



*This page intentionally left blank*

# **Interstate 10: Junction Interstate 19 to Kolb Road and State Route 210: Golf Links Road to I-10**

Federal No.: 010-E(210)S

Project No.: 010 PM 260 H7825 01L

Design Concept Report and Environmental Assessment

**Public Involvement Summary (November 2018 Public Meetings)**

## **February 2019**

Prepared by:

HDR, Inc.

20 E. Thomas Road

Phoenix, AZ 85012

In cooperation with:

Arizona Department of Transportation (ADOT)

Federal Highway Administration

## Table of Contents

1.	Introduction .....	3
2.	Public Meetings.....	4
2.1	Public Meeting Notification .....	5
2.1.1	Newspaper Advertisements.....	5
2.1.2	Study Website .....	5
2.1.3	Press Release.....	5
2.1.4	Social Media .....	5
2.1.5	Door Hangers .....	5
2.1.6	Right of Way Direct Mailer.....	5
2.1.7	Littletown/Craycroft Road Stakeholder Outreach .....	6
2.1.8	Littletown/Craycroft Road Direct Mailers.....	6
2.1.9	Posters.....	6
2.2	Public Meeting Format.....	6
2.3	Public Meeting Materials .....	7
2.3.1	Display Banners.....	7
2.3.2	Roll Plot Maps and Smart Screens .....	7
2.3.3	Presentation.....	7
3.	Public Comment Summary .....	7
3.1	Summary of Comments .....	9

## Appendices

Appendix A: Meeting Notification

Appendix B: Meeting Materials

Appendix C: Public Comments

## 1. Introduction

### Overview

The Arizona Department of Transportation (ADOT), in conjunction with the Federal Highway Administration (FHWA), has initiated a Design Concept Report (DCR) and an Environmental Assessment (EA) regarding potential improvements to two important corridors that serve the Tucson area:

- Interstate 10 (I-10) from the I-10/Interstate 19 (I-19) interchange to Kolb Road
- State Route 210 (SR 210) (Barraza-Aviation Parkway) from Golf Links Road to a future connection with I-10 along Alvernon Way

Phase 1 of the long-range planning process for these corridors began in 2011. It included a Feasibility Study and Environmental Overview. The Feasibility Study examined future transportation needs and potential improvements, and the Environmental Overview identified potential environmental issues in the study area and recommended that a DCR and an EA be prepared to further study alternatives for potential implementation. Based on the Feasibility Study, two alternatives are being studied in Phase 2.

### Design Concept Report

The DCR will further refine the two alternatives identified in the Feasibility Study. The purpose of the proposed alternatives is to relieve congestion and improve traffic flow on I-10 and to connect SR 210 with I-10 along Alvernon Way to provide an additional route into and out of the downtown Tucson area. The proposed alternatives were developed based on public and agency input received during Phase 1 (2011-2015) as well as the technical analysis of multiple connection points between SR 210 and I-10.

### Environmental Assessment

The purpose of the EA is to identify any potential significant environmental impacts of the proposed alternatives, including a No-Build alternative. The EA will evaluate potential social, economic and natural environmental impacts on multiple environmental resource categories, including air quality, water quality, biological resources, land use, noise, and neighborhood and community impacts. The EA will be prepared in accordance with the National Environmental Policy Act of 1969 and the Council on Environmental Quality regulations 40 Code of Federal Regulations Section 1508.9.

Figure 1: Study Area Map



## 2. Public Meetings

ADOT and FHWA held two public meetings in November 2018: one community-wide meeting in Tucson and one specifically for the Littletown community located at I-10 and Craycroft Road. The meetings covered the overall project status and unique design challenges at the I-10/Craycroft Road Traffic Interchange (TI). The Tucson public meeting was advertised to the general public. The Littletown public meeting dealt with unique commercial and residential access issues related to proposed reconstruction of the Craycroft TI, located adjacent to the Littletown neighborhood. This Census Designated Place meets the criteria of an Environmental Justice (EJ)/Title VI community. Due to potential impacts by the proposed I-10/Craycroft Road TI improvements, a targeted outreach strategy was developed with the intent to increase the Littletown community's involvement in the study and to receive input regarding issues important to the community.

### Littleton Meeting

The purpose of the Littleton public meeting was to provide information about the proposed improvements at the I-10/Craycroft Road TI and the upcoming EA/DCR, and to give the community an opportunity to ask questions, provide input, and meet the project team. The meeting was held on Wednesday, November 28, 2018 from 5:30 p.m. to 7:30 p.m. at Billy Lane Lauffer Middle School Gymnasium, 5385 E. Littleton Road, Tucson, AZ. A total of 31 people attended the public meeting.

The proposed improvements at the I-10/Craycroft Road TI included options to manage truck traffic at the Tucson Truck Terminal (Triple-T Truck Stop), Pilot Travel Center and Freightliner, while minimizing impacts to the neighboring Littleton community.

## **Tucson Meeting**

The purpose of the Tucson public meeting was to provide information about the proposed corridor improvements to I-10/SR-210 and the ongoing EA/DCR and to give the community an opportunity to ask questions, provide input and meet the project team. The meeting was held on Thursday, November 29, 2018 from 5:30 p.m. to 7:30 p.m. at Apollo Middle School Multi-Purpose Room/Cafeteria, 265 W. Nebraska Street, Tucson, AZ. A total of 42 people attended the public meeting.

### **2.1 Public Meeting Notification**

#### **2.1.1 Newspaper Advertisements**

The team prepared and arranged for paid print advertisements that provided an overview of the study, information on how to provide comments and invited the public to attend the Tucson public meeting. The advertisements, also including the date and location of the Tucson meeting, were published in the following publications:

- Arizona Daily Star – English language ad (November 13, 2018)
- La Estrella – Spanish language ad (November 9, 2018)

Copies of the newspaper advertisements can be found in Appendix A.

#### **2.1.2 Study Website**

The study website, [azdot.gov/i10SR210study](http://azdot.gov/i10SR210study), was updated on November 9, 2018, and provided the dates and locations of the Littleton and Tucson public meetings and information about the study. All the materials from the public meetings were uploaded to the study website the day after the meeting. These materials included:

- Fact sheets (English and Spanish)
- Roll plot maps
- PowerPoint presentation
- Comment forms (English and Spanish)

Copies of the meeting materials are included in Appendix B.

#### **2.1.3 GovDelivery/Press Release**

The date and location of the Tucson meeting was distributed by ADOT on November 14, 2018, via GovDelivery and was posted on the ADOT website. A press release was distributed November 19, 2018. A copy of the GovDelivery and press release can be found in Appendix A.

#### **2.1.4 Social Media**

Nine posts providing the Tucson public meeting details were advertised on ADOT's Twitter page prior to the public meeting between November 19 and November 29, 2018. A copy of the public posts can be found in Appendix A.

#### **2.1.5 Door Hangers**

Door hangers (in English and Spanish) providing the date and location of the Tucson meeting were distributed to 18,000 homes and businesses within a half mile of the project limits on November 16, 2018. A copy of the door hangers can be found in Appendix A.

#### **2.1.6 Right of Way Direct Mailer**

A right of way direct mailer was sent to 96 Tucson property owners likely to be impacted by one or both alternatives. The letter informed them that their property could be impacted and provided the date and location of the Tucson public meeting. The letter (in English and Spanish) was mailed on November 14, 2018 and included an FAQ and fact sheet. A copy of the right of way direct mailer, FAQ and fact sheet can be found in Appendix A.

**2.1.7 Littletown/Craycroft Road Stakeholder Outreach**

In April 2018, the study team met with seven stakeholders along Craycroft Road near I-10 to solicit their feedback regarding proposed changes to the I-10/Craycroft Road interchange. After receiving the stakeholders’ feedback about the proposed changes, including a roundabout, the study team developed a new design for the intersection north of the I-10/Craycroft Road interchange. Prior to the public meetings, a stakeholder email was sent to the seven stakeholders. It included a map of the new design and provided the dates and locations of the Littletown and Tucson meetings. The email was sent November 9, 2018. A copy of the stakeholder email can be found in Appendix A.

**2.1.8 Littletown/Craycroft Road Direct Mailers**

A direct mailer was sent to 2,826 addresses in the Littletown neighborhood and surrounding communities near the proposed I-10/Craycroft Road interchange improvements to inform them of the Littletown public meeting. The mailer (in English and Spanish) was sent on November 13, 2018. A copy of the direct mailer can be found in Appendix A.

**2.1.9 Posters**

Posters (in English and Spanish) providing the date and location of the Tucson and Littletown meeting were provided to the following locations:

**Figure 2: Poster Distribution Locations**

Tucson Meeting Poster	Craycroft Meeting Poster
<ul style="list-style-type: none"> <li>• Quincie Douglas Library</li> <li>• El Pueblo Library</li> <li>• Valencia Library</li> <li>• Santa Rosa Library</li> <li>• Tucson Chamber of Commerce</li> <li>• Tucson Hispanic Chamber of Commerce</li> <li>• YMCA on S. Nogales</li> <li>• City of South Tucson City Hall</li> <li>• Tucson Parks and Rec for distribution to the following recreation centers:                             <ul style="list-style-type: none"> <li>○ El Pueblo</li> <li>○ Cherry Ave</li> <li>○ Quincie Douglas</li> <li>○ Santa Rosa</li> <li>○ Freedom Center</li> <li>○ Randolph Center</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Littletown Community Center</li> <li>• Craycroft Elementary (for distribution to all students) with three for the school itself</li> <li>• Three to Billy Lane Lauffer Middle School</li> </ul>

A copy of the poster can be found in Appendix A.

