future planned connection with I-10 at Alvernon Way (see Figures 1, 2, 3a, and 3b). The project limits fall within the jurisdictions of the City of Tucson, the City of South Tucson, unincorporated Pima County, and Davis-Monthan Air Force Base (U.S. Department of Defense). The cadastral locations for this project are:

- Township 14 South, Range 13 East, Section 25
- Township 14 South, Range 14 East, Sections 27-33
- Township 15 South, Range 14 East, Sections 3, 4, 10, 11, 13, 14, 24
- Township 15 South, Range 15 East, Sections 19, 20, 29, 30

The DCR/EA phase is a continuation of the 2015 Feasibility Study, which looked at improvement alternatives on I-10 out to SR 83 (Figure 2). Based on the results of that study, two alternatives and the no build option are being evaluated for I-10 from I-19 to Kolb Road and on SR 210 from Golf Links Road to a connection with I-10 at Alvernon Way. The U.S. Department of Defense and the Federal Aviation Administration have been invited to be cooperating agencies with the Federal Highway Administration in the preparation of the EA. Within the project limits, I-10 consists of a six-lane divided highway (three through lanes in each direction) from I-19 to Kino Parkway and a four-lane divided highway (two through lanes in each direction) from Kino Parkway to Kolb Road. The I-10 right-of-way ranges from 200 to 300 feet within the project limits. SR 210 (also known as Aviation Parkway) extends from downtown Tucson as a four-lane divided highway (two through lanes in each direction), terminating at Golf Links Road.

The need for improvements identified in the Feasibility Study include:

- A lack of north–south arterial options to deliver traffic to the downtown business district
- Poor operation performance and high crash rates at the I-10 traffic interchanges (TIs) due to spacing and outdated design types
- The current capacity of I-10 would not meet projected traffic growth
- A high percentage of travel on I-10 is for local trips rather than through traffic

The purpose of the proposed improvements is to address deficiencies in the interstate highway system and provide motorists with an alternative route into the City of Tucson’s downtown business district. The two build alternatives differ in their concepts for widening I-10. System Alternative I (Figure 3a) adds through lanes to I-10, while System Alternative IV (Figure 3b) creates a Collector-Distributor (C-D) roadway from Alvernon Way to Kolb Road. A C-D roadway is a supplemental facility between freeway main lanes and the frontage roads. Their primary purpose is to move weaving and lane-changing traffic from the high-speed traffic on the freeway. The C-D roadways accommodate local traffic, allowing freeway main lanes to function as an expressway for higher-speed through traffic. The extension of SR 210 along the Alvernon Way alignment is identical under the System I and System IV alternatives, creating a limited access roadway with a system interchange connection to I-10.

In general, the major project improvements would include:

- Widening I-10 (additional through lanes and/or C-D roadway concept)
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Project construction would be phased over 10 to 20 years, as funding becomes available. Currently programmed projects focus on TI improvements at I-10/Kino Parkway, I-10/Park Avenue, and constructing a new TI at I-10/Country Club Road. The DCR and the EA are scheduled to be completed in March 2019. The results of the DCR and the EA would allow ADOT to determine logical project segments, phasing construction over multiple years.

A review of Federal Emergency Management Agency Flood Insurance Rate Maps 04019C2278L, 04019C2283L, 04019C2287L, 04019C2291L, 04019C2295L, and 04019C2905L for the project area indicates that this project is in close proximity to a 100-year floodplain. Please review the project information and identify any potential floodplain impacts or concerns. To assist in your determination of floodplain impacts, the project manager or designer will send you design plans as the project develops.

Mr. Salaz, February 15, 2017  
010 PM 260 H7825 01L, Page 3

Please identify any issues or concerns by March 15, 2017, to ADOT c/o Michael R. Dawson via email at mdawson@ecoplanaz.com; by phone at 480.733.6666, ext. 177; by fax at 480.383.6915; or mail them to:

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c/o Michael R. Dawson  
EcoPlan Associates, Inc.  
78 W. Cushing St.  
Tucson, AZ 85701

Thank you for your time and assistance.

Sincerely,

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Sarah Karasz  
Environmental Project Manager  
ADOT Environmental Planning

Enclosures:     Figure 1–Project location  
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Tremaine Wilson, Federal Highway Administration  
Rudy Perez, ADOT Statewide Project Management  
Brad Olbert, Jacobs Engineering Inc.  
Michael R. Dawson, EcoPlan Associates, Inc.

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January 11, 2019

Arizona Department of Transportation  
c/o Tazeen A. Dewan P.E., Project Manager  
ADOT MPD-Corridor Planning Group  
205 S. 17<sup>th</sup> Ave, Room 370-MD 605E  
Phoenix, AZ 85007

**Re: Design Concept Report and Environmental Assessment for Interstate 10 and State Route 210**

Dear Ms. Dewan:

Pima County, the City of Tucson, and the University of Arizona (UA) have chosen to submit this joint comment letter regarding the I-10/SR 210 study prior to the release of the draft Design Concept Report (DCR) and Environmental Assessment (EA). Each jurisdiction shares similar needs and interests in the development and expansion of these critically important corridors. These corridors are of significant importance to the UA and UA Tech Parks, because of the UA Main Campus and UA Tech Park locations along Kino/Campbell, Interstate 10, and the Kolb Road/I-10 interchange. Pima County's Kino Sports Park South project will be dependent upon improved access from I-10 and Kino Road. The new Amazon Fulfillment Center at the Port of Tucson and "The Village" project at the UA Tech Park at Rita Road will rely heavily on the Interstate and the Kolb Road Interchange to provide access.

We support the advancement of the DCR and EA, and provide the following comments on the conceptual design plans and information presented to date:

1. **Preferred Alternative.** We see benefits to both alternatives (I and IV), but if they each provide the same total number of travel lanes, it is difficult to recommend the more costly Alternative IV given the numerous competing local needs. We are also concerned that the Collector-Distributor system could limit future expansion and modifications. For example, it is not unreasonable to expect that four through lanes in each direction may be required in the future. This would be costly to retrofit if only three lanes were built under Alternative IV. We would be more supportive of Alternative IV if it can be demonstrated to achieve the same congestion benefits at reduced cost, significant safety benefits, and improved local access and circulation.
2. **Temporary Improvements Needed.** We support the ultimate recommended expansion of capacity along I-10, but are concerned that funding constraints will result in worsening congestion and reduced safety long before ultimate improvements can be constructed. Therefore, we suggest that temporary mainline widening (such as one additional lane in each direction) be considered and incorporated into the implementation plan. This plan should identify temporary improvements, costs, scheduling and phasing.

3. **Kino Parkway Traffic Interchange (TI) Priority.** Our first priority is reconstructing the Kino Parkway TI and associated mainline widening to at least three lanes in each direction from Park Avenue to Country Club Road. We believe there may be strategies to accomplish this priority that do not necessarily require that the Country Club Road TI be constructed first. This strategy would require careful phasing and the use of local arterial streets including Park Avenue, Country Club Road, Benson Highway, Ajo Way and others to provide substitute access while the Kino Parkway TI is built. Therefore, we recommend analysis of an alternate strategy for reconstructing the Kino Parkway TI and 3-lane widening of I-10 as the first design and construction project before the Country Club Road TI is designed. We understand this may require modifying the 5-year PAG Highway Program.
4. **Amazon Facility Impacts.** Please confirm and document that the traffic model assumes the recent addition of the new Amazon Fulfillment Center near Kolb/Valencia, as well as "The Village" near Science Park Drive and Kolb Road. If not assumed, please document how these facilities and associated employee and freight traffic will impact the Kolb/I-10 TI and what design changes may be required.
5. **Kolb Road Traffic Interchange (TI).** Existing and planned development at the Port of Tucson and UA Tech Park (most recently Amazon and The Village) will continue to rely heavily on Kolb Road for primary access. All truck traffic for the UA Tech Park enters and exits through the Kolb Road/Science Park Drive intersection. For these reasons, it is critical to ensure this TI can accommodate significant planned growth with particular consideration for freight and truck traffic and stacking at the TI.
6. **Kino Sports Park South.** Pima County requests several improvements to support the proposed Kino Sports Park South facility: 1) an expanded I-10 bridge structure at the Julian Wash to accommodate a roadway connection between the north and south Kino Sports Parks; 2) a new bridge structure at the Forgeus Avenue alignment to provide for vehicular access between the north and south Kino Sports Parks; and 3) full signalized access to the northwest corner of the new Sports Park which is currently planned for a hotel facility (located just east of the present day eastbound on ramp).
7. **Sonoran Corridor Connection.** Please confirm and document that the traffic model used for this study includes and assumes that the Sonoran Corridor is built, and confirm the type and size of roadway (2 or 4 lanes). We recommend that the Alvernon Way TI be planned to accommodate a connection to the existing Aerospace Parkway and possibly the Sonoran Corridor. This may require, for example, additional through-lane capacity on Alvernon Way under I-10.



8. **Contractor's Way Impacts.** Contractor's Way is an important roadway used by many construction and industrial companies located in the vicinity, including Tucson Electric Power. Several proposed changes including access to and from this roadway are problematic:
- a. The proposed closure of this route north of Ajo Way will negatively impact local circulation and also eliminates a bike route. This closure does not provide a grade separation at the railroad to get to Alvernon north as it does now. This is a significant change in service functionality during train crossings.
  - b. The elimination of the grade separated connection from Contractor's Way to Alvernon will create additional at grade railroad crossings at Ajo Way. Traffic flow at the grade railroad crossing at Ajo Way could break down at the new interchange during train events. Capacity should be evaluated and land and signal improvements provided to keep the interchange movements working when trains cross.
  - c. The elimination of access from Irvington Road to Alvernon Way will negatively impact local circulation.
  - d. The new interchange at Ajo Way and SR210 may not function during train events without mitigation.

We request further analysis and consideration of these impacts and maintaining the bike route north of the proposed cul-de-sac. Improvements to Contractor's Way will be necessary and should be included. For example, show widening and intersection improvements at Ajo Way.

9. **Country Club Road.** The new Country Club TI should include widening Country Club Road to four lanes north to Milbur Street and south to at least Benson Highway, but potentially as far south as Valencia Road, to eliminate likely congestion and operational problems that would result from the new TI.
10. **Aviation Parkway to Golf Links Road.** We do not support the proposed changes to eastbound Aviation Parkway to Golf Links Road. Eastbound traffic is currently two free-flow lanes under Alvernon Way. The draft plan reduces this to only one lane that is stop controlled at Alvernon Way and requires a complex route. We recommend a different design that does not diminish this important east-west arterial connection between downtown and the east side of Tucson.
11. **Alvernon Way/SR 210 Impacts.** The grade separations of the existing intersection of Alvernon Way with Ajo Way, Michigan Street, and Irvington Road will require improvements to the existing roadway network in order to gain access to the freeway, including:
- 1) Dual right-turn lanes on westbound Irvington Road to northbound Palo Verde Road.
  - 2) Dual right-turn lanes from northbound Palo Verde Road to eastbound Ajo Way. Extend aerial mapping to cover this area.
  - 3) Southbound access from Alvernon Way/210 to Michigan Street from Ajo Way, if warranted.