**2.2 Public Meeting Format**

Both public meetings began with registration at the door, where attendees were asked to sign in. They were also given a fact sheet. The first portion of the meeting was conducted in an open house format, and attendees were encouraged to view the display banners and roll plots. Project team members were available to answer questions. At 6 p.m., the study team gave a presentation about the Draft EA and DCR. At the Littletown meeting, attendees were given the opportunity to ask questions during a 15-minute question and answer session. Following both presentations, the study team answered questions one-on-one during a second open house portion with project team members in the room. There was also a comment area for meeting attendees to submit their comments on a comment form or online.



## **2.3 Public Meeting Materials**

A variety of meeting materials were made available to the public at the meetings. These meeting materials are available in Appendix B and include:

- Sign-in sheet
- Comment forms
- Fact sheet
- Title VI/Civil Rights information
- Self-Identification card

### **2.3.1 Display Banners**

A display banner was created for each of several topics considered to be of interest to the public. The banners provided at the meetings covered the following topics:

- Meeting overview
- Study overview
- Proposed System I Alternative
- Proposed System IV Alternative
- Engineering elements
- Environmental elements
- Study process
- How to comment
- Craycroft Road

A copy of the display banners provided at the public meeting can be found in Appendix B.

### **2.3.2 Roll Plot Maps and Smart Screens**

Tables and smart screens containing roll plot maps of the proposed alternatives were set up and staffed with project team members to help guide discussion and allow attendees to ask questions and leave their comments. Copies of the roll plot maps can be found in Appendix B and copies of the comments submitted are included in Appendix C.

### **2.3.3 Presentation**

At both meetings, a presentation was given to attendees at 6 p.m. The presentation can be found in Appendix B and covered the following topics:

- Project purpose and need
- Phase I study overview
- Phase 2 overview
  - System alternatives
  - DCR
  - EA
  - Schedule
- How to comment

The presentation at the Littletown meeting was followed by 15-minute question-and-answer session to answer general questions.

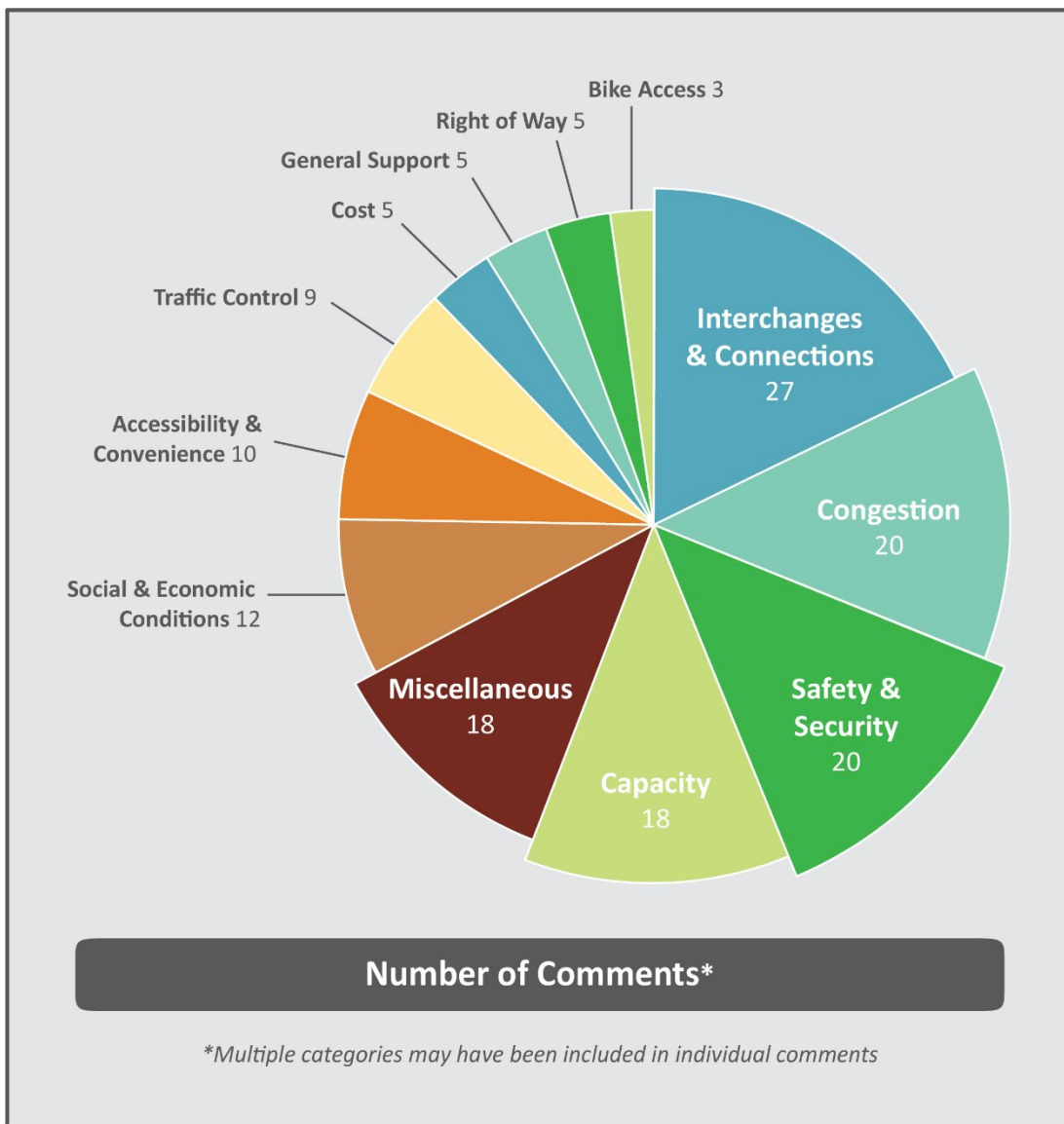
## **3. Public Comment Summary**

This section presents a summary of the comments received during the public comment period that ran through December 30, 2018. The comments received ranged from issues associated with capacity and congestion to

suggestions for traffic control measures and concerns with overall safety and security. Many similar comments were received from multiple commenters. Comments were classified into the following categories:

- Interchanges and connections
- Congestion
- Safety and security
- Capacity
- Miscellaneous
- Social and economic conditions
- Accessibility and convenience
- Traffic control
- Cost
- General Support
- Right of way
- Bike Access

**Figure 3: Comment Categories**



All comments received were reviewed for the specific issues or recommendations raised by the commenter. During the comment period, comments could be submitted in a variety of ways: comment forms, mail, telephone, e-mail and online. A total of 65 comments were received by December 30, 2018, the last day of the comment period, through the following methods:

**Project Information Line:** 1.888.692.2678

- The telephone comment line was checked daily, Monday-Friday. Comments received via telephone were logged in the HDR-managed comment log.

**Study Email:** i10SR210Study@hdrinc.com

- The study email was checked daily, Monday-Friday. Comments received via email were logged by HDR staff.

**Study Website:** <https://azdot.gov/planning/transportation-studies/i-10-and-sr-210-study/comments>

- The study website was checked daily, Monday-Friday. Comments received via the study website were logged by HDR staff.

**ADOT Mail:** ADOT Community Relations, 1221 S. Second Ave., Tucson, AZ 85713

- Comments received via mail were forwarded to HDR staff by ADOT Community Relations Project Manager, Jerimiah Moerke.
- Comments were documented in the HDR-managed comment log.

**Comment forms:** provided at the public meetings and on the study website.

- Comment forms were submitted at the public meetings, through the study email, the study website, and ADOT mail.
- All comment forms received were logged in the HDR-managed comment log.

HDR staff was responsible for replying to all the comments received. Comments requesting additional information about the study were forwarded to the ADOT I-10/SR 210 study team. The study team was responsible for formulating a reply and forwarding all notes back to HDR to reply and include in the comment log. The comment log is included in Appendix C.

### 3.1 Summary of Comments

The comments received primarily focused on interchanges and connections; congestion; safety and security; and capacity. A sample of comments from each category is provided below and all comments received during the public comment period are included in Appendix C.

#### Interchanges and connections

- I'm okay with the design concept of the Craycroft interchange. I don't mind doing a U-turn at the proposed intersection.
- I also support the proposed enhancements to the Craycroft/I-10 interchange.

#### Congestion

- I-10 is badly in need of expansion in this area and connecting SR210 to I-10 would also greatly help ease congestion and flow traffic along.
- I'm concerned about exiting Elvira Rd. to turn on to Craycroft and then I-10 W. during the morning commute. Big-rig trucks cause congestion.

#### Safety and security

- The congestion and car accidents from around the Palo Verde/ Alvernon exit is just too dangerous and needs to be addressed. Please consider doing something/anything to help reduce the danger.

- This area is extremely dangerous in the area of Alvernon to Kino and I should know as I drive it twice each weekday. The number of incidents here is alarming and additional lanes must be added to address safety and congestion.

### **Capacity**

- Please add one more lane than shown, build for the future!!
- I prefer the alternative that provides the most lanes to I-10 for the duration of the area, and this appears to be alternative 1.

### **Miscellaneous**

- Take an extra few days if necessary to make sure the road paving is flat and smooth.
- Please make sure to protect the artwork that decorates the South 6th Avenue/I-10 overpass!

### **Social and economic conditions**

- This area has been under served when it comes to highway road access and improvements, it also continues to grow in population.
- I believe as the Tucson, AZ metro grows, widening the I-10 with (system Alternative I) is very ideal.

### **Accessibility and convenience**

- I agree that Tucson needs better downtown access and movement using the State Route 210 with a connection to I-10. This important section is key to moving Tucson drivers thru downtown and to east Tucson.
- Extending SR210 south and allowing Aviation Pkwy and Golf Links to act as collectors for southbound traffic from a wide area of the city, funneling that traffic into an expanded SR210 with controlled access and at freeway speeds would allow for much smoother and faster transit past the west side of D-M AFB to connect to I-10.

### **Traffic control**

- The exit lane is not long enough. The STOP sign at the left turn at the end of the ramp is too rural for such a growing interchange.
- If this is going to be connected to I-10, make it a true Parkway and remove all the stop lights along the way and build proper interchanges for those roads. Traffic lights hinder quick traffic flow and turn this into just another city street. Remove the lights and increase the speed limit to 65 MPH.

### **Cost**

- The funds saved from implementing system alternative 1 vs 4 should be immediately applied to extend the expansion to Rita Road.
- Just 4 lanes would double the number of freeway lanes in that portion of I-10 at this time I do not think that the collector distributor roadway (System Alternative IV) from Alvernon to Kolb would serve any real purpose and it would be very expensive.

### **General Support**

- I support this project and please find the funding for it so we can get moving on it.
- Wish it could happen sooner. The need is already there.

### **Right of way**

- I am very concerned about the possible new right of way/easements/setbacks and how they will affect my property at Purcell Tire, 1515 E Ajo Way.
- I oppose purchasing the private property along the Park Av/Benson Hy exit to straighten out the on/off ramp. It could be maintained as it is now without demolishing the existing hotel.

### **Bike Access**

- I encourage you to consider cyclists during design and construction, to maintain or improve bicycle lanes and access throughout the process.
- Ensure that there is connectivity/continuity of Aviation Bikeway. The map now shows it dead ending into a street with what appears to be commercial development.

*This page intentionally left blank*

## **Appendix A: Meeting Notification**

Newspaper Advertisements

Press Release

Social Media

Door Hangers

Right of Way Direct Mailer

Littletown/Craycroft Rd. Stakeholder Email

Littletown/Craycroft Rd. Direct Mailers

Posters

*This page intentionally left blank*



# Newspaper Advertisements

---

*This page intentionally left blank*



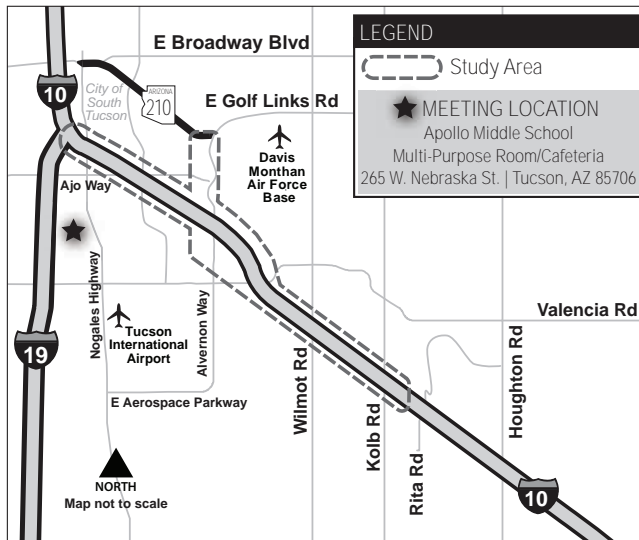
**Your input is needed!**  
**Interstate 10 and State Route 210**  
**Design Concept Report (DCR) and Environmental**  
**Assessment (EA)**  
**PUBLIC MEETING**

The Arizona Department of Transportation and the Federal Highway Administration are hosting a public meeting regarding potential improvements to two important corridors that serve the Tucson area:

- Interstate 10 (I-10) from the I-10/Interstate 19 (I-19) interchange to Kolb Road
- State Route 210 (SR210) (Barraza-Aviation Parkway) from Golf Links Road to a future connection with I-10 along Alvernon Way

The public meeting will provide study information, discuss the DCR and EA, and solicit community feedback on the study area concepts.

The DCR will further refine two alternatives, which are designed to relieve congestion and improve traffic flow on I-10, and to connect SR210 with I-10 to provide commuters an additional route into and out of the downtown Tucson area. The purpose of an EA is to identify environmental concerns and impacts in the study area.



**THURSDAY, NOVEMBER 29, 2018 | 5:30–7:30 P.M.**  
**APOLLO MIDDLE SCHOOL | MULTI-PURPOSE ROOM/CAFETERIA**  
**265 W. NEBRASKA ST. | TUCSON, AZ 85706**  
**Presentation: Approximately 6 P.M.**

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Jeremiah Moerke at 520.237.7605 or JMoerke@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable), ya sea por el idioma o por discapacidad, deben comunicarse con Jeremiah Moerke al teléfono 520.237.7605 o a JMoerke@azdot.gov. Las solicitudes deben presentarse lo antes posible para permitir que el Estado tenga la oportunidad de disponer las medidas necesarias.

**CAN'T MAKE A MEETING?**

- Visit the website: [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)
- Call the toll-free ADOT Project Hotline: 1-888-692-2678
- Email: [i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)
- Mail comments: ADOT Community Relations  
 1221 S. Second Ave. | Tucson, AZ 85713

Please submit comments by December 30 to be included in the project record.

ARIZONA DAILY STAR - 11/13/18



For More Information:  
[www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)  
 Project No. 010 PM 260 H7825 01L  
 Federal Project No. 010-E(210)A



### ¡Necesitamos sus comentarios!

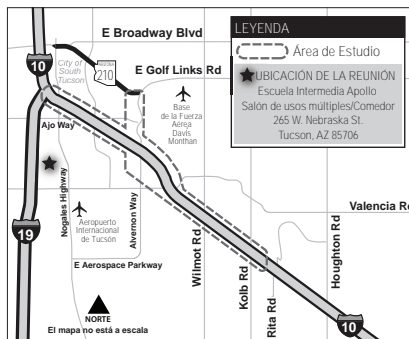
### REUNIÓN PÚBLICA ACERCA DEL INFORME SOBRE EL CONCEPTO DE DISEÑO (DCR, por sus siglas en inglés) Y LA EVALUACIÓN AMBIENTAL (EA, por sus siglas en inglés) DE LA INTERESTATAL 10 Y LA RUTA ESTATAL 210

El Departamento de Transporte de Arizona (*Arizona Department of Transportation*) y la Administración Federal de Autopistas (*Federal Highway Administration*) convocan a una reunión pública para tratar las posibles mejoras a dos importantes corredores viales que cubren la zona de Tucson:

- Interstatal 10 (I-10) desde la intersección de la I-10/ Interstatal 19 (I-19) con Kolb Road
- Ruta estatal 210 (SR210) (Barraza-Aviation Parkway) desde Golf Links Road hasta una futura conexión con la I-10 a lo largo de Alvernon Way

Durante la reunión pública se brindará información sobre el estudio, se analizarán el DCR y la EA, y se solicitarán los comentarios de la comunidad acerca de los conceptos del área de estudio.

El DCR analizará además con mayor precisión dos alternativas, diseñadas para aliviar la congestión y mejorar la circulación del tránsito en la I-10, y para conectar la SR210 con la I-10 a fin de brindar a las personas que se desplazan a diario una ruta adicional para el ingreso y egreso de la zona céntrica de Tucson. El propósito de una EA consiste en identificar problemas ambientales y su impacto en el área de estudio.



**MARTES 29 DE NOVIEMBRE DE 2018 | 5:30–7:30 P.M.**  
**ESCUELA INTERMEDIA APOLLO | SALÓN DE USOS MÚLTIPLES/COMEDOR**  
**265 W. NEBRASKA ST. | TUCSON, AZ 85706**  
**Presentación: Aproximadamente a las 6 P.M.**

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable), ya sea por el idioma o por discapacidad, deben comunicarse con Jeremiah Moerke al teléfono 520.237.7605 o a [JMoerke@azdot.gov](mailto:JMoerke@azdot.gov). Las solicitudes deben presentarse lo antes posible para permitir que el Estado tenga la oportunidad de disponer las medidas necesarias.

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Jeremiah Moerke at 520.237.7605 or [JMoerke@azdot.gov](mailto:JMoerke@azdot.gov). Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

#### ¿NO PUEDE ASISTIR A LA REUNIÓN?

- Visite el sitio web: [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study) Llame a la Línea directa gratuita del proyecto ADOT al: 1-888-692-2678
- Escriba un mensaje de correo electrónico a: [i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)
- Envíe sus comentarios por correo a: ADOT Community Relations | 1221 S. Second Ave. | Tucson, AZ 85713

Por favor, presente sus comentarios antes del 30 de diciembre a fin de que puedan incluirse en el registro del proyecto.



PARA MÁS INFORMACIÓN:  
i10SR210Study@hdrinc.com  
Número de proyecto: 010 PM 260 H7825 01L | Número de Asistencia Federal: 010-E(210)A

LA ESTRELLA 11/09/18



*This page intentionally left blank*

## Interstate 10/State Route 210 study: Your input is needed!

Arizona Department of Transportation sent this bulletin at 11/14/2018 01:25 PM MST. If you would like alerts on this and other ADOT news, sign up above to receive our GovDelivery notices. Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/21b83b6>



## Interstate 10/State Route 210 study: Your input is needed!

The Arizona Department of Transportation and the Federal Highway Administration will host a public meeting regarding potential improvements to two important corridors that serve the Tucson area:

- Interstate 10 from the I-10/Interstate 19 interchange to Kolb Road
- State Route 210 (Barraza-Aviation Parkway) from Golf Links Road to a future connection with I-10 along Alvernon Way

The meeting is scheduled from 5:30 to 7:30 p.m. Thursday, Nov. 29, at the Apollo Middle School, Multi-Purpose Room/Cafeteria, 265 W. Nebraska St. in Tucson. A presentation is scheduled for 6 p.m. Members of the study team will be available to answer questions and hear your input.

The public meeting will provide information about the ongoing Environmental Assessment (EA) and Design Concept Report (DCR) and give the community an opportunity to provide feedback on study issues and concepts, in alignment with the National Environmental Policy Act (NEPA).

The purpose of an EA is to identify environmental concerns and impacts in the study area. The DCR will further refine the two proposed alternatives that are being evaluated, along with the No-Build alternative. The overall purpose of this study is to relieve congestion and improve traffic flow on I-10, and to connect SR 210 with I-10 to provide an additional route into and out of the downtown Tucson area.