Ms. Tazeen A. Dewan

**Re: Design Concept Report and Environmental Assessment for Interstate 10 and State Route 210**

January 11, 2019

Page 4

12. **Alvernon Way/SR 210 Bike-Pedestrian Impacts.** Converting Alvernon Way to a limited access freeway will eliminate the existing designated bike route and some sidewalk facilities. An alternate north-south bike route and substitute pedestrian facilities should be provided from the intersection of SR210 on the north to Drexel Road on the south.
13. **Valencia Road Traffic Interchange.** Suggest increasing left turn storage for WB off ramp at Valencia Road TI.
14. **I-10 Bridge at Drexel Road.** Suggest increasing bridge length at Drexel Road to accommodate future development to the east.
15. **Craycroft Road Traffic Interchange.** Consider building the proposed circulation (connector) road north of the Triple T Truck Stop prior to the Craycroft Road interchange reconstruction.
16. **Future Traffic Analysis.** The Design Concept Report should state that capacity at all intersections and roadway segments within at least 2 miles of freeway interchanges should be evaluated during design of each project and during phasing of work for potential capacity issues to identify and/or recommended capacity improvements. Designs should also consider the impacts of increased traffic to existing pavement and recommend improvements, if needed.

Pima County, City of Tucson, and University of Arizona appreciate the opportunity to comment on the build alternatives and environmental impacts and we look forward to the release of the DCR and EA.

Sincerely,



C. H. Huckelberry  
Pima County Administrator

Michael Ortega, P.E.  
Tucson City Manager



Bob Smith  
Vice President  
University Of Arizona  
Planning, Design & Operations

**I-10, I-19 to Kolb Rd and SR 210, Golf Links Road to I-10**  
**Response to Pima County/City of Tucson/UofA January 11, 2019 Comment Letter**  
**January 14, 2019**

**General**

Pursuant to the recent Public Information Meeting in Tucson, Pima County / City of Tucson / UofA sent a joint letter with several comments based on roll plots of the proposed concept designs. Their comments and our responses are detailed below.

**Comment #1**

***Preferred Alternative.** We see benefits to both alternatives (I and IV), but if they each provide the same total number of travel lanes, it is difficult to recommend the more costly Alternative IV given the numerous competing local needs. We are also concerned that the Collector-Distributor system could limit future expansion and modifications. For example, it is not unreasonable to expect that four through lanes in each direction may be required in the future. This would be costly to retrofit if only three lanes were built under Alternative IV. We would be more supportive of Alternative IV if it can be demonstrated to achieve the same congestion benefits at reduced cost, significant safety benefits, and improved local access and circulation.*

**Response**

Thank you for your preference related to the two system alternatives.

**Comment #2**

***Temporary Improvements Needed.** We support the ultimate recommended expansion of capacity along I-10, but are concerned that funding constraints will result in worsening congestion and reduced safety long before ultimate improvements can be constructed. Therefore, we suggest that temporary mainline widening (such as one additional lane in each direction) be considered and incorporated into the implementation plan. This plan should identify temporary improvements, costs, scheduling and phasing.*

**Response**

We appreciate your comment regarding interim improvements. Because many of the bridges on I-10 will need to be replaced, widened and raised to provide adequate clearance over the arterial streets, this requires a change in the profile of I-10. Adding temporary lanes to a roadway profile that will be later removed and reconstructed is not cost effective. Along I-10 the critical stretch of interstate needing operational improvements is from I-19 to Valencia Road. The bridges needing to be replaced to provide more clearance and to widen the structure include Ajo Way, Country Club, Irvington, Palo Verde, Drexel and Valencia. Replacing the bridges affects the I-10 profile leading up to and in between the bridges. The stretch of I-10 from I-19 to Park Ave retains the existing profile. This stretch of I-10 has already been widened to the inside. Widening to the outside would require reconstructing the existing ramps which is one of the projects in the implementation plan. Widening the 6<sup>th</sup> Avenue bridge over I-10 is a good candidate as a stand-alone interim improvement project. The 6<sup>th</sup> Avenue bridge can be designed to handle a light rail car if 6<sup>th</sup> Avenue is considered as a route for light rail. The implementation plan will be included in the Design Concept Report.

**Comment #3**

***Kino Parkway Traffic Interchange (TI) Priority.** Our first priority is reconstructing the Kino Parkway TI and associated mainline widening to at least three lanes in each direction from Park Avenue to Country Club Road. We believe there may be strategies to accomplish this priority that do not necessarily require that the Country Club Road TI be constructed first. This strategy would*

*require careful phasing and the use of local arterial streets including Park Avenue, Country Club Road, Benson Highway, Ajo Way and others to provide substitute access while the Kino Parkway TI is built. Therefore, we recommend analysis of an alternate strategy for reconstructing the Kino Parkway TI and 3-lane widening of I-10 as the first design and construction project before the Country Club Road TI is designed. We understand this may require modifying the 5-year PAG Highway Program.*

#### **Response**

ADOT will cooperate with the region to determine the sequence of projects for the implementation plan and the projects for inclusion in the 5-year program. Each project profile in the implementation plan identifies detour routes needed to construct the project. Detailed analysis for phasing a project is typically prepared by the final design consultant.

#### **Comment #4**

***Amazon Facility Impacts.** Please confirm and document that the traffic model assumes the recent addition of the new Amazon Fulfillment Center near Kolb/Valencia, as well as "The Village" near Science Park Drive and Kolb Road. If not assumed, please document how these facilities and associated employee and freight traffic will impact the Kolb/I-10 TI and what design changes may be required.*

#### **Response**

Jacobs compared the 2045 PAG model information with the traffic parameters of 2040 PAG model. The 2045 PAG model appears to include the Amazon development but does not include a loading for "The Village". The Traffic Analysis Zone (TAZ) for the 2045 PAG model which includes the Amazon site identifies 6145 employees for the area. The I-10/SR 210 study utilized the 2040 PAG model which did not include the Amazon development. The 2040 PAG model TAZ identified 3420 employees for the same area. The difference between the two models is 2725 employees. The employment increase is more than the 1500 to 1900 employees expected for the Amazon development. The TAZ that covers the Port of Tucson area on the west side of Kolb Road showed an increase of 1340 employees. This is reasonable as Amazon will attract other businesses to the same area. The TAZ area where "The Village" is located has no employees or residents in the 2045 PAG model. PAG should add "The Village" employment and residential information to the latest 2045 model when they have sufficient data on the development.

The distance from Amazon to I-10 is 1.5 miles south along Kolb Road to the Kolb Road traffic interchange. However, the 2045 PAG model favors the route to the I-10 Valencia Road TI using Valencia Road which is approximately 1.0 miles shorter than by going south along Kolb Road and then northwest along I-10 to the Valencia Road TI. Valencia Road is a 6-lane divided parkway in both models. The westbound onramp at the Valencia Road TI has two lanes to accept the turning movements from Valencia Road. The westbound on-ramp traffic flows onto a mile-long auxiliary lane providing ample distance to merge onto I-10. At the I-10 Kolb Road TI the westbound onramp provides a free flow ramp for southbound to the westbound traffic.

The traffic flow patterns should be reviewed during final designs for the Valencia Road TI and the Kolb Road TI to make appropriate adjustments in the future.

#### **Comment #5**

***Kolb Road Traffic Interchange (TI).** Existing and planned development at the Port of Tucson and UA Tech Park (most recently Amazon and The Village) will continue to rely heavily on Kolb Road for primary access. All truck traffic for the UA Tech Park enters and exits through the Kolb*

*Road/Science Park Drive intersection. For these reasons, it is critical to ensure this TI can accommodate significant planned growth with particular consideration for freight and truck traffic and stacking at the TI.*

### **Response**

As mentioned in the response to Comment #5, the TAZ in the latest 2045 PAG model does not include a loading for “The Village”. Since “The Village” TAZ is located adjacent to the north side of I-10 to the east of Kolb Road, the TAZ will increase traffic utilizing the Kolb Road TI. It should be noted that latest 2045 PAG model decreased the density of employment to the south of I-10 and shifted employment closer to I-10 when comparing it to the 2040 PAG model. Residential areas to the south of I-10 were shifted to the north side of I-10 around the Houghton Road area.

The I-10/SR 210 study used the 2040 PAG model to drill down traffic volumes to obtain traffic on the roadway grid surrounding Interstate 10 and SR 210. There will be a number of developments that will arise between the development of the traffic study and when the individual projects are designed. The final design consultant will need to determine if the I-10/SR 210 concept design from the study is consistent with conditions during the design year. The concept for mainline I-10 and SR 210 should be fine but minor adjustments may be needed for some of the ramps at the time of the final design.

### **Comment #6**

***Kino Sports Park South.*** *Pima County requests several improvements to support the proposed Kino Sports Park South facility: 1) an expanded I-10 bridge structure at the Julian Wash to accommodate a roadway connection between the north and south Kino Sports Parks; 2) a new bridge structure at the Forgeus Avenue alignment to provide for vehicular access between the north and south Kino Sports Parks; and 3) full signalized accessed to the northwest corner of the new Sports Park which is currently planned for a hotel facility (located just east of the present day eastbound on ramp).*

### **Response**

ADOT and Jacobs met with Pima County Administration in the past regarding the Kino Sports Park South facility and are willing to help facilitate the proposed Sports Park improvements. See our responses and comments below.

- 1) Earlier Pima County requested a bicycle/pedestrian/maintenance pathway incorporated into the channel bank similar to what is currently in place on the west side of the channel, see meeting notes with Pima County dated 5/16/2017. ADOT and Jacobs had no issue with what was planned but the pathway concept work would need to be coordinated with the Flood Control District since this is their channel. However, the comment above states that a roadway is desired. If that is the case, the county should consider a structure that is separate from the flood control channel like what was identified in your comment 2) above. Please clarify your request.
- 2) Earlier planning efforts included a bridge structure at Forgeus Avenue alignment. The structure was to be designed by and paid by Pima County but included with the construction document for the interstate improvements.
- 3) The access control guidelines allow for a right-in/right-out access within 660’ of the ramp return. Depending on the location of the desired signalized intersection, it may require a variance to the access control guidelines that ADOT and FHWA will need to approve.

### **Comment #7**

**Sonoran Corridor Connection.** *Please confirm and document that the traffic model used for this study includes and assumes that the Sonoran Corridor is built, and confirm the type and size of roadway (2 or 4 lanes). We recommend that the Alvernon Way TI be planned to accommodate a connection to the existing Aerospace Parkway and possibly the Sonoran Corridor. This may require, for example, additional through-lane capacity on Alvernon Way under I-10.*

### **Response**

The 2040 PAG traffic model was used for the I-10 traffic study. The 2040 PAG model did not have the “Sonoran Corridor” in the model as the Sonoran Corridor was just beginning to be conceptualized. However, the 2040 PAG traffic model had a number of parkways located to the south of I-10 including an east-west parkway alignment that went from I-19 near Sahuarita to I-10 near SR 83. One of the parkways followed Alvernon Way south of I-10 and continued south along the Swan Road alignment to avoid the future runway associated with the Tucson Airport expansion. The parkway associated with Alvernon Way had six lanes and connected to the east-west parkway. In the system alternatives, Alvernon Way is shown with six though lanes needed to connect to the 6-lane parkway to the south. Kolb Road was another north-south parkway that continued south along the Wilmot Road alignment and connected to the east-west parkway.

### **Comment #8**

**Contractor's Way Impacts.** *Contractor's Way is an important roadway used by many construction and industrial companies located in the vicinity, including Tucson Electric Power. Several proposed changes including access to and from this roadway are problematic:*

- a. The proposed closure of this route north of Ajo Way will negatively impact local circulation and also eliminates a bike route. This closure does not provide a grade separation at the railroad to get to Alvernon north as it does now. This is a significant change in service functionality during train crossings.*
- b. The elimination of the grade separated connection from Contractor's Way to Alvernon will create additional at grade railroad crossings at Ajo Way. Traffic flow at the grade railroad crossing at Ajo Way could break down at the new interchange during train events. Capacity should be evaluated and land and signal improvements provided to keep the interchange movements working when trains cross.*
- c. The elimination of access from Irvington Road to Alvernon Way will negatively impact local circulation.*
- d. The new interchange at Ajo Way and SR210 may not function during train events without mitigation.*

*We request further analysis and consideration of these impacts and maintaining the bike route north of the proposed cul-de-sac. Improvements to Contractor's Way will be necessary and should be included. For example, show widening and intersection improvements at Ajo Way.*

### **Response**

See our responses and comments below.

- a) We agree that this is a change in service functionality for Contractor’s Way. The SR 210/Ajo Way TI provides access to Alvernon Way. The Ajo Way blockage if a train stalls on the track was a concern for TEP. The project team met with TEP regarding the change to Contractor’s Way, see TEP meeting notes dated 12/12/2017. Their issue was having emergency access to the north for their service trucks if access to SR 210 at Ajo Way was blocked. At the north end of Contractor’s Way a cul-de-sac is proposed. The cul-de-sac will have a locked gate to a maintenance road that will provide access to Alvernon Way at the



- Golf Links Road intersection. TEP will have access to the maintenance road. TEP was satisfied with this provision.
- b) The signals at the SR 210 / Ajo Way TI will be coordinated with the railroad crossing signal located to the east of the interchange. This is a common approach with intersections near railroad crossings, like the current Alvernon Way/Irvington Road intersection and the Alvernon Way/Ajo Way intersection. The eastbound off-ramp storage at Ajo Way will be reviewed to determine if adequate storage is provided.
  - c) We agree that eliminating access to Alvernon Way at Irvington Road will affect local circulation routes. However, the regional traffic flow on Alvernon Way will be traveling on SR 210 thus reducing some of the capacity needs on Irvington Road.
  - d) The signals at the SR 210 / Ajo Way TI will be coordinated with the railroad crossing signal located to the east of the interchange. This is a common approach with intersections near railroad crossings.

Routing of bike paths was discussed in the 1/31/2017 progress meeting. It was noted that bike paths are an added value of the project and are not mitigated for bike path removal. Palo Verde Road is an existing bike route down to Irvington Road. With the removal of the Palo Verde Road TI at I-10 the bike route can continue south through the underpass to the Benson Highway. In the 10/12/2017 meeting with TEP, utilizing the maintenance road by bicycles was discussed. ADOT did not have an issue with bicycles using the maintenance road. However, ADOT did not want to label the maintenance road for bicycle usage. The locked gates to the maintenance road will allow access for bicycles similar to access provided at trail heads. With recent roadway widening improvements made to Valencia Road, the commercial industrial area south of DMAFB now has a good connection point to Valencia Road at Craycroft Road. Valencia Road provides good access to I-10 and to Kolb Road.

Based on traffic projections, the existing intersection configuration of Ajo Way and Contractors Way is adequate for the proposed changes.

#### **Comment #9**

*Country Club Road. The new Country Club TI should include widening Country Club Road to four lanes north to Milbur Street and south to at least Benson Highway, but potentially as far south as Valencia Road, to eliminate likely congestion and operational problems that would result from the new TI.*

#### **Response**

Improvements beyond the identified limits are beyond the current scope of work. The need for improvements to the north of Michigan Street were identified in the implementation and detour plan that was submitted for comment by stakeholders at the progress meeting 2/21/2018. The work (north of Michigan Street) was anticipated as a project for the local jurisdiction to provide. Extending the project limits to include the additional work on Country Club Road (north of Michigan Street and south of Irvington Road) will cause a delay in the approval of the DCR and EA.

#### **Comment #10**

*Aviation Parkway to Golf Links Road. We do not support the proposed changes to eastbound Aviation Parkway to Golf Links Road. Eastbound traffic is currently two free-flow lanes under Alvernon Way. The draft plan reduces this to only one lane that is stop controlled at Alvernon Way and requires a complex route. We recommend a different design that does not diminish this important east-west arterial connection between downtown and the east side of Tucson.*

## **Response**

We recognize the importance of the eastbound connection to Golf Links Road. Currently the 2-lane eastbound Golf Links Road is underutilized by traveling public. Eastbound peak hour traffic counts in 2010 for Golf Links Road were 555 vph (AM) and 905 vph (PM). The projected 2040 peak hour traffic volumes are 700 vph (AM) and 1040 vph (PM). A single lane ramp with a signalized intersection will be more than adequate for this movement. The signal will only have two phases to minimize delays to the traffic. The eastbound Golf Links traffic will split the signal cycle time with southbound Alvernon Way traffic. The 2040 traffic models for both system alternatives indicate the intersection will operate at a LOS B for the AM and PM peak hours.

## **Comment #11**

***Alvernon Way/SR 210 Impacts.*** *The grade separations of the existing intersection of Alvernon Way with Ajo Way, Michigan Street, and Irvington Road will require improvements to the existing roadway network in order to gain access to the freeway, including:*

- 1) Dual right-turn lanes on westbound Irvington Road to northbound Palo Verde Road.*
- 2) Dual right-turn lanes from northbound Palo Verde Road to eastbound Ajo Way. Extend aerial mapping to cover this area.*
- 3) Southbound access from Alvernon Way/210 to Michigan Street from Ajo Way, if warranted.*

## **Response**

See our responses and comments below.

- 1) Improvements requested for Irvington Road/Palo Verde are beyond the current scope of work. The requested work at the intersection may not be needed as traffic volumes will be lower on Irvington Road. Detailed traffic reviews of the Irvington Road/Palo Verde Intersection can be done during preparation of the final design.
- 2) Improvements requested for Palo Verde Road/Ajo Way are beyond the current scope of work. Detailed traffic reviews of the Palo Verde Road/Ajo Way Intersection can be done during preparation of the final design.
- 3) Improvements requested to add a frontage road or ramp down from SR 210 to Michigan Street are not warranted. There are only a few businesses located along Michigan Street. Adding ramps or frontage roads from SR 210 to Michigan Street will take out several businesses that the ramps or frontage roads intend to serve. Adding ramps or frontage roads will also cause a delay in the approval of the DCR and EA.

## **Comment #12**

***Alvernon Way/SR 210 Bike-Pedestrian Impacts.*** *Converting Alvernon Way to a limited access freeway will eliminate the existing designated bike route and some sidewalk facilities. An alternate north-south bike route and substitute pedestrian facilities should be provided from the intersection of SR210 on the north to Drexel Road on the south.*

## **Response**

As discussed in Comment #9, routing of bike paths was discussed in the 1/31/2017 progress meeting. It was noted that bike paths are an added value of the project and are not mitigated for bike path removal. Palo Verde Road is an existing bike route down to Irvington Road. With the removal of the Palo Verde Road TI at I-10, the bike route would continue south through the underpass to the Benson Highway. Benson Highway connects to Drexel Road.

**Comment #13**

***Valencia Road Traffic Interchange.*** Suggest increasing left turn storage for WB off ramp at Valencia Road TI.

**Response**

Jacobs will look at the request for additional storage for the WB off ramp at the Valencia Road TI.

**Comment #14**

***I-10 Bridge at Drexel Road.*** Suggest increasing bridge length at Drexel Road to accommodate future development to the east.

**Response**

Per earlier coordination from Pima County, 6/30/2017 with Robert Young, the length of the Drexel Road bridge was increased to accommodate future development to the east. The bridge shown in the DCR is proposed to have two through lanes, one turning lane, a 6' sidewalk, and a 12' wide multipurpose pathway to accommodate the Julian Wash Linear Park.

**Comment #15**

***Craycroft Road Traffic Interchange.*** Consider building the proposed circulation (connector) road north of the Triple T Truck Stop prior to the Craycroft Road interchange reconstruction.

**Response**

If traffic conditions north of the TI change to warrant construction of the 2-way connector road early before the Craycroft Road TI is reconstructed ADOT will need to make the decision. The 2-way connector road will need to be installed with the raised median, traffic signal, drainage improvements and the frontage road to make it work.

**Comment #16**

***Future Traffic Analysis.*** The Design Concept Report should state that capacity at all intersections and roadway segments within at least 2 miles of freeway interchanges should be evaluated during design of each project and during phasing of work for potential capacity issues to identify and/or recommended capacity improvements. Designs should also consider the impacts of increased traffic to existing pavement and recommend improvements, if needed.

**Response**

The traffic analysis request will be discussed with ADOT. Normal policy is to review two signals each side of the interstate. The traffic analysis will be included with the design considerations for the implementation plan.

Please note that project meeting notes, plans and figures are available for review at the Jacobs project team website, Jacobsaz.com. Once on the project website click on the I-10 / SR 210 project. Login is I-10 Corridor and the password is Empirita (case sensitive).

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**From:** [Olbert, Brad](#)  
**To:** [Robert Young](#)  
**Cc:** [RPerez@azdot.gov](mailto:RPerez@azdot.gov); [Priscilla Cornelio](#); [John Moffatt](#); [Beth Abramovitz](#); [Mike Dawson](#); [Black, Paul N.](#)  
**Subject:** RE: I-10, I-19 to Kolb Road and SR 210 DCR/EA  
**Date:** Wednesday, May 03, 2017 3:24:19 PM

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Robert,

Thank you for the reply to our response on the Pima County comments and the additional clarification. Your input has resulted in several refinements to the two build alternatives. We are currently in the process of refining the two VISSIM traffic models to add in the changes to the alternatives.

Thank you!

Brad

---

**From:** Robert Young [mailto:[Robert.Young@pima.gov](mailto:Robert.Young@pima.gov)]  
**Sent:** Wednesday, May 03, 2017 3:13 PM  
**To:** Olbert, Brad  
**Cc:** [RPerez@azdot.gov](mailto:RPerez@azdot.gov); Priscilla Cornelio; John Moffatt; Beth Abramovitz  
**Subject:** FW: I-10, I-19 to Kolb Road and SR 210 DCR/EA

Brad,

As a follow up to my previous email and our subsequent discussion, Pima County sees a benefit to the “bubbles” you proposed for slip ramps between the CD road and the mainline west of Kolb Road and should be included in the design. The slip ramps near Valencia Road are so close to the end of the project that they provide little benefit and are not needed. Let me know if you need further information.