For more information about this study, visit [azdot.gov/i10SR210study](http://azdot.gov/i10SR210study)

Public comment also is welcome in several ways:

Email: [i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)

Toll-free bilingual project information line: 888.692.2678

Mail: I-10/SR 210 EA/DCR Study Team c/o ADOT Communications Southcentral Office, 1221 S. Second Avenue, Tucson, AZ 85713

All comments must be received by Dec. 30, 2018, to be included in the study record.

Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, or disability. Persons who require a reasonable accommodation based on language or disability should contact Jeremiah Moerke, 520.237.7605 or [JMoerke@azdot.gov](mailto:JMoerke@azdot.gov). Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con El Título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto con Jeremiah Moerke al 520.237.7605 o [JMoerke@azdot.gov](mailto:JMoerke@azdot.gov). Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

*Schedules are subject to change based on weather and other unforeseen factors. For more information, please call the ADOT Project Information Line at 855.712.8530 or email [Projects@azdot.gov](mailto:Projects@azdot.gov). For real-time highway conditions statewide, visit ADOT's Traveler Information Site at [www.az511.gov](http://www.az511.gov), follow ADOT on Twitter ([@ArizonaDOT](https://twitter.com/ArizonaDOT)) or call 511, except when driving.*

POWERED BY



*This page intentionally left blank*



For Immediate Release: Nov. 19, 2018  
Contact: ADOT Public Information Office  
[news@azdot.gov](mailto:news@azdot.gov) -or- 1.800.949.8057

## **Nov. 29 public meeting on improving mobility south of downtown Tucson** *Public input sought to help determine future corridor improvements*

PHOENIX – Pima County residents will have another opportunity to comment on plans to improve traffic flow along Interstate 10 and State Route 210 in Tucson during a public meeting in late November.

The meeting is scheduled for 5:30-7:30 p.m. Thursday, Nov. 29, at Apollo Middle School, 265 W. Nebraska St., in Tucson. A formal presentation begins at 6 p.m.

The Arizona Department of Transportation and the Federal Highway Administration are in the second phase of a study to determine how best to improve mobility along Interstate 10 from Interstate 19 to Kolb Road southeast of downtown Tucson. The study also will identify an alignment for an extension to State Route 210 (Barraza Aviation Parkway), which runs southeast from downtown Tucson, that would connect with I-10 and help reduce congestion in that area.

The public meeting will include display boards showing options being considered for both routes. After a brief formal presentation, attendees will have the chance to speak with project team members to ask questions and share ideas.

Public comments will be accepted during the meeting and on the project website, [azdot.gov/i10sr210study](http://azdot.gov/i10sr210study). You also can call the project hotline at 888.692.2678, email to [i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com) and mail comments to ADOT Community Relations, 1221 S. Second Ave., Tucson, AZ 85713. To be included in the study record, comments must be received by Dec. 30.

Previous meetings on this project were held in the Tucson area in February 2017.

The first phase of the study, completed in 2015, included an engineering feasibility report that examined future transportation needs and potential corridor improvements to both I-10 and SR 210. This phase, expected to be completed by 2019, includes the preparation of a Design Concept Report and Environmental Assessment.

For more information and opportunities to provide comment on the Interstate 10 and State Route 210 Feasibility Study, visit [azdot.gov/i10sr210study](http://azdot.gov/i10sr210study).

# # #

*This page intentionally left blank*



*This page intentionally left blank*


 **Arizona DOT**   
@ArizonaDOT

**Following** 

ICYMI: Join us a week from Thursday in Tucson to discuss traffic on I-10 and SR 210. Meeting details can be found here: [bit.ly/2DQilfa](https://bit.ly/2DQilfa)




11:00 PM - 19 Nov 2018

4 Retweets 3 Likes 

  4  3 

 **Arizona DOT**   
@ArizonaDOT

**Following** 

Now that you're stuffed with turkey, it's time to get out your calendar and make plans to attend our Nov. 29 meeting on improving traffic flow along Interstate 10 and State Route 210 in Tucson. More meeting details: [bit.ly/2Duqe9k](https://bit.ly/2Duqe9k)



7:45 PM - 22 Nov 2018

3 Retweets 6 Likes 

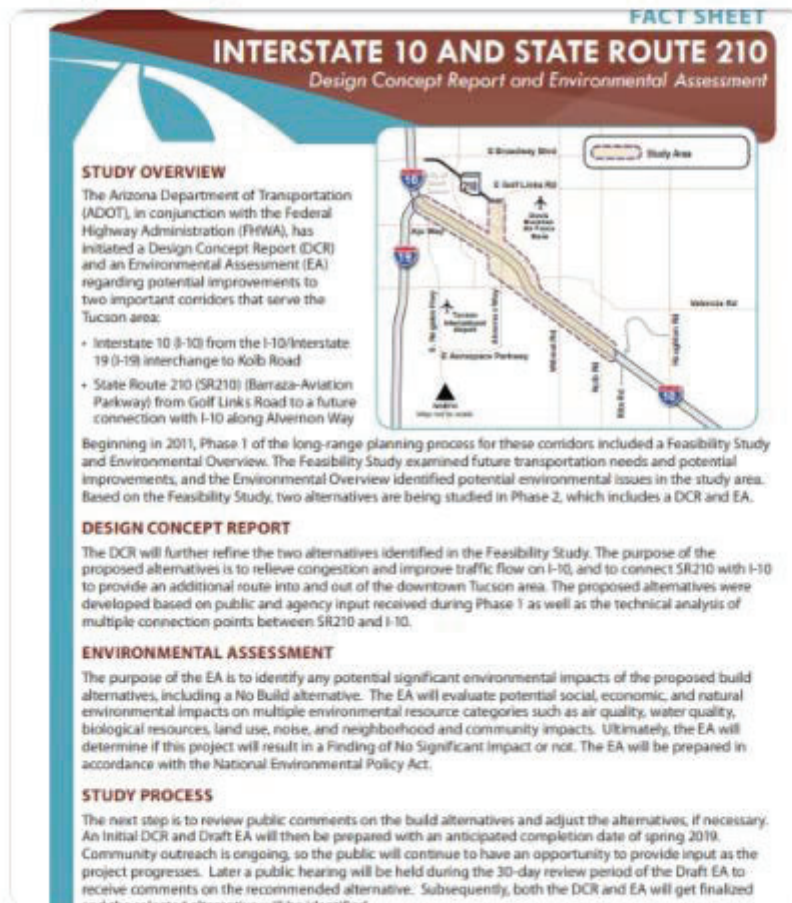
  3  6 

## WANTED: COMMENTS

Pima County residents can share comments about traffic flow on I-10/SR 210 in Tucson.

MEETING: 5:30-7:30 p.m. Thursday at Apollo M.S., Tucson.

DETAILS /MORE WAYS TO COMMENT:  
[bit.ly/2Duqe9k](http://bit.ly/2Duqe9k)



**FACT SHEET**  
**INTERSTATE 10 AND STATE ROUTE 210**  
*Design Concept Report and Environmental Assessment*

**STUDY OVERVIEW**  
The Arizona Department of Transportation (ADOT), in conjunction with the Federal Highway Administration (FHWA), has initiated a Design Concept Report (DCR) and an Environmental Assessment (EA) regarding potential improvements to two important corridors that serve the Tucson area:

- Interstate 10 (I-10) from the I-10/Interstate 19 (I-19) interchange to Kolb Road
- State Route 210 (SR210) (Barraza-Aviation Parkway) from Golf Links Road to a future connection with I-10 along Alvernon Way

Beginning in 2011, Phase 1 of the long-range planning process for these corridors included a Feasibility Study and Environmental Overview. The Feasibility Study examined future transportation needs and potential improvements, and the Environmental Overview identified potential environmental issues in the study area. Based on the Feasibility Study, two alternatives are being studied in Phase 2, which includes a DCR and EA.

**DESIGN CONCEPT REPORT**  
The DCR will further refine the two alternatives identified in the Feasibility Study. The purpose of the proposed alternatives is to relieve congestion and improve traffic flow on I-10, and to connect SR210 with I-10 to provide an additional route into and out of the downtown Tucson area. The proposed alternatives were developed based on public and agency input received during Phase 1 as well as the technical analysis of multiple connection points between SR210 and I-10.

**ENVIRONMENTAL ASSESSMENT**  
The purpose of the EA is to identify any potential significant environmental impacts of the proposed build alternatives, including a No Build alternative. The EA will evaluate potential social, economic, and natural environmental impacts on multiple environmental resource categories such as air quality, water quality, biological resources, land use, noise, and neighborhood and community impacts. Ultimately, the EA will determine if this project will result in a Finding of No Significant Impact or not. The EA will be prepared in accordance with the National Environmental Policy Act.

**STUDY PROCESS**  
The next step is to review public comments on the build alternatives and adjust the alternatives, if necessary. An Initial DCR and Draft EA will then be prepared with an anticipated completion date of spring 2019. Community outreach is ongoing, so the public will continue to have an opportunity to provide input as the project progresses. Later a public hearing will be held during the 30-day review period of the Draft EA to receive comments on the recommended alternative. Subsequently, both the DCR and EA will get finalized and the selected alternative will be identified.

3:20 PM - 26 Nov 2016

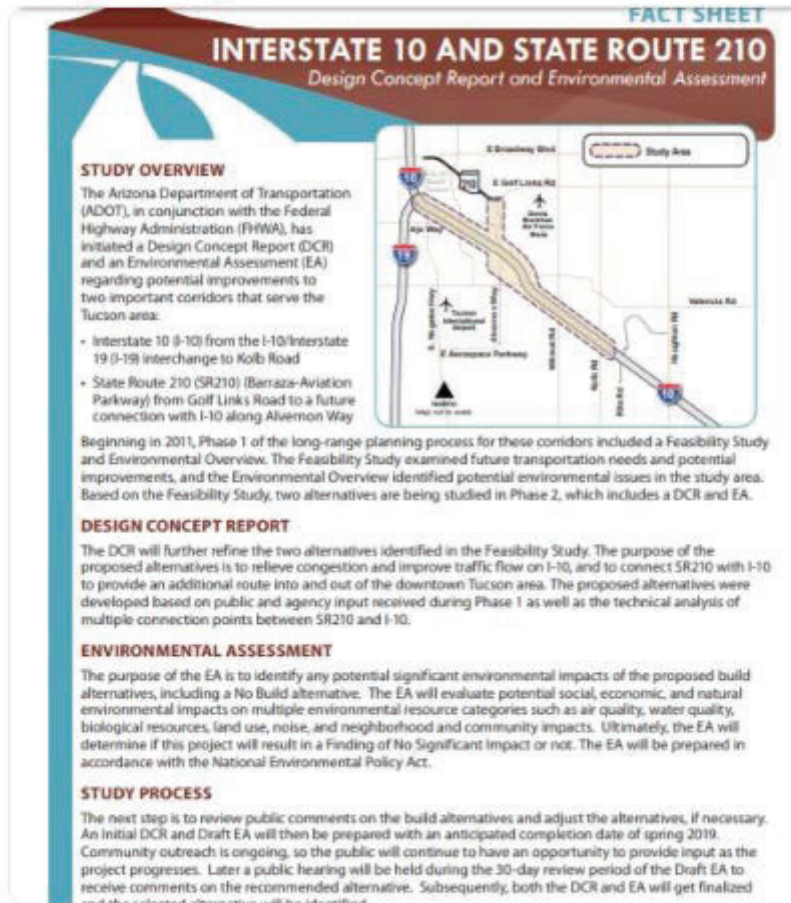
1 Like 

## WANTED: COMMENTS

Pima County residents can share comments about traffic flow on I-10/SR 210 in Tucson.

MEETING: 5:30-7:30 p.m. Thursday at Apollo M.S., Tucson.

DETAILS /MORE WAYS TO COMMENT:  
[bit.ly/2Duqe9k](http://bit.ly/2Duqe9k)



**FACT SHEET**  
**INTERSTATE 10 AND STATE ROUTE 210**  
*Design Concept Report and Environmental Assessment*

**STUDY OVERVIEW**  
The Arizona Department of Transportation (ADOT), in conjunction with the Federal Highway Administration (FHWA), has initiated a Design Concept Report (DCR) and an Environmental Assessment (EA) regarding potential improvements to two important corridors that serve the Tucson area:

- Interstate 10 (I-10) from the I-10/Interstate 19 (I-19) interchange to Kolb Road
- State Route 210 (SR210) (Barraza-Aviation Parkway) from Golf Links Road to a future connection with I-10 along Alvernon Way

Beginning in 2011, Phase 1 of the long-range planning process for these corridors included a Feasibility Study and Environmental Overview. The Feasibility Study examined future transportation needs and potential improvements, and the Environmental Overview identified potential environmental issues in the study area. Based on the Feasibility Study, two alternatives are being studied in Phase 2, which includes a DCR and EA.

**DESIGN CONCEPT REPORT**  
The DCR will further refine the two alternatives identified in the Feasibility Study. The purpose of the proposed alternatives is to relieve congestion and improve traffic flow on I-10, and to connect SR210 with I-10 to provide an additional route into and out of the downtown Tucson area. The proposed alternatives were developed based on public and agency input received during Phase 1 as well as the technical analysis of multiple connection points between SR210 and I-10.



**ENVIRONMENTAL ASSESSMENT**  
The purpose of the EA is to identify any potential significant environmental impacts of the proposed build alternatives, including a No Build alternative. The EA will evaluate potential social, economic, and natural environmental impacts on multiple environmental resource categories such as air quality, water quality, biological resources, land use, noise, and neighborhood and community impacts. Ultimately, the EA will determine if this project will result in a Finding of No Significant Impact or not. The EA will be prepared in accordance with the National Environmental Policy Act.

**STUDY PROCESS**  
The next step is to review public comments on the build alternatives and adjust the alternatives, if necessary. An initial DCR and Draft EA will then be prepared with an anticipated completion date of spring 2019. Community outreach is ongoing, so the public will continue to have an opportunity to provide input as the project progresses. Later a public hearing will be held during the 30-day review period of the Draft EA to receive comments on the recommended alternative. Subsequently, both the DCR and EA will get finalized and the cultural resources will be identified.

7:30 PM - 26 Nov 2018

3 Retweets 2 Likes



 1  3  2 



 **Arizona DOT**   
@ArizonaDOT

**Following** 

ICYMI: It won't be quite as good as Thanksgiving, but join us in Tucson this Thursday to discuss how to improve traffic flow on I-10 and SR 210 east of the downtown area. You can find meeting and study details here: [bit.ly/2DQilfa](https://bit.ly/2DQilfa)

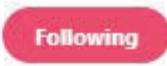


2:00 AM - 27 Nov 2018

2 Retweets 4 Likes



  2  4 



## WANTED: COMMENTS

Pima County residents can share comments about traffic flow on I-10/SR 210 in Tucson.

MEETING: 5:30-7:30 p.m. Thursday at Apollo M.S., Tucson.

DETAILS/MORE WAYS TO COMMENT:

[bit.ly/2Duqe9k](http://bit.ly/2Duqe9k)

**FACT SHEET**

### INTERSTATE 10 AND STATE ROUTE 210

*Design Concept Report and Environmental Assessment*

**STUDY OVERVIEW**

The Arizona Department of Transportation (ADOT), in conjunction with the Federal Highway Administration (FHWA), has initiated a Design Concept Report (DCR) and an Environmental Assessment (EA) regarding potential improvements to two important corridors that serve the Tucson area:

- Interstate 10 (I-10) from the I-10/Interstate 19 (I-19) interchange to Kolb Road
- State Route 210 (SR210) (Barraza-Aviation Parkway) from Golf Links Road to a future connection with I-10 along Alvernon Way

Beginning in 2011, Phase 1 of the long-range planning process for these corridors included a Feasibility Study and Environmental Overview. The Feasibility Study examined future transportation needs and potential improvements, and the Environmental Overview identified potential environmental issues in the study area. Based on the Feasibility Study, two alternatives are being studied in Phase 2, which includes a DCR and EA.

**DESIGN CONCEPT REPORT**

The DCR will further refine the two alternatives identified in the Feasibility Study. The purpose of the proposed alternatives is to relieve congestion and improve traffic flow on I-10, and to connect SR210 with I-10 to provide an additional route into and out of the downtown Tucson area. The proposed alternatives were developed based on public and agency input received during Phase 1 as well as the technical analysis of multiple connection points between SR210 and I-10.

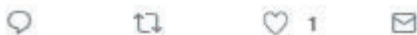
**ENVIRONMENTAL ASSESSMENT**

The purpose of the EA is to identify any potential significant environmental impacts of the proposed build alternatives, including a No Build alternative. The EA will evaluate potential social, economic, and natural environmental impacts on multiple environmental resource categories such as air quality, water quality, biological resources, land use, noise, and neighborhood and community impacts. Ultimately, the EA will determine if this project will result in a Finding of No Significant Impact or not. The EA will be prepared in accordance with the National Environmental Policy Act.

**STUDY PROCESS**

The next step is to review public comments on the build alternatives and adjust the alternatives, if necessary. An Initial DCR and Draft EA will then be prepared with an anticipated completion date of spring 2019. Community outreach is ongoing, so the public will continue to have an opportunity to provide input as the project progresses. Later a public hearing will be held during the 30-day review period of the Draft EA to receive comments on the recommended alternative. Subsequently, both the DCR and EA will get finalized.

5:00 PM - 27 Nov 2018



 **Arizona DOT**   
@ArizonaDOT

Following 

Remember to join us tomorrow in **#tucson** for a public meeting about how to improve traffic and mobility on I-10 and SR 210 east of downtown. You can find more details here: [bit.ly/2DQilfa](https://bit.ly/2DQilfa)



2:00 AM - 28 Nov 2018

1 Retweet



1



1



Tweet your reply



**miami \$30k-millionaire** @iwantrailMIA · 28 Nov 2018

Replying to @ArizonaDOT

Collector/distributor would be a mistake. Should just 4 to 5 thru lanes with an auxiliary lane uniform to I-10 from I-19 to Prince, and very soon to Ina. Keep it simple and uniform 🙄



## WANTED: COMMENTS

Pima County residents can share comments about traffic flow on I-10/SR 210 in Tucson.

MEETING: 5:30-7:30 p.m. Thursday at Apollo M.S., Tucson.

DETAILS /MORE WAYS TO COMMENT:  
[bit.ly/2Duqe9k](http://bit.ly/2Duqe9k)

**FACT SHEET**  
**INTERSTATE 10 AND STATE ROUTE 210**  
*Design Concept Report and Environmental Assessment*

**STUDY OVERVIEW**  
The Arizona Department of Transportation (ADOT), in conjunction with the Federal Highway Administration (FHWA), has initiated a Design Concept Report (DCR) and an Environmental Assessment (EA) regarding potential improvements to two important corridors that serve the Tucson area:

- Interstate 10 (I-10) from the I-10/Interstate 19 (I-19) interchange to Kolb Road
- State Route 210 (SR210) (Barraza-Aviation Parkway) from Golf Links Road to a future connection with I-10 along Alvernon Way

Beginning in 2011, Phase 1 of the long-range planning process for these corridors included a Feasibility Study and Environmental Overview. The Feasibility Study examined future transportation needs and potential improvements, and the Environmental Overview identified potential environmental issues in the study area. Based on the Feasibility Study, two alternatives are being studied in Phase 2, which includes a DCR and EA.