Robert Young, PE  
Manager, Transportation Systems Division  
Pima County Department of Transportation  
201 N Stone Ave., 4<sup>th</sup> Floor  
Tucson, AZ 85701  
(520)724-6777

---

**From:** Robert Young  
**Sent:** Wednesday, May 3, 2017 2:42 PM  
**To:** 'Olbert, Brad' <[brad.olbert@jacobs.com](mailto:brad.olbert@jacobs.com)>  
**Cc:** 'RPerez@azdot.gov' <[RPerez@azdot.gov](mailto:RPerez@azdot.gov)>; Priscilla Cornelio <[Priscilla.Cornelio@pima.gov](mailto:Priscilla.Cornelio@pima.gov)>; John Moffatt <[John.Moffatt@pima.gov](mailto:John.Moffatt@pima.gov)>; Carmine DeBonis <[Carmine.DeBonis@pima.gov](mailto:Carmine.DeBonis@pima.gov)>; Beth Abramovitz <[Beth.Abramovitz@pima.gov](mailto:Beth.Abramovitz@pima.gov)>  
**Subject:** I-10, I-19 to Kolb Road and SR 210 DCR/EA

Brad,

Thank you for your response to our March 20, 2017 comment letter on the referenced project. Per

our discussion at the progress meeting on April 19, we have discussed your response with county administration and agree that you have addressed the issues that were raised. We are confident that going forward, you will keep our concerns in mind as the alternatives are further refined and evaluated.

Robert Young, PE  
Manager, Transportation Systems Division  
Pima County Department of Transportation  
201 N Stone Ave., 4<sup>th</sup> Floor  
Tucson, AZ 85701  
(520)724-6777

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## COUNTY ADMINISTRATOR'S OFFICE

PIMA COUNTY GOVERNMENTAL CENTER  
130 W. CONGRESS, FLOOR 10, TUCSON, AZ 85701-1317  
(520) 724-8661 FAX (520) 724-8171

C.H. HUCKELBERRY  
County Administrator

March 20, 2017

Arizona Department of Transportation  
c/o Michael R. Dawson  
EcoPlan Associates, Inc.  
78 W. Cushing Street  
Tucson, Arizona 85701

**Re: Design Concept Report and Environmental Assessment for Improvements to Interstate 10 from Interstate 19 and State Route 210 from Golf Links Road to Interstate 10**

Dear Mr. Dawson:

One of the region's most critical issues is transportation infrastructure. It is the key to economic stability and regional vitality. Pima County, through its Economic Development Plan and Comprehensive Plan, is actively engaged in activities that grow the employment and tax base throughout the region.

In support of these efforts, Pima County supports the advancement of the Design Concept Report and Environmental Assessment for Improvements to Interstate 10 from Interstate 19, and State Route 210 from Golf Links Road to Interstate 10, and provides the following initial comments on the two proposed roadway improvements:

- Pima County supports the build alternative for State Route (SR) 210. The proposed improvement will provide a much needed transportation facility in the south central portion of Tucson and significantly improve transportation service in the region.
- Pima County does not currently have a preference regarding the proposed Interstate 10 alternatives. The proposed collector-distributor configuration in

Arizona Department of Transportation, ATTN: Michael R. Dawson

Re: **Design Concept Report and Environmental Assessment for Improvements to Interstate 10 from Interstate 19 and SR 210 from Golf Links Road to Interstate 10**

March 20, 2017

Page 2

System Alternative IV is a concept new to the region that requires full vetting to identify and address associated concerns.

- The System Alternative IV collector-distributor configuration requires vehicles transitioning from Interstate 10 to SR 210 to exit the westbound mainline onto the collector-distributor system east of Kolb Road. This transition requires vehicles destined for SR 210 to travel the collector-distributor system over five miles past Wilmot Road, Craycroft Road and Valencia Road. Vehicles that miss this transition point will need to continue traveling west on the mainline past SR 210, exit at the Country Club Road interchange and loop back onto the eastbound mainline or auxiliary lane to connect to the SR 210 ramp, which seems ineffective and confusing. Additionally, it is unknown whether the proposed collector-distributor system is a more cost-effective option to adding additional mainline lanes with an exit at the SR 210 Interchange similar to Alternative I.
- The Port of Tucson, located on Kolb Road north of Interstate 10, is a freight distribution center from which hundreds of semi-trucks travel daily south on Kolb and turn west onto Interstate 10. Others depart the freeway at Kolb Road headed to the Port. It is critical to ensure the proposed diverging diamond intersections on Kolb have sufficient stacking capacity at the two-phase traffic signals so that stopped traffic, including semi-trucks, does not backup and block the east and westbound ramp entrances from Kolb Road onto Interstate 10.
- Additionally, the several hundred semi-trucks departing the Port of Tucson and traveling westbound on Interstate 10, as well as the large number of semi-trucks that use the truck stops on either side of Craycroft Road, will have to travel the collector-distributor system for several miles before being able to re-enter the Interstate 10 mainline west of SR 210. To provide better access for this high and growing volume of semi-truck traffic to and from the mainline and reduce the volume of semi-truck traffic in the collector-distributor lanes, consideration should be given to providing another transition point from the collector-distributor lanes to the Interstate 10 mainline west of Craycroft Road. There was some discussion on this topic at a recent Arizona Department of Transportation open house meeting.
- The Sonoran Corridor Tier I Environmental Impact Study (EIS) will review route options south and east of Tucson International Airport. One of the proposed routes runs north and south along the Alvernon Way alignment. The selected Interstate 10 and SR 210 interchange design at Alvernon should provide for the possible extension of SR 210 south to connect to the existing Aerospace Parkway and possibly the Sonoran Corridor. This potential connection could



Arizona Department of Transportation, ATTN: Michael R. Dawson  
Re: **Design Concept Report and Environmental Assessment for Improvements to  
Interstate 10 from Interstate 19 and SR 210 from Golf Links Road to Interstate 10**  
March 20, 2017  
Page 3

improve connectivity to the area south and east of Tucson International Airport currently under study as a part of the Sonoran Corridor EIS.

- Ensure the provision of direct at-grade access from the westbound frontage road to parcels immediately north of Interstate 10 between Park and Fourth Avenues and lying east and west of the Union Pacific Railroad line.

Pima County appreciates the opportunity to provide these initial comments and expects to be an active participant as the process moves forward.

Please direct future inquiries and requests to Carmine DeBonis, Jr., Deputy County Administrator for Public Works, at [carmine.debonis@pima.gov](mailto:carmine.debonis@pima.gov).

Sincerely,



C. H. Huckelberry  
County Administrator

CHH/mjk

Attachments

c: Carmine DeBonis, Jr., Deputy Pima County Administrator for Public Works  
Nanette Slusser, Assistant Pima County Administrator for Public Works  
John Moffatt, Director, Pima County Economic Development Office  
Priscilla Cornelio, Director, Pima County Department of Transportation

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## COUNTY ADMINISTRATOR'S OFFICE

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(520) 740-8661 FAX (520) 740-8171

C.H. HUCKELBERRY  
County Administrator

May 3, 2017

Karen Apple  
Senior Public Involvement Coordinator  
HDR, Inc.  
101 N. 1<sup>st</sup> Avenue, Suite 1950  
Phoenix, Arizona 85003

### **RE: Interstate 10 and State Route 210 Feasibility Study and Scoping Request**

Dear Ms. Apple:

Pima County is aware of ADOT's Interstate 10 and State Route 210 Feasibility Study and efforts. One design consideration south of the downtown area will improve mobility efficiency and support a key Pima County economic development initiative, the Kino Interchange.

Pima County owns several hundred acres of land just east of Kino Boulevard along Interstate 10 within the Study area. The Kino Stadium District, the Kino Environmental Restoration Project (KERP), and University Medical Center South Medical Campus are located north of Interstate 10. Pima County also owns approximately 170 acres of undeveloped land south of Interstate 10. That property is currently in the planning phase for a major economic development initiative to create a sports and entertainment venue. The development will include three hotels of various sizes as well as numerous restaurants and supporting retail shops. These two sites north and south of Interstate 10 are connected with a small maintenance path adjacent to the Julian Wash and KERP outlet.

The proposed interchange improvements will result in the loss of several acres due to the eastbound on-ramp that enters Interstate 10 at the Julian Wash bridge. In addition, ADOT will be required to put in a new bridge over the Julian Wash as part of the interchange improvements. The new expanded bridge should provide Pima County adequate connectivity between the north and south Kino properties to improve circulation. (See the attached graphics.)

Please consider this letter a request to include the scoping of an expanded underpass at the Julian Wash for improved traffic flow and connectivity between the County properties. In addition, I would greatly appreciate receiving the standard updates on the Study and any subsequent planning, including

Karen Apple, Senior Public Involvement Coordinator  
**Interstate 10 and State Route 210 Feasibility Study and Scoping Request**  
May 3, 2017  
Page 2

schedule for each of the Interstate 10 interchange improvements. The website shows both Country Club Road and Kino Boulevard begin planning and design in the coming two to three years.

Thank you in advance for your consideration.

Respectfully,



Nanette M. Slusser  
Assistant County Administrator

NMS:ism

**Attachments**

- c: Carmine DeBonis, Jr., Deputy County Administrator, Public Works
- Priscilla Cornelio, Director, Pima County Department of Transportation
- Maureen (Reenie) Ochoa, Director, Pima County Stadium District
- Rudy Perez, Project Manager, Arizona Department of Transportation
- Brad Olbert, Project Engineer, Jacobs Engineering



# CONCEPTUAL SITE PLAN



**LEGEND**

- PROJECT BOUNDARY
- THE LOOP MULTI-USE PATH
- OWNERSHIP BOUNDARY

**KEY**

1	RETAIL/RESTAURANT: 12,000 SF
2	RETAIL/RESTAURANT: 8,000 SF
3	RETAIL/RESTAURANT: 20,000 SF
4	DRIVE-THRU RESTAURANT: 5,000 SF
5	RETAIL/RESTAURANT: 5,000 SF
6	RETAIL/RESTAURANT: 16,000 SF
7	RETAIL/RESTAURANT: 5,000 SF
8	RETAIL/RESTAURANT: 5,000 SF
9	RETAIL/RESTAURANT: 5,000 SF
10	RETAIL/RESTAURANT: 5,000 SF
11	DRIVE-THRU RESTAURANT: 5,000 SF
12	RETAIL/RESTAURANT: 16,000 SF
13	RETAIL/RESTAURANT: 24,000 SF
14	RETAIL/RESTAURANT: 12,000 SF
15	HOSPITALITY: 80,000 SF (110 ROOMS, 4 STORIES)
16	HOSPITALITY: 70,000 SF (130 ROOMS, 6 STORIES)
17	HOSPITALITY: 165,000 SF (260 ROOMS, 7 STORIES)
18	WATER PARK: APPROX 10 ACRES
19	SCOREBOARD TERRACE AND JUMBOTRON
20	STADIUM: 10,000 SEATS
21	STADIUM PLAZA
22	EVENT DAY VENDER KIOSKS
23	EVENT PROMENADE
24	TAILGATING LAWN
25	INDOOR SPORTS CENTER: 50,000 SF
26	COMMUNITY PARK (SPASH PAD AND PLAY GROUNDS)
27	PARK RAMADA
28	PARK BATHROOM
29	COMMUNITY ATHLETIC FIELDS (ARTIFICIAL TURF)
30	TOURNAMENT ATHLETIC FIELDS (NATURAL TURF)
31	PASEO DEPORTIVO
32	TOURNAMENT BATHROOMS AND PATIOS
33	COMMUNITY CENTER (FLEX SPACE AND LOCKER ROOMS)
34	AWARDS PLAZA
35	EVENT AMPHITHEATER: 5,000 CAPACITY
36	THE LOOP (MULTI-USE PATH)
37	MAINTENANCE FACILITY AND YARD: 1 ACRE