**DESIGN CONCEPT REPORT**  
The DCR will further refine the two alternatives identified in the Feasibility Study. The purpose of the proposed alternatives is to relieve congestion and improve traffic flow on I-10, and to connect SR210 with I-10 to provide an additional route into and out of the downtown Tucson area. The proposed alternatives were developed based on public and agency input received during Phase 1 as well as the technical analysis of multiple connection points between SR210 and I-10.

**ENVIRONMENTAL ASSESSMENT**  
The purpose of the EA is to identify any potential significant environmental impacts of the proposed build alternatives, including a No Build alternative. The EA will evaluate potential social, economic, and natural environmental impacts on multiple environmental resource categories such as air quality, water quality, biological resources, land use, noise, and neighborhood and community impacts. Ultimately, the EA will determine if this project will result in a Finding of No Significant Impact or not. The EA will be prepared in accordance with the National Environmental Policy Act.

**STUDY PROCESS**  
The next step is to review public comments on the build alternatives and adjust the alternatives, if necessary. An Initial DCR and Draft EA will then be prepared with an anticipated completion date of spring 2019. Community outreach is ongoing, so the public will continue to have an opportunity to provide input as the project progresses. Later a public hearing will be held during the 30-day review period of the Draft EA to receive comments on the recommended alternative. Subsequently, both the DCR and EA will get finalized and the proposed alternatives will be selected.

6:00 PM - 28 Nov 2018

3 Retweets 2 Likes



3 2

 **Arizona DOT**   
@ArizonaDOT

Following



Will you join us at Apollo Middle School, 265 W. Nebraska, to discuss plans for SR 210? Doors open 5:30-7:30. Presentation starts at 6.



4:49 PM - 29 Nov 2018

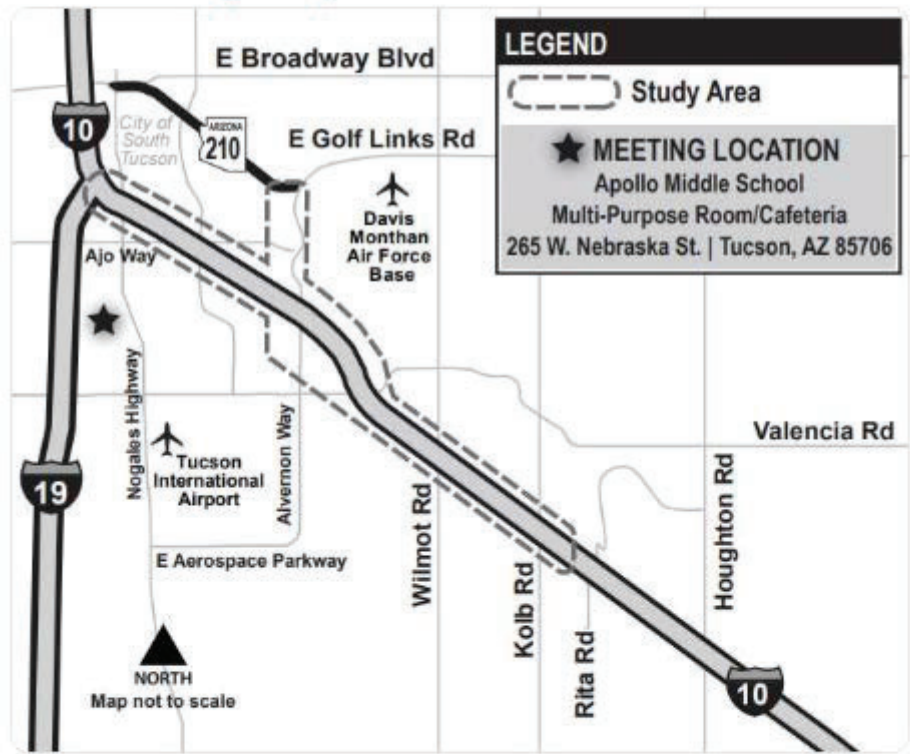




Following

REMINDER: The deadline is approaching for public input on the Interstate 10/State Route 210 study. You have until Sunday to share your thoughts on proposed improvements that include two important corridors in the Tucson area.

MORE: [bit.ly/2Sip8Cb](https://bit.ly/2Sip8Cb)



5:53 AM - 24 Dec 2018

1 Retweet

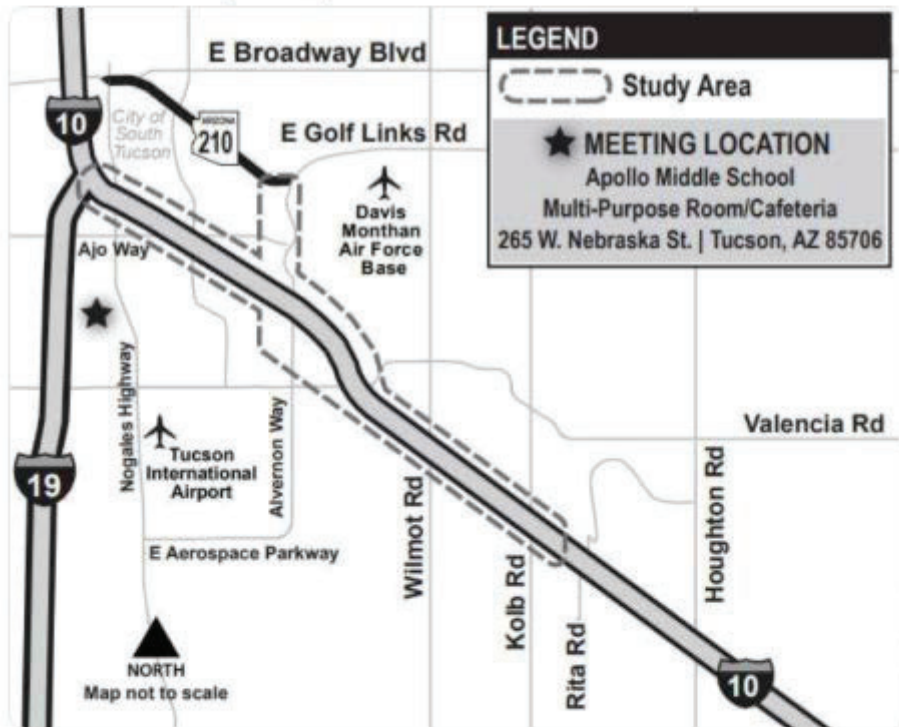




Following

REMINDER: The deadline is approaching for public input on the Interstate 10/State Route 210 study. You have until Sunday to share your thoughts on proposed improvements that include two important corridors in the Tucson area.

MORE: [bit.ly/2Sip8Cb](https://bit.ly/2Sip8Cb)



4:02 PM - 25 Dec 2018

2 Retweets 1 Like



*This page intentionally left blank*



# Door Hangers

---

*This page intentionally left blank*



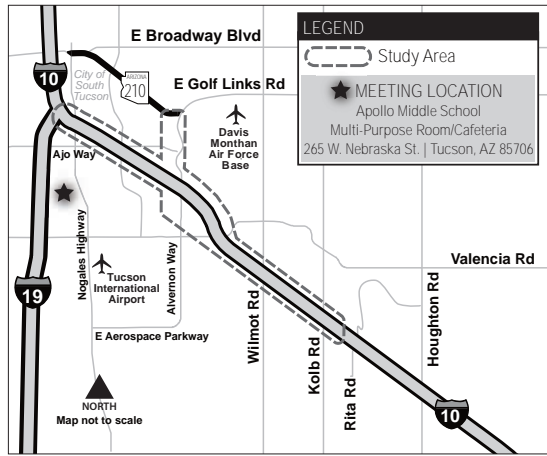
# Your input is needed! Interstate 10 and State Route 210 PUBLIC MEETING

The Arizona Department of Transportation and the Federal Highway Administration are hosting a public meeting about potential improvements to two important corridors that serve the Tucson area:

- Interstate 10 (I-10) from the I-10/Interstate 19 interchange to Kolb Road
- State Route 210 (SR210) (Barraza-Aviation Parkway) from Golf Links Road to a future connection with Interstate 10 along Alvernon Way

The public meeting will provide information about the ongoing Environmental Assessment (EA) and Design Concept Report (DCR) and give the community an opportunity to provide feedback on study issues and concepts.

The purpose of an EA is to identify environmental concerns and impacts in the study area. The DCR will further refine the two proposed alternatives that are being evaluated, along with the No-Build alternative, in the EA. The overall purpose of this study is to relieve congestion and improve traffic flow on I-10, and to connect SR-210 with I-10 to provide an additional route into and out of the downtown Tucson area.



**NOVEMBER 29, 2018 | 5:30–7:30 P.M.**  
**APOLLO MIDDLE SCHOOL | MULTI-PURPOSE ROOM/CAFETERIA**  
**265 W. NEBRASKA ST. | TUCSON, AZ 85706**  
**Presentation: Approximately 6 P.M.**

## CAN'T MAKE A MEETING?

- Visit the website: [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)
- Call the toll-free ADOT Study Hotline: 1-888-692-2678
- Email: [i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)
- Mail comments: ADOT Community Relations  
1221 S. Second Ave. | Tucson, AZ 85713

Please submit comments by December 30 to be included in the study record.

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Jeremiah Moerke at 520.237.7605 or [JMoerke@azdot.gov](mailto:JMoerke@azdot.gov). Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.