# KINO SOUTH

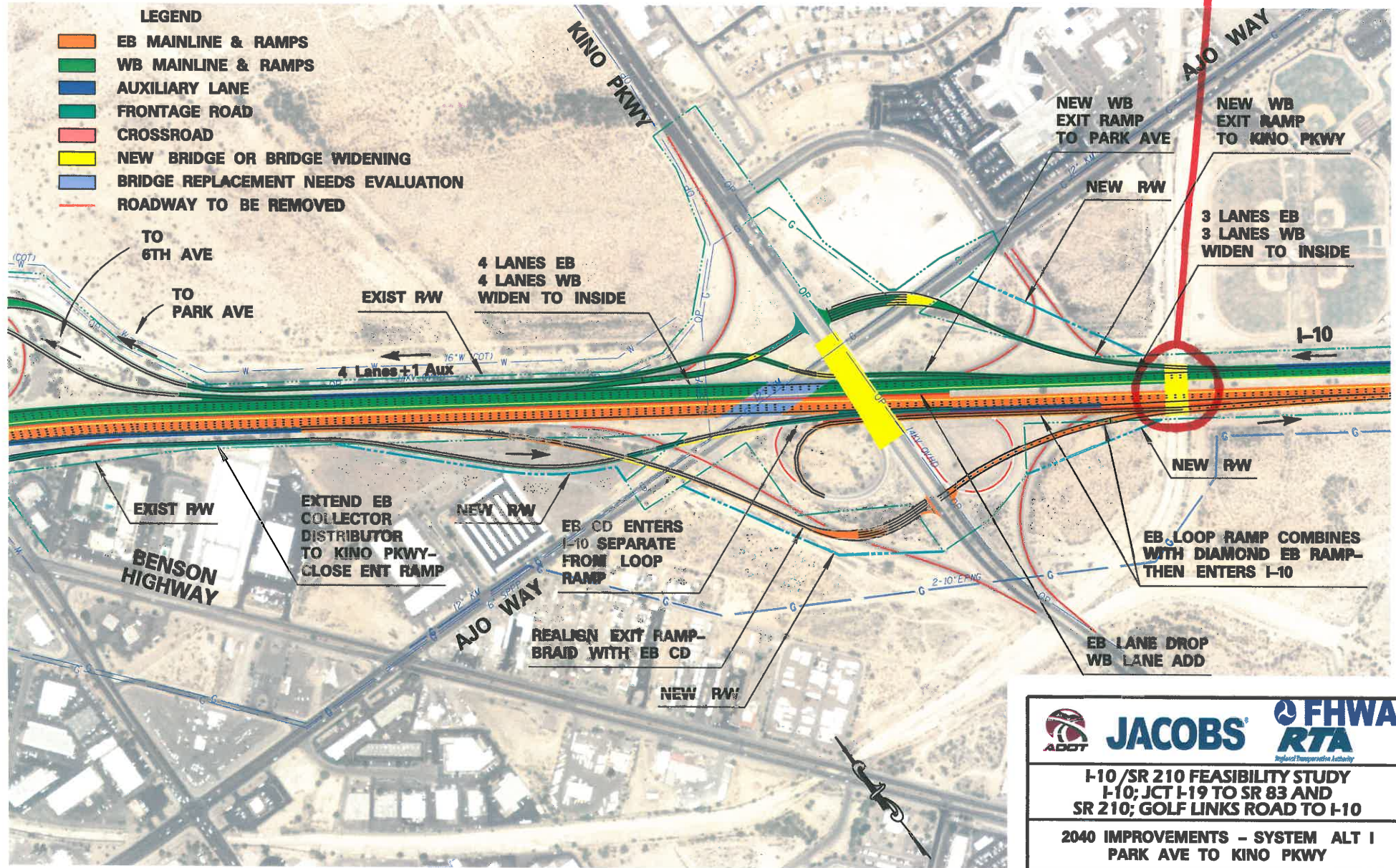


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**EXPANDED BRIDGE**

**LEGEND**

- EB MAINLINE & RAMPS
- WB MAINLINE & RAMPS
- AUXILIARY LANE
- FRONTAGE ROAD
- CROSSROAD
- NEW BRIDGE OR BRIDGE WIDENING
- BRIDGE REPLACEMENT NEEDS EVALUATION
- ROADWAY TO BE REMOVED



**I-10/SR 210 FEASIBILITY STUDY  
I-10; JCT I-19 TO SR 83 AND  
SR 210; GOLF LINKS ROAD TO I-10**

**2040 IMPROVEMENTS - SYSTEM ALT I  
PARK AVE TO KINO PKWY**

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**From:** [Project Evaluation Program](#)  
**To:** [Mike Dawson](#); [Project Evaluation Program](#)  
**Cc:** "[Sarah Karasz](#)"; "[jwhite@azdot.gov](mailto:jwhite@azdot.gov)"; [Maria Altemus](#); [Project Evaluation Program](#)  
**Subject:** RE: I-10, Jct I-19 to Kolb Rd and SR210, Golf Links to I-10 ADOT # H7825  
**Date:** Tuesday, March 28, 2017 2:45:13 PM  
**Attachments:** [image001.png](#)

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Hi Mike,

My apologies on running behind on my response to you.

Then Department does not have any significant comments at this time, but would like to be kept in the loop as the project moves forward (i.e. we would like to review a Draft of the DCR and EA when they are prepared).

Regards,

***Cheri A. Bouchér***

Project Evaluation Program Specialist  
Arizona Game & Fish Department- WMHB  
5000 W Carefree Highway  
Phoenix AZ 85086-5000  
623-236-7615  
[cboucher@azgfd.gov](mailto:cboucher@azgfd.gov)

AGFDLogo



---

**From:** Mike Dawson [mailto:[mdawson@ecoplanaz.com](mailto:mdawson@ecoplanaz.com)]  
**Sent:** Tuesday, February 21, 2017 2:33 PM  
**To:** Project Evaluation Program  
**Cc:** 'Sarah Karasz'; '[jwhite@azdot.gov](mailto:jwhite@azdot.gov)'; Maria Altemus  
**Subject:** I-10, Jct I-19 to Kolb Rd and SR210, Golf Links to I-10 ADOT # H7825

Ms. Bouchér;

On behalf of Sarah Karasz of the Arizona Department of Transportation Environmental Planning Group, please see the attached scoping letter for the referenced Interstate 10 widening/ traffic interchange improvements and State Route 210 extension to I-10 in metro Tucson and Pima County. As the letter notes, we would appreciate receipt of your comments by March 21, 2017.

Thank you.

Mike Dawson  
President - Arizona Association of Environmental Professionals  
Senior Environmental Planner  
EcoPlan Associates  
78 W. Cushing Street

Tucson, Az. 85701

520.624.4326 ext. 177

520.423.3950 (fax)

520.403.9614 (cell)

480.733.6666 ext. 177 (Mesa office)



## **Record of Conversation**

**Date:** March 6, 2017  
**Time:** 3:00pm  
**Federal Number:** 010-E(210)A  
**ADOT Number:** 010 PM 260 H7825 01C  
**Project Name:** Interstate 10, Junction Interstate 19 to Kolb Road and State Route 210, Golf Links Road to Interstate 10  
**Contact Initiator:** Andrew Korchmaros of Tohono O'odham Nation  
**Contact Recipient:** Michael Dawson of EcoPlan Associates  
**Copy:** Sarah Karasz - ADOT, Rudy Perez - ADOT, Brad Olbert - Jacobs

**Regarding:** Agency Scoping Letter

---

### **Conversation Summary**

Mr. Korchmaros, Civil Engineering Manager for Tohono O'odham Nation (TON) called in reply to the scoping letter received by Gerald Fayuant, Planning and Economic Development Director (TON). Mr. Korchmaros noted he regularly used Alvernon Way and Palo Verde Road Traffic Interchange (TI) at Interstate 10 (I-10) on his regular commute to work in Sells. He had several observations and questions related to SR 210 concept and Palo Verde TI.

Truck access to industrial area around Alvernon Way is important. He noted large trucks regularly access the fuel tank farm, Federal Express facility and manufacturing sites. Thus he was concerned with signalized or grade separated intersections with Ajo Way and Irvington Road. He felt maintaining access was critical.

As a regular traveler on Palo Verde Road his preference is to not remove that TI from I-10, but to reconfigure or improve in some fashion. He noted the tight loop ramps are problematic and has seen substantive damage to signs and guardrails as vehicles have trouble negotiating the ramps. He is also aware of the high number of accidents in that segment of I-10. He was unsure how a new Country Club TI would connect to the local businesses that rely on Palo Verde TI.

Mr. Korchmaros will follow-up with a letter in the next week or two.

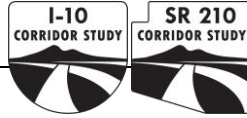
Agency Scoping Letter

March 6, 2017

Page 2 of 2

**Action Items**

- Add Mr. Korchmaros to the mailing list to keep him informed of the project progress. He is at same address as Mr. Fayuant, phone # 520.993.6610.



#### ARIZONA DEPARTMENT OF TRANSPORTATION

205 S. 17<sup>th</sup> Avenue, Mail Drop 605E  
Phoenix, AZ 85007

### COORDINATION MEETING NOTES

#### I-10, I-19 to Kolb Road & SR 210, Golf Links to I-10

Project No. 010 PM 260 H7825 01L

March 16, 2017

**TO:** Meeting Attendees

Sixto Molina, City Manager, City of South Tucson  
Mick Jensen, Planner, City of South Tucson  
Joel Gastelum, Planning and Zoning Director, City of South Tucson  
Rudy Perez, ADOT Major Projects Group  
Brad Olbert, Jacobs Project Manager

**FROM:**

Brad Olbert, Jacobs Project Manager

**SUBJECT:**

**COORDINATION MEETING NOTES**

**I-10, I-19 to Kolb Road & SR 210, Golf Links to I-10**

**Project No. 010 PM 260 H7825 01L**

PHASE II (I-10/SR 210) Design Concept Report and Environmental Assessment

#### INTRODUCTION

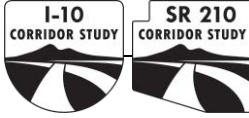
This coordination meeting was held 10:45 AM March 16, 2017 at the City of South Tucson, City Hall Conference Room. The purpose of the meeting was to review the proposed planning concepts for I-10 through the limits of the City of South Tucson for the new city manager.

#### SUMMARY

Brad Olbert, Jacobs Project Manager, gave a brief overview of the project.