For More Information:  
[www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)  
Project No. 010 PM 260 H7825 01L  
Federal Project No. 010-E(210)A



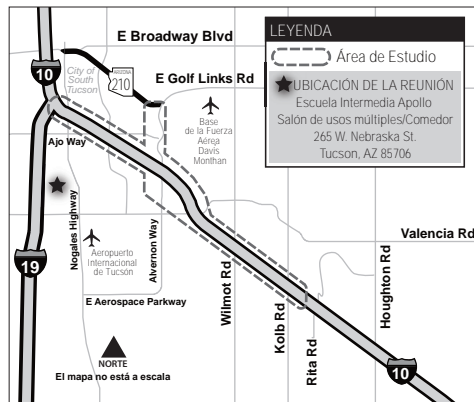
## ¡Necesitamos su opinión! INTERESTATAL 10 Y RUTA ESTATAL 210 REUNIÓN PÚBLICA

El Departamento de Transporte de Arizona y la Administración Federal de Autopistas realizarán una reunión pública para brindar información sobre las posibles mejoras de dos corredores importantes que funcionan en el área de Tucson:

- La Interestatal 10 (I-10) desde la intersección de la I-10 y la Interestatal 19 hasta Kolb Road
- La Ruta Estatal 210 (SR210) (Barraza-Aviation Parkway) desde Golf Links Road hasta una conexión futura con la Interestatal 10 a lo largo de Alvernon Way

En esta reunión pública, usted podrá obtener información sobre la Evaluación ambiental (EA) y el Informe sobre el concepto del diseño (DCR) que se están realizando y será una oportunidad para que la comunidad pueda proporcionar sus comentarios sobre los problemas y los conceptos del estudio.

El objetivo de una EA es identificar los problemas y los impactos ambientales en el área de estudio. El DCR perfeccionará aún más las dos alternativas propuestas que se están evaluando, junto con la alternativa de no construcción, en la EA. El objetivo general de este estudio es disminuir la congestión y mejorar el flujo del tránsito en la I-10, y conectar la SR210 con la I-10 para brindar una ruta adicional para ingresar y salir del área del centro de Tucson.



**29 de noviembre de 2018 | 5:30–7:30 P.M.**

**ESCUELA APOLLO MIDDLE SCHOOL  
SALÓN DE USOS MÚLTIPLES CAFETERÍA  
265 W. NEBRASKA ST. | TUCSON, AZ 85706  
Presentarse a las 6 P.M. aproximadamente**

### ¿NO PUEDE ASISTIR A NINGUNA REUNIÓN?

- Visite el sitio web: [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)
- Comuníquese con la línea telefónica gratuita del estudio del Departamento de Transporte de Arizona (ADOT) al: 1-888-692-2678
- Correo electrónico: [i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)
- Dirección postal para enviar comentarios:  
ADOT Community Relations | 1221 S. Second Ave. | Tucson, AZ 85713

Envíe sus comentarios antes del 30 de diciembre para que se puedan incluir en el registro del estudio.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con la Jerimiah Moerke a 520.237.7605 o [JMoerke@azdot.gov](mailto:JMoerke@azdot.gov). Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.



PARA MÁS INFORMACIÓN:  
[i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)  
Número de proyecto: 010 PM 260 H7825 01L  
Número de Asistencia Federal: 010-E(210)A

## Right of Way Direct Mailer

---

*This page intentionally left blank*

# INTERSTATE 10 AND STATE ROUTE 210

## Design Concept Report and Environmental Assessment

Dear Property Owner,

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA), is studying ways to improve areas of Interstate 10 (I-10) and State Route 210 (SR 210), two important transportation routes serving the Tucson area. Specifically, a Design Concept Report (DCR) and Environmental Assessment (EA) is evaluating:

- I-10 from the I-10/Interstate 19 (I-19) interchange to Kolb Road; and
- SR 210 (Barraza-Aviation Parkway) from Golf Links Road to I-10 along Alvernon Way.


The DCR and EA are looking at ways to relieve congestion and improve traffic flow on I-10, and to connect SR 210 with I-10 to provide commuters an additional route into and out of the downtown Tucson area. The study team has identified two potential alternatives and is reaching out to property owners and/or residents whose property(ies) might be impacted by the potential alternatives.


Although it's too early in the process to know for certain which properties might be impacted, the study team has identified approximately 180 properties that are likely to be impacted by one or both alternatives. Your property might be impacted, which means it might be partially or completely acquired in the future.

The study team understands that property owners/residents have questions and concerns; this letter is to help address them and provide you with contact information for any additional questions or comments you have. Also enclosed is the Study Fact Sheet, a Q&A sheet, and ADOT's Property Acquisition Brochure.


A public meeting has been scheduled on **Thursday, November 29, 2018 from 5:30–7:30 p.m. at Apollo Middle School, 265 W Nebraska St., Tucson, AZ 85706** to present and discuss alternatives, including a no-build (or "do-nothing") option. Study information, including maps, will be displayed and study team will be on hand to answer questions and collect your comments. Comments provided by December 30 will be included in the study record.

Thank you for your time and attention; please contact us at the numbers/email provided below if you would like additional information.

 **ADOT Right of Way/Properties Information:** 602.712.7701

 **ADOT Right of Way/Properties Website:**  
[https://www.azdot.gov/business/RightofWay\\_Properties/contact-us](https://www.azdot.gov/business/RightofWay_Properties/contact-us)

 **I-10/SR210 Website:** [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)

 **I-10/SR 210 Study Contact Information:** 1-888-692-2678 or [i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Jeremiah Moerke at 520.237.7605 or [JMoerke@azdot.gov](mailto:JMoerke@azdot.gov). Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con la Jeremiah Moerke a 520.237.7605 o [JMoerke@azdot.gov](mailto:JMoerke@azdot.gov). Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

# INTERESTATAL 10 Y RUTA ESTATAL 210

*Informe sobre el concepto del diseño y Evaluación ambiental*

Estimado dueño de la propiedad:

El Departamento de Transporte de Arizona (ADOT), junto con la Administración Federal de Autopistas (FHWA), está analizando diferentes maneras para mejorar las áreas de la Interestatal 10 (I-10) y la Ruta Estatal 210 (SR 210), dos rutas de transporte importantes que funcionan en el área de Tucson. Específicamente, se están evaluando el Informe sobre el concepto del diseño (DCR) y la Evaluación ambiental (EA):

- La I-10 desde la intersección de la I-10 y la Interestatal 19 (I-19) hasta Kolb Road; y
- la SR210 (Barraza-Aviation Parkway) desde Golf Links Road hasta la I-10 a lo largo de Alvernon Way.


El objetivo del DCR y de la EA es buscar diferentes maneras de disminuir la congestión y mejorar el flujo del tránsito en la I-10, y conectar la SR210 con la I-10 para brindar a los viajeros una ruta adicional para ingresar y salir del área del centro de Tucson. El equipo a cargo del estudio identificó dos posibles alternativas y se está comunicando con los dueños de las propiedades y con los residentes cuyas viviendas pueden verse afectadas por las posibles alternativas.


Aunque aún es demasiado pronto para conocer exactamente cuáles son las viviendas que se verán afectadas, el equipo a cargo del estudio identificó aproximadamente 180 propiedades que probablemente vayan a ser afectadas por una o ambas alternativas. Es probable que su propiedad se encuentre dentro de estas viviendas afectadas, lo que significa que en un futuro existe la posibilidad de que deba vender toda la propiedad o una parte de ella.


El equipo a cargo del estudio entiende que los dueños de las propiedades y los residentes tienen preguntas e inquietudes. Esta carta tiene como finalidad esclarecer esas dudas e inquietudes y brindarles la información de contacto donde pueden comunicarse para hacer cualquier consulta o comentario. Además, junto con la ficha técnica del estudio, podrá encontrar una ficha con las preguntas más frecuentes y sus respuestas y el folleto de adquisición de inmuebles de ADOT.


Se programó una reunión pública para el día jueves 29 de noviembre de 2018 desde las 5:30 hasta las 7:30 p. m. en la escuela Apollo Middle School, 265 W Nebraska St., Tucson, AZ 85706 para presentar las alternativas y debatir sobre ellas, incluso sobre la opción de no construcción (o de no hacer nada). Podrán visualizar la información del estudio, incluidos los mapas, y el equipo a cargo del estudio estará disponible para responder sus preguntas y tomar nota de sus comentarios. Los comentarios que se proporcionen antes del 30 de diciembre estarán incluidos en el registro del estudio.

Muchas gracias por su tiempo y colaboración. Comuníquese con nosotros a los teléfonos y a la dirección de correo electrónico provistos debajo si desea obtener información adicional.

 **Información sobre el derecho de paso/propiedades de ADOT:** 602.712.7701

 **Sitio web del derecho de paso/propiedades de ADOT:**  
[https://www.azdot.gov/business/RightofWay\\_Properties/contact-us](https://www.azdot.gov/business/RightofWay_Properties/contact-us)

 **Sitio web de la I-10 y la SR210:** [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)

 **Información de contacto sobre del estudio de la I-10 y la SR 210:** 1-888-692-2678 or  
[i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Jeremiah Moerke at 520.237.7605 or [JMoerke@azdot.gov](mailto:JMoerke@azdot.gov). Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con la Jeremiah Moerke a 520.237.7605 o [JMoerke@azdot.gov](mailto:JMoerke@azdot.gov). Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.



# INTERSTATE 10 AND STATE ROUTE 210

Design Concept Report (DCR) and Environmental Assessment (EA)

## WHAT ALTERNATIVES ARE BEING EVALUATED?

### 1. Build System Alternative I

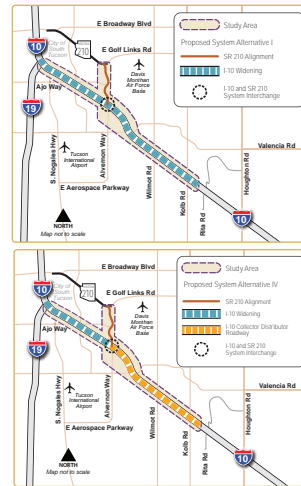
- Designate Alvernon Way as SR 210 from Golf Links Road to I-10
- Add a new system interchange to provide access from SR 210 to I-10
- Add up to two (2) lanes in each direction on I-10 from the I-10/I-19 interchange to Alvernon Way
- Add up to four (4) lanes in each direction on I-10 from Alvernon Way to Kolb Road

### 2. Build System Alternative IV

- Designate Alvernon Way as SR 210 from Golf Links Road to I-10
- Add a new system interchange to provide access from SR 210 to I-10
- Add up to two (2) lanes in each direction on I-10 from the I-10/I-19 interchange to Alvernon Way
- Modify I-10 from Alvernon Way to Kolb Road to serve as a collector-distributor roadway, adding up to four (4) lanes in each direction

### 3. No-Build Alternative

- No changes (facilities remain as they exist currently)



## HOW AND WHEN WILL A FINAL DECISION BE MADE?

After public input is collected and evaluated, the study team will submit its findings and recommendation to the Federal Highway Administration (FHWA) in mid-2019. The decision will be made and an alternative will be chosen after receiving a final recommendation from FHWA. The final DCR/EA will be published based on the recommendation.