Our traffic analysis of 2011 traffic volumes showed that the traffic interchange (TI) at 6<sup>th</sup> Avenue was operating adequately. The TI did not require major re-work to meet the projected 2040 traffic volumes. However, we recently received correspondence from the VA Hospital. The VA Hospital mentioned that 6<sup>th</sup> Avenue is very congested during rush hour periods and requested capacity improvements for the westbound I-10 on-ramp. We are revisiting traffic operations at the interchange and are looking into possibly adding dual left-turn lanes. The City of South Tucson staff liked the idea of having dual left-turns to help reduce the queue lengths and congestion in the area.

One other item is a PAG transit study on routes for transit (modern street car or Bus rapid transit). PAG is looking for a route over I-10 at either 6<sup>th</sup> Avenue or Kino Boulevard. Mick said South Tucson prefers having the route along 6<sup>th</sup> Avenue. The bus route along 6<sup>th</sup> Avenue has one of the highest riderships in the Tucson area.



Having a transit line route along 6<sup>th</sup> Avenue will provide development opportunities for the City. The UofA prefers the route over Kino Boulevard.

Mr. Molina was interested in providing improved access to the area north of I-10, south of 36<sup>th</sup> Street, east of 6<sup>th</sup> Avenue, and west of Park Avenue. This area has suffered from a lack of good access ever since I-10 was constructed. The area has a lot of empty buildings and vacant lots. The owners of the area are interested in removing the old structures and rebuilding as long as better access can be obtained.


Mr. Olbert said the existing Park Avenue interchange is difficult for visitors to Tucson to navigate. The plan is to provide full access at this interchange and replace the loop ramp. The traffic interchanges of 6<sup>th</sup> Avenue/Park Avenue/Kino Boulevard are too close together to provide adequate weaving distances. Access to the Park Avenue and 6<sup>th</sup> Avenue interchanges in the westbound direction will utilize braided ramps to separate cars and reduce the weaving on I-10. The current I-10 concept does not allow westbound traffic originating from Park Avenue to have access to 4<sup>th</sup> and 6<sup>th</sup> Avenues. This would restrict access north of I-10 and is not desirable from South Tucson's point of view.

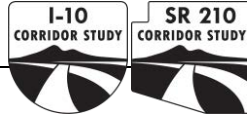
To provide better access to the area north of I-10, Jacobs will add a westbound slip ramp that will allow cars from the Park Avenue on-ramp to merge with the 6<sup>th</sup> Avenue off-ramp. The slip ramp will allow access to 4th and 6th Avenues. In the eastbound direction getting off and on eastbound I-10 will be very similar except the connection to Park Avenue will be changed providing a perpendicular connection to Park Avenue. Vehicles at 6<sup>th</sup> Avenue TI will be able to loop around I-10 using either the undercrossing at the UPRR railroad crossing or the Park Avenue TI. The ramp adjustment was acceptable to the City of South Tucson.

The meeting adjourned around 12:00 PM.

#### **ACTION ITEM LIST**

- The Jacobs team will look into the possibility of adding dual left-turn lanes at the 6<sup>th</sup> Avenue TI.
- Jacobs will contact PAG about the location of the future transit crossing of I-10.
- The Jacobs team will add a westbound slip ramp that will allow cars from the Park Avenue on-ramp to merge with the 6th Avenue off-ramp.

Signed:   
Brad Olbert, PE, Project Manager



#### ARIZONA DEPARTMENT OF TRANSPORTATION

205 S. 17<sup>th</sup> Avenue, Mail Drop 605E  
Phoenix, AZ 85007

### COORDINATION MEETING NOTES

#### I-10, I-19 to Kolb Road & SR 210, Golf Links to I-10

Project No. 010 PM 260 H7825 01L

March 16, 2017

**TO:** Meeting Attendees

Carlos Valdez, Transportation Manager, Sunnyside Unified School District  
Mike Dawson, EcoPlan  
Rudy Perez, ADOT Major Projects Group  
Brad Olbert, Jacobs Project Manager

**FROM:**

Brad Olbert, Jacobs Project Manager

**SUBJECT:**

**COORDINATION MEETING NOTES**

**I-10, I-19 to Kolb Road & SR 210, Golf Links to I-10**

**Project No. 010 PM 260 H7825 01L**

PHASE II (I-10/SR 210) Design Concept Report and Environmental Assessment

#### INTRODUCTION

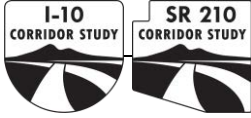
This coordination meeting was held at 1:30 PM March 16, 2017 at the Sunnyside Unified School District Conference Room located at 2300 E. Ginter Road, Tucson. The purpose of the meeting was to review the impacts of the proposed I-10/SR 210 (Alvernon Way) interchange improvements on the Los Ninos Elementary School and identify solutions if needed.

#### SUMMARY

Brad Olbert, Jacobs Project Manager, gave a brief overview of the project to widen I-10 from I-19 to Kolb Road and to extend the Barraza-Aviation Parkway (SR 210) south along the Alvernon Way corridor to connect with I-10. Existing Alvernon Way is a 4-lane divided roadway south of I-10 and in front of the Los Ninos Elementary School.

The proposed system improvements located at I-10 and Alvernon Way will widen Alvernon Way to the north side of the Los Ninos Elementary School. Alvernon Way will be widened to a 6-lane divided roadway at the eastbound ramps to I-10. In the future, the Regional Transportation Plan shows Alvernon Way to the south of I-10 being a 6-lane divided parkway.

Carlos Valdez mentioned that twice a day, parents and bus drivers drive to the school to drop off or pick up 700 students (kindergarten through 5<sup>th</sup> grade). Buses have a location where they unload/load students. In the afternoon, after the buses are loaded with children the buses line up at the north exit from the school where they




wait for an opportunity to make a left on-to Alvernon Way or if Alvernon Way is busy will make a right turn onto Alvernon Way and go north to the nearest traffic signal to make a U-turn to head south on Alvernon Way. Parents have a separate location where they can unload or park and wait for their children. In the afternoon, parents wait in an area that is three lanes across to pick up children. The waiting area frequently queues up onto Alvernon Way blocking one northbound travel lane down to Drexel Road.

The proposed improvements for the I-10 project will widen Alvernon Way south to the northernmost parking lot exit used by the buses to exit the school property. In the future when the rest of Alvernon Way is widened to 6-lanes divided as a parkway, these improvements will match the Alvernon Way section to the north. Heavy traffic conditions will make exiting the school property difficult for buses and cars. To facilitate the left turn out of the school parking lot it was recommended that a signal be installed to stop northbound and southbound traffic to enable buses loaded with students to exit the property. The signal would be activated only after all of the buses have queued up to make the left turn. Mr. Valdez felt the signal would take care of buses leaving the school property. Parents leaving the school make a right turn and queue up in a left-turn pocket located across from the bus exit. Parents then make a U-turn to head south on Alvernon Way. Further analysis will be needed to determine if the parents can utilize the bus exit after the buses have left the property.

The meeting adjourned around 2:30 PM.

#### **ACTION ITEM LIST**

- The Jacobs team will propose a new signal to be located at the northernmost bus exit point.

Signed:   
Brad Olbert, PE, Project Manager





**DEPARTMENT OF VETERANS AFFAIRS**  
**Southern Arizona VA Health Care System**  
**Tucson, AZ 85723**

In Reply Refer To: 678/0-00

**MAR 14 2017**

Arizona Department of Transportation  
c/o Michael R. Dawson  
EcoPlan Associates, Inc.  
78 W. Cushing St.  
Tucson, AZ 85701

RE: 010-E(210)A  
010 PM 260 H7825 OIL  
Interstate 10, Junction Interstate 19 to Kolb Road  
and State Route 210, Golf Links Road to Interstate 10

Dear Mr. Dawson:

This is in response to your Arizona Department of Transportation (ADOT) letter dated February 11, 2017, initiating a Design Concept Report and an Environmental Assessment for proposed improvements to Interstate 10 (I-10) from Junction Interstate 19 (I-19) to Kolb Road and to State Route (SR) 210 from Golf Links Road to I-10. The Southern Arizona VA Health Care System is supportive of this initiative. Most importantly our largest interest lies with I-10 traffic interchanges (TI) at South 6<sup>th</sup> as well as Park Avenues. Both of these TIs are critical to the Department of Veteran Affairs mission and the medical care of our nations Veterans. At present time, the less than one mile distance between our South 6<sup>th</sup> Avenue entrance and I-10 may take greater than 15 minutes during morning and afternoon rush hours. One of our significant pinch points is the North or West bound I-10 TI on ramp.

The Southern Arizona VA Health Care System strives to provide quality and compassionate care to all of our Veterans. We are very concerned with patient care and the satisfaction of the Veterans we serve. If you should have any additional questions, concerns or need updated information, please contact Mr. Martin H. Sjurson, Facility Manager at (520) 629-1840.

Sincerely,

A handwritten signature in black ink, appearing to be "WJ Caron", is written over a horizontal line.

William J. Caron, FACHE  
Director  
Southern Arizona  
VA Health Care System

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#### ARIZONA DEPARTMENT OF TRANSPORTATION

205 S. 17<sup>th</sup> Avenue, Mail Drop 605E

Phoenix, AZ 85007

#### AGENCY SCOPING MEETING NOTES

#### I-10, I-19 to Kolb Road & SR 210, Golf Links to I-10

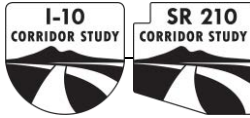
Project No. 010 PM 260 H7825 01L

December 1, 2016

**TO: Meeting Attendees**

Sarah Karasz, ADOT Environmental Planning Group, Senior Environmental Planner  
Kimberly Noetzel, ADOT Community Relations, Assistant Communications Director  
Rudy Perez, ADOT Major Projects Group  
C.T. Revere, ADOT Communications  
Emily Dawson, ADOT Southcentral District Project Development  
James Gomes, ADOT Southcentral District Regional Traffic Engineer  
Rod Lane, ADOT Southcentral District Engineer  
Sharon Gordon, FHWA Area Engineer  
Capt. Benjamin Buller, Arizona Department of Public Safety Tucson District 8 Region  
Kristin Terpening, Arizona Game & Fish Department Wildlife Habitat Specialist  
Mick Jensen, City of South Tucson Planning  
Robin Raine, City of Tucson Assistant Transportation Director  
Mike Garcia, City of Tucson Fire Department, Assistant Chief  
Scott Robidoux, Tucson Airport Authority Airport Planner  
Beth Abramovitz, Pima County Department of Transportation  
Robert Young, Pima County Trans. System Division Manager.  
Bob Roggenthen, Pima County  
John Moffatt, Pima County  
Steve Wilson, Pima County Department of Transportation  
Manuel Guzman, Sun Tran  
James Tokishi, Pima Association of Governments  
Jamison Brown, Pima Assoc. of Governments Transportation Planning Manager  
Mike Dawson, EcoPlan Associates Senior Environmental Planner  
Maria Altemus, EcoPlan  
Jeff Holzmeister, J2 Engineering Drainage\*\*  
Paul Black, Jacobs Roadway\*\*  
Shanthi Krishnan, Jacobs Traffic Modeling, Project Manager\*\*  
Brad Olbert, Jacobs Project Manager  
Shantala Ramaiah, Jacobs Structural  
Jessica Rietz, Jacobs Environmental  
Sandra Thoms, Jacobs Traffic\*\*

\*\* Attended via teleconference



**FROM:**

Brad Olbert, Jacobs Project Manager

**SUBJECT:**

**ADOT/FHWA AGENCY STAKEHOLDER MEETING NOTES**

**I-10, I-19 to Kolb Road & SR 210, Golf Links to I-10**

**Project No. 010 PM 260 H7825 01L**

**PHASE II (I-10/SR 210) Design Concept Report and Environmental Assessment**

**INTRODUCTION**

The Agency Stakeholder Meeting for this project was held at 10:00 AM December 1, 2016 at the ADOT Southcentral District Office Training Room. The meeting was scheduled to end at 12:00 PM but it adjourned at 11:40 AM.

The meeting was well represented by agencies interested in improving the I-10 corridor from Junction I-19 to Kolb Road and providing a connection for SR 210 to I-10. Agencies included ADOT, FHWA, Arizona Department of Public Safety (DPS), Arizona Game and Fish Department, City of South Tucson, City of Tucson, Pima County, and Pima Association of Governments (PAG). Stakeholders provided critical input for the success of the project.

**SUMMARY**

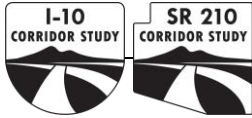
Rudy Perez, ADOT Project Manager opened the meeting at 10:05 AM. Introductions were held for all attendees.

Brad Olbert, Jacobs Project Manager gave a safety minute and discussed winter visitors and the extra driving precautions associated with having unfamiliar drivers on the road. He also reminded everyone to stay calm and drive slowly in icy or cold conditions. Brad then gave an overview of the meeting agenda which was dispersed to all attendees prior to the meeting and copies were available for those who did not print their own.

Brad briefed attendees on the study team organization including the project manager, subconsultants, and key players on the team. Rudy Perez is the ADOT project manager. Brad will manage the consulting team in which J2 is handling drainage, Ninyo and Moore is handling geotechnical, and EcoPlan will work on portions of the environmental scope.

Related to project communications, Brad informed attendees of the project website. All documents related to this project from the very beginning are posted on the website including meeting minutes, exhibits, and project deliverables. This site is intended for use by the study team only. The login information is available in the meeting presentation slides. There is a separate website for public use with information related to the project. The content on the public website is out of date, however, ADOT will be updating it soon.

- Study Team Website: [www.jacobsaz.com](http://www.jacobsaz.com)
  - Login: I-10 Corridor
  - Password: Empirita
- Public Project Website: <http://www.azdot.gov/projects/south-central/i-10-and-sr-210-feasibility-study>



## I-10 / Barraza-Aviation Pkwy (SR 210) Design Concept Report & Environmental Assessment

PAGE 3 OF 9

Brad continued with the project communications discussion by announcing the quarterly progress meeting. This will take place in mid-January and will cover the public scoping meeting, ADOT/Agency scoping input, as well as discussion on I-10 profile and bridge structures.

Brad gave an overview of the project to date. Phase I was completed February 2015. Phase I included an update to the Feasibility Report, Environmental Overview, and the Traffic Report. The Feasibility Report was initially completed in 2012 and included very aggressive growth rates for population and traffic projections. The Feasibility Report Update utilized more realistic projections and can be found on the project website. The project is now in Phase II which includes the Design Concept Report (DCR), Environmental Assessment (EA), and other supporting documents.

Rod Lane asked if the modeling included the impact of the Sonoran Corridor (SR 410). Brad responded that the microsimulation modeling efforts did not specifically look at Sonoran Corridor. The Sonoran Corridor route was included in the regional PAG modeling and was labeled as a parkway instead of an interstate. This difference in designation equates to a minor speed difference in the modeled traffic which is expected to have minimal impact on the I-10 corridor. Any impacts this has on I-10 traffic volumes would not equate to adding or removing a whole lane on I-10.

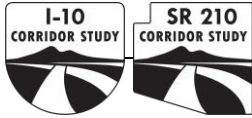
Sharon Gordon from FHWA asked where the connection for the Sonoran Corridor will be. Rudy Perez indicated that the Sonoran Corridor Study has just begun and they do not want to start talking about connection points in this project that could preclude any other connection point.

John Moffatt asked if the traffic modeling differentiates between cars and trucks. One of the major changes seen is that more trucks would be taking the Sonoran Corridor and wants to know if the split was more heavily towards trucks on I-10 or on the Sonoran Corridor. Mike Dawson from EcoPlan emphasized that this input in the traffic model is key to performing the air quality and noise analyses. Brad indicated that the regional PAG model was used and the team drilled it down to get a handle on the traffic demands and number of lanes needed for the corridor and each interchange. Rudy assured everyone that this study team plans on coordinating closely with the Sonoran Corridor project team.

Brad continued discussing the project overview and indicated that Phase II of this project is currently under way and includes the Design Concept Report (DCR), Environmental Assessment (EA), and other supporting documents. Mike Dawson indicated that two environmental documents will be developed over the next few weeks including a Chapter Outline and a Purpose and Need Statement.

Brad discussed the project limits and indicated that originally this project was going to extend from I-19 to SR 90. It was broken into an urban segment (I-19 to SR 83) which would require a DCR and EA, and a rural segment (SR 83 to SR 90) which would require a DCR and PEL. However, recently it was decided that the DCR and EA will only extend from I-19 to Kolb Road. These limits were identified based on what ADOT believes can realistically be constructed by the design year 2040. The I-10 corridor extending east from Kolb Road to SR 90 has been eliminated from the DCR and EA studies for this project.

Brad reviewed the timeline for previous I-10 and SR 210 corridor studies. The first public meeting was held in October 2011. The Feasibility Report and EO were first submitted in October 2012 and updated in February 2015. The DCR and EA are starting now and should wrap up in March 2019.



The goals of the feasibility study were to decide how best to improve mobility along the I-10 corridor from the downtown Tucson area towards Vail, as well as identify the best alternatives for I-10 and the Barraza-Aviation (SR 210) corridors to carry forward for further evaluation in the Design Concept Study. The goals were reached and several alternatives were identified for further evaluation. However, the list of alternatives was further refined.

Brad gave a brief overview of each of the proposed system alternatives.

**System Alternative I:**

- SR 210 follows the Alvernon Way alignment and ties into I-10 with a system-to-system interchange at the current Alvernon Way interchange
- The interchange at Alvernon Way includes a service TI and a system TI
- I-10 will be widened from I-19 to Kolb Road to accommodate future traffic plus improve all of the TIs

**System Alternative II:**

- SR 210 runs along the south side of Davis-Monthan AFB and then turns south to connect into I-10 with a system-to-system interchange at near the Valencia Road interchange
- I-10 will be widened from I-19 to Kolb Road to accommodate future traffic plus improve all of the TIs

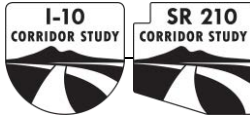
**System Alternative IIIc:**

- SR 210 runs close to DMAFB and ties into I-10 with a system-to-system interchange near the current Wilmot Road interchange
- I-10 will be widened from I-19 to Kolb Road to accommodate future traffic plus improve all of the TIs
- This alternative was discontinued because there were many business and residential impacts, approximately 70 residential takes, potential hazmat issues through the industrial area south of DMAFB and issues with flight zones, blast zones, unexploded ordinances, and required steep grades to avoid existing infrastructure.

**System Alternative IV:**

- SR 210 follows the Alvernon Way alignment and ties into I-10 with a system-to-system interchange at the current Alvernon Way interchange
- I-10 will be widened from I-19 to Kolb Road to accommodate future traffic plus improve all of the TIs
- A collector-distributor roadway (C-D) follows I-10 from the SR 210 connection to the Kolb Road TI
- The C-D is intended to separate regional and local traffic to minimize traffic weaving
- Mainline through traffic will stay on I-10 and local traffic will have access to interchanges via the C-D (drivers will be notified of this through signage)
- Mainline I-10 and the C-D will be at the same elevation but separated by a concrete Jersey barrier

Brad discussed the project progress to date. The Feasibility Report Update included System Alternatives I, II, and IV and was completed in February 2015. Jacobs met with agency stakeholders including FHWA, ADOT Southcentral District, Pima County, and the City of Tucson to discuss changing the east termini to Kolb Road and to discontinue System Alternative II. They collectively decided to eliminate System Alternative II from the list as it had the most challenges in terms of hazardous materials, unexploded ordinances, and strong opposition from the US Customs and Border Protection. The DCR will move forward with System Alternatives I and IV as well as a No Build scenario. In addition, the east termini was agreed to end at Kolb Road.



Brad discussed changes that occurred from submittal of the Feasibility Report to today. Previously, population projections showed 1.4 million residents by the year 2040. Now projections are showing a population of 1.4 million residents by the year 2045. This means the traffic modeling conducted is a little conservative, but the evaluation and results are still valid. Additionally, there was a shift in the future growth allocation which pushed approximately 45,000 residents closer to the east end of Valencia Road. This change means more traffic using Valencia Road; this will be analyzed during the study. It will likely require dual-lane ramps instead of the currently proposed single lane ramps at the Valencia Road TI. Overall, the traffic model is sound and should not require many changes during the study.

Brad brought up some of the project issues to be worked out. One of the key items is developing the I-10 vertical profiles. There are a handful of items that need to be looked into for this including:

- bridge structure configurations (approximately 70 structures on this project)
- cross street widths and future widening
- possibility of accommodating future rail transit access under or over bridges

Additional project elements include developing drainage concepts to handle surface runoff, identifying the project footprint for the environmental work, utility conflicts with the system interchanges, as well as the need to comply with the NEPA process regarding public involvement.

Shantala Ramaiah (Jacobs Structures) indicated that structural decisions made now will trickle down and affect many other disciplines. Therefore, early feedback on structural decisions would be greatly appreciated. She referenced a handout with structural considerations. There are 70 structures throughout the corridor and about half of those bridges are pretty new and do not require evaluation. Looking at the existing bridges, about half of those have to be replaced regardless because of proposed capacity increases on the cross roads, and the other half can be retained and simply widened. Shantala emphasized that the wider the bridge, the deeper the deck becomes which means it needs to be higher to allow the proper clearance and also have steeper slope paving. There will be an in-depth evaluation of each structure, beyond just the sufficiency rating, to determine which need to be replaced and which can be fixed. We are looking for input on information and preference on cross road capacity, vertical clearance, wall placement, etc.

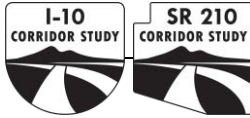
Brad briefly went over a list of project deliverables which included design and environmental submittals (see slide 16 of the PowerPoint presentation).

Brad emphasized that close coordination will take place with the Sonoran Corridor team, of which Carlos Lopez is the project manager. Everything completed on this I-10 project to date will be available to the Sonoran Corridor team. The Sonoran Corridor will tie into I-10 somewhere between Kolb Road and SR 83 which is outside of this project's (Phase II) study limits.

Sharon Gordon asked about the configuration at the east end of Alternative IV where the C-D system would start and if that would be a system interchange. Brad indicated that Kolb Road would be a service traffic interchange and the system interchanges would be at SR 210 (Alvernon Way and I-10). There will also be a system interchange where Golf Links meets SR 210 since the ramps feed directly onto Golf Links. Sharon then stressed that this information would be useful to the Sonoran Corridor team.