## WHAT IF MY PROPERTY IS IMPACTED?

ADOT's Right of Way (ROW) acquisition program requires payment of market value for businesses and residential properties. ADOT's Relocation Assistance program includes working as early as possible with property owners and providing benefits to the extent allowed by law to cover actual, reasonable moving costs and related expenses. Additional details about the property acquisition process can be found on ADOT's Right of Way/Properties website at [https://www.azdot.gov/business/RightofWay\\_Properties/](https://www.azdot.gov/business/RightofWay_Properties/) or by calling 602.712.7701.

## WHEN WILL I KNOW IF MY PROPERTY IS IMPACTED?

An alternative has not been chosen yet, but if you received this letter, your property may be affected based on the preliminary study. Actual acquisitions will be defined when final design plans are prepared. Design and construction projects will be programmed in the ADOT Five Year Construction Program based on availability of funding and other related factors. If one of the build alternatives is selected, this project would be divided into several smaller projects and constructed in phases because of the estimated high total cost of completing either of the build alternatives at one time. When the Environmental Assessment for the project is approved by FHWA, the smaller projects will be prioritized and ROW/parcels for each project will then be acquired.

## WHEN WOULD I BE CONTACTED ABOUT MY PROPERTY?

Assuming one of the build alternatives is selected, ADOT will contact owners of affected parcels during preparation of the final design plans. As previously noted, because of the high cost of this project, it would be divided into smaller, more affordable projects. The timing of the smaller projects will depend on prioritization by PAG and the availability of funds to build each project. When a smaller project has been selected and the design is identified, the ADOT Right of Way Group will then order an appraisal on the directly impacted parcel(s). An ADOT appraiser will contact the property owner to set up a meeting for inspection of the property. This is typically the first point of contact.

## WHAT IF I HAVE A SPECIFIC QUESTION ABOUT MY PROPERTY?

Although we won't know for certain which properties would be impacted until final design is completed, please call 602.712.7701 if you have additional questions about ADOT's acquisition program.

## HOW CAN I STAY INFORMED ABOUT THIS PROJECT?

If you haven't already, please call 855.712.8530 or email [i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com) and ask to be added to the I-10 / SR 210 distribution list. You can also access the study webpage at [azdot.gov/i10SR210study](http://azdot.gov/i10SR210study) for more detailed information.

You may also attend a public meeting on **Thursday, Nov. 29, 2018, from 5:30 to 7:30 p.m. at Apollo Middle School, 265 W. Nebraska St., Tucson, AZ 85706**. A presentation will begin at approximately 6 p.m. Study information, including maps, will be displayed and the study team, including representatives from ADOT Right-of-Way, will be on hand to answer questions and collect your comments or other input. Comments provided by December 30 will be included in the study record.

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Jeremiah Moerke at 520.237.7605 or [JMoerke@azdot.gov](mailto:JMoerke@azdot.gov). Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Informe sobre el concepto del diseño (DCR) y Evaluación ambiental (EA) de la

# INTERESTATAL 10 Y LA RUTA ESTATAL 210

## ¿CUÁLES SON LAS ALTERNATIVAS QUE SE ESTÁN EVALUANDO?

### 1. Sistema de construcción: alternativa

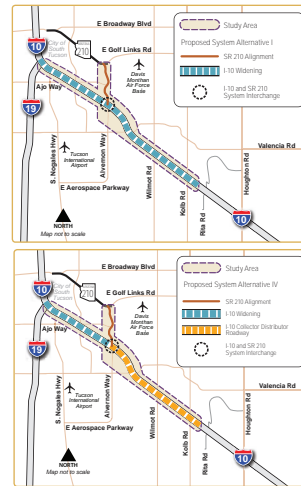
- Designar Alvernon Way como la SR210 desde Golf Links Road hasta la I-10
- Agregar un nuevo sistema de intersección para brindar acceso desde la SR210 hasta la I-10
- Agregar hasta dos (2) carriles en ambas direcciones en la I-10 desde la intersección de la I-10 y la I-19 hasta Alvernon Way
- Agregar hasta cuatro (4) carriles en ambas direcciones en la I-10 desde Alvernon Way hasta Kolb Road

### 2. Sistema de construcción: alternativa IV

- Designar Alvernon Way como la SR210 desde Golf Links Road hasta la I-10
- Agregar un nuevo sistema de intersección para brindar acceso desde la SR210 hasta la I-10
- Agregar hasta dos (2) carriles en ambas direcciones en la I-10 desde la intersección de la I-10 y la I-19 hasta Alvernon Way
- Modificar la I-10 desde Alvernon Way hasta Kolb Road para que funcione como una calzada distribuidora/colectora, agregar hasta cuatro (4) carriles en ambas direcciones (consultar inserción en la ficha técnica adjunta)

### 3. Alternativa de no construcción

- No hacer ningún cambio (las instalaciones permanecerán tal como existen actualmente)



## ¿CÓMO Y CUÁNDO SE TOMARÁ UNA DECISIÓN FINAL?

Después de que se recolecten y evalúen los comentarios del público, el equipo a cargo del estudio enviará sus resultados y su recomendación a la Administración Federal de Autopistas (FHWA) a mediados del año 2019. Se tomará la decisión y se elegirá una alternativa luego de recibir la recomendación final de la FHWA. Se publicará el DCR y la EA según la recomendación.

## ¿QUÉ SUCEDERÁ SI MI PROPIEDAD SE VE AFECTADA?

El programa de adquisición del derecho de paso (ROW) de ADOT requiere el pago de las propiedades empresariales y residenciales al valor de mercado. El programa de asistencia para la reubicación de ADOT incluye comunicarse lo antes posible con los dueños de las propiedades y proporcionar los beneficios según lo permitido por la ley para cubrir los costos de la mudanza y los gastos relacionados a un valor actual y por una cantidad razonable. Para obtener información adicional sobre el proceso de adquisición de propiedades, puede visitar el sitio web del derecho de paso/propiedades de ADOT en [https://www.azdot.gov/business/RightofWay\\_Properties/](https://www.azdot.gov/business/RightofWay_Properties/) o puede llamar al 602.712.7701.

## ¿CUÁNDO SABRÉ SI MI PROPIEDAD SE VERÁ AFECTADA?

Todavía no se eligió una alternativa, pero si usted recibió esta carta, existen grandes posibilidades de que su propiedad se vea afectada según los resultados del estudio preliminar. Las adquisiciones reales se definirán

una vez que se preparen los planos de diseño finales. Los proyectos de diseño y construcción se planificarán en el programa de construcción de cinco años de ADOT, según la disponibilidad de los fondos y otros factores relacionados. Si se selecciona alguna de las alternativas de construcción, este proyecto se dividirá en varios proyectos más pequeños y se construirá en diferentes etapas, ya que se estimó que completar alguna de las dos alternativas de una sola vez tendría un costo demasiado alto. Cuando la FHWA apruebe la Evaluación ambiental del proyecto, se priorizarán los proyectos más pequeños y, en ese momento, se adquirirán los terrenos afectados por el derecho de paso.

## ¿CUÁNDO SE COMUNICARÁN CONMIGO PARA HABLAR SOBRE MI PROPIEDAD?

Si se elige alguna de las dos alternativas de construcción, ADOT se comunicará con los dueños de los terrenos afectados durante la preparación de los planos de diseño finales. Como se mencionó anteriormente, debido al alto costo que tendría llevar a cabo todo el proyecto de una sola vez, este se dividirá en proyectos más pequeños y, por ende, más asequibles. El tiempo de ejecución de los proyectos más pequeños dependerá de la priorización establecida por PAG y la disponibilidad de los fondos para construir cada proyecto. Una vez seleccionado un proyecto pequeño e identificado el diseño, el grupo del derecho de paso de ADOT pedirá que se analice el valor estimado de los terrenos afectados directamente. Un tasador de ADOT se comunicará con el dueño de la propiedad para coordinar una reunión e inspeccionar la propiedad. Por lo general, este es el primer contacto de ADOT con el dueño.

## ¿QUÉ SUCEDERÁ SI TENGO UNA PREGUNTA ESPECÍFICA SOBRE MI PROPIEDAD?

Aunque no sabremos con certeza cuáles son las propiedades que se verán afectadas hasta que se complete el diseño final, puede llamarnos al 602.712.7701 si tiene alguna otra pregunta sobre el programa de adquisición de ADOT.

## ¿CÓMO PUEDO CONOCER LAS ÚLTIMAS NOVEDADES SOBRE ESTE PROYECTO?

Si aún no lo ha hecho, llámenos al 855.712.8530 o envíe un correo electrónico a [i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com) para solicitar que se lo agregue a la lista de difusión de la I-10 y la SR210. Además, puede acceder al sitio web del estudio en [azdot.gov/i10SR210study](http://azdot.gov/i10SR210study) para obtener información más detallada

También, puede asistir a la reunión pública que se realizará el **jueves 29 de noviembre de 2018, desde las 5:30 hasta las 7:30 p. m.** en la escuela **Apollo Middle School, 265 W. Nebraska St., Tucson, AZ 85706**. Se llevará