Sharon asked if there would be an interchange at Valencia Road and what the distance would be from that to Alvernon Way. Brad assured that there would be a service TI at Valencia Road which is approximately two miles from the system TI at Alvernon Way.





Brad discussed the service TI at Kolb Road and indicated that this will be a diverging diamond interchange (DDI) due to the large number of turning movements. This configuration is being proposed for both Alternatives I and IV.

Rod Lane asked where the C-D system would be located within Kolb Road in Alternative IV. Brad clarified that the C-D road ends just past the Kolb Road bridge. He indicated that if someone gets on the C-D road by mistake, they will be on that road for approximately 4.5 miles. It is unlikely that drivers will make this mistake more than once.

James Gomes (ADOT Southcentral District Regional Traffic Engineer) asked if there would be an amendment to the traffic report in response to the changed designation for the Sonoran Corridor. Rudy indicated that although the project limits do not overlap with the Sonoran Corridor study limits, the Sonoran Corridor is an influence. Attendees from ADOT were in agreement that they will need to evaluate how much of an influence the Sonoran Corridor is and how they want to address this.

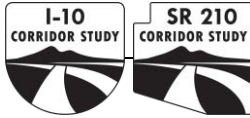
Brad indicated that the original traffic study assumed a 2040 Tucson region population of 2 million. That projection was later reduced to 1.4 million which prompted an update to the traffic modeling and allowed for a lane reduction on I-10. The LOS on I-10 improved slightly with this change, but we were able to reduce the number of lanes which had significant benefits. We do not anticipate the Sonoran Corridor will impact the currently proposed number of lanes on I-10 in 2040. However, the Sonoran Corridor will have a great benefit after 2040 as the area approaches saturation to the south of I-10 which can be seen in the earlier PAG model.

Rudy stated that coordination with the Sonoran Corridor team will be complicated as the I-10 DCR will be completed in about two years from now and the Sonoran Corridor team is not yet under contract and their study is on an 18-month schedule.

Brad emphasized that at the completion of the DCR there will be a number of projects going out for final design. There are a number of spots with major operational issues between I-19 and Alvernon Way, not necessarily on the mainline, but at the interchanges. This is supported by a crash analysis which shows a number of fatal crashes around Palo Verde Avenue, injury crashes at Kino Parkway, as well as numerous crashes on SR 210 at Ajo Way. As population and traffic volumes grow, these issues are just going to get worse. The No Build scenario is showing LOS F in most locations. This project is absolutely needed and needs to get under construction as soon as possible.

Capt. Benjamin Buller (Arizona DPS Tucson District 8 Region) confirmed Brad's statement indicating that he just completed a 3-year, 5-year, and 10-year crash analysis within the district and the Park Avenue interchange has the highest number of collisions in the district. The entire area has a lot of collisions and especially a lot of secondary collisions. He indicated that his team is very aggressive in responding to crashes and clearing crashes as soon as possible to try and minimize potential for secondary crashes. Capt. Buller also expressed concern for the rest of I-10 out towards Kolb Road which experiences heavy congestion and crashes westbound in the morning and eastbound at night. Brad pointed out this section of I-10 was one of the first built when they first started to build the interstate system, and the TI designs worked well back then, but they do not meet current standards – particularly the loop ramps. At the last public meeting, Brad heard feedback from members of the public that did not feel safe using the interchange at Park Avenue and they would detour one to two miles out of their way to avoid using that interchange.





## I-10 / Barraza-Aviation Pkwy (SR 210) Design Concept Report & Environmental Assessment

PAGE 7 OF 9

Brad indicated that the interchanges at Palo Verde Road and Alvernon Way are too close to one another. One of the first projects will be to upgrade the Alvernon Way TI to a full service interchange. The Palo Verde Road interchange will be removed and a TI will be added at Country Club Road which is approximately one mile from Alvernon Way. This will solve a lot of operational problems experienced around these interchanges.

Brad pointed to the provided figures showing the System Alternatives to see the currently proposed interchange designs. He reminded attendees that these will be available as PDFs on the project website.

Paul Black (Jacobs Roadway) added that unless the Sonoran Corridor team foresees a lot of traffic being dumped onto I-10, he does not see the need to add more lanes to I-10 in response to that. Sharon Gordon added that with the two project schedules, this will be difficult as the Sonoran Corridor study will not be complete until after this DCR. Rudy expressed that we will need to ask the Sonoran Corridor team whether their traffic data would be available sooner than the 18-24 month timeline and that this is one of the items this team will need to coordinate with the Sonoran Corridor team. He indicated that the Jacobs team is comfortable with their traffic projections because they did the evaluation so conservatively. The main point needing coordination with the Sonoran Corridor team is where the system interchange will tie in.

John Moffatt stated that development at Rita Road will bring more traffic into that area. He believes the model that moves the 45,000 residences near Valencia Road is a good one as they are trying to create an industrial area to the south. That is why he asked about the trucks and anticipates some of the traffic patterns to change in that area. They are starting to coordinate with City and County because they are seeing a new energy behind growth in that area. The Sonoran Corridor will help take some of the eastbound and westbound traffic off I-10. He shared that one of the reasons Sonoran Corridor was initially called a parkway was to carry traffic from the airport to the UofA Tech Park.

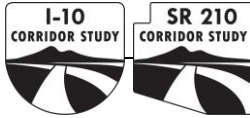
Sharon Gordon asked how much funding has been allocated for this project. Brad indicated that when the project limits extended out to SR 83, the estimated cost was about \$800 million. The estimate now that the project limits have reduced has yet to be determined.

Robin Raine asked what the programmed amount was for SR 210. Brad responded that the estimate is \$200 million dollars for construction only and does not include utility relocation or ROW acquisition.

Jamie Brown asked if the NEPA process has officially begun. Brad reassured that it has and that this meeting meets a requirement as a scoping session. The next meeting will be the public scoping meeting scheduled for late January. Rudy added that there will be quarterly progress meetings in which everyone in this meeting will be invited to attend.

Brad opened the floor for each agency to provide their comments thus far:

- **Arizona Game and Fish Department** is here to understand how all the planning works to make sure they are involved in an early stage. Mike Dawson pointed out a biological evaluation will be prepared for this project. There are no major drainages crossing I-10 so there will not be a lot of wildlife crossing in this segment, but there will be once you get east of Kolb Road. Brad noted the crash analysis identified three total crashes with animals, two of which were with pets.
- **Pima County** did not have any comments.
- **City of Tucson** did not have any comments.
- **Tucson Airport Authority** indicated that they are considering having the I-10 interchange at Country Club Road as a new entrance to the airport. They are also looking at doing a third parallel runway,

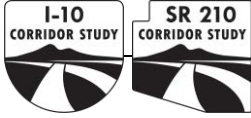


although not anytime soon, and they would potentially abandon parts of Alvernon Way and Swan Road to accommodate this. They would be extending Country Club Road to go around the existing runway to connect in. This is shown in their master plan. They also recommended that we reach out to Davis Monthan Air Force Base (DMAFB) because this project would likely affect them. Brad pointed out that DMAFB was fully involved in the feasibility study and were invited to this meeting but chose not to attend. They have seen Alternative I but not Alternative IV. They had reservations about Alternative II as did Border Patrol. Tucson Airport Authority also expressed concern about the effect the I-10/SR 210 will have on future development of the airport. Also, the project team should be aware of the need to file FAA Form 7460 about 45 days prior to the start of construction.

- **City of South Tucson** did not have any comments.
- **Pima Association of Governments** appreciates being invited and they are ready to assist if they need to look at the Sonoran Corridor as a freeway. They are also currently working on a regional freight plan and the study team should let them know if we would like to reach out to some of the freight stakeholders. C.T. Revere (ADOT Communications) mentioned they have attempted to reach out to contacts at Raytheon to attend these meetings without much luck.
- **Federal Highway Administration** highlighted the importance of having both project teams (this team and the Sonoran Corridor team) in close coordination. Sharon has no further comments as of yet.
- **Department of Public Safety** indicated that under the proposed Alternative IV, they would need to increase forces in that area because getting emergency services to the express lanes would be really difficult. It would be a four-mile section that if something happened, you would get stuck on it. Capt. Benjamin Buller pointed out that traffic interchanges give them the option to nose debilitated vehicles off the freeway, but without a TI on the express lanes that would not be an option. They will have a harder time clearing incidents off the freeway corridor. Additionally, if there is an incident but no interchange for four miles, any vehicles in a backup behind an incident would have nowhere to go to relieve the congestion.
- **Tucson Fire Department** agreed with the comments by DPS as they would have a difficult time with customer service to any emergencies or breakdowns in that four-mile section. Brad clarified that there will be 12-foot inside and outside shoulders along the express lanes as well as the C-D roads. Robin Raine inquired whether there would be any allowance for emergency vehicle access in this section. Brad noted they can put breaks in the median so smaller emergency service vehicles can get around the median. Capt. Benjamin Buller (DPS) indicated that the 12-foot shoulders would alleviate a lot of potential problems.
- **ADOT Southcentral District** asked if the results of this project will include an implementation plan. Brad confirmed that it would. Rod Lane indicated that there is a good chance they cannot build this in one shot and that it would need to be broken out and built in smaller projects over time. James Gomes asked if there was a chance I-10 would be depressed rather than raised, and Brad reassured there was not as there are a number of drainage crossings.

Rudy asked if DMAFB or FAA need to approve the preferred alternative or anything about the project. Brad noted there are some property acquisitions and abandonments that involve DMAFB. Mike Dawson indicated this is something that will need to be discussed with FHWA to determine whether we want to invite these agencies to be a cooperating agency or just a coordinating agency.

Mike Dawson indicated that he has no huge concerns as there are no big cultural or biological issues or even neighborhood issues. However, emergency services should be aware we propose getting rid of the medians. Twenty to thirty businesses would be gone, and they have freight access. Making those people whole would be



a big part of this project. Robin Raine pointed out that the multimodal component of the Sonoran corridor study would make business relocation not as tricky.


Paul Black stated we will have to coordinate closely with stakeholders to make sure we take care of first flush, and to make sure that roadway drainage does not overwhelm the existing system of drainage structures or channels. This is the type of input we need from our stakeholders, because that would affect the project's footprint. Robin Raine recommended we contact Pima County Flood Control District – Bill Zimmerman will not be in that position for much longer and the new contact is Eric Shepp.

Mr. Moffatt asked if the team needed their written comments on what was discussed today and comments on the alternatives. Rudy indicated it would be documented in the meeting minutes which can be found on the project website. He asked that everyone review them closely for accuracy.

Mike Dawson highlighted that they will be sending out formal agency scoping letters to go out at the same time as the public scoping effort in early 2017. Everyone invited and in attendance at the agency scoping meeting will get a letter, and that is an opportunity to review more detailed project information and submit written comments that would be appended to the environmental document.

#### **ACTION ITEM LIST**

- The Jacobs team will continue to pursue the key issues discussed in this meeting to define the critical elements of this study as early as possible.
- Stakeholders are encouraged to review and comment on the meeting minutes to ensure accuracy.

Signed:   
Brad Olbert, PE, Project Manager

Attachments

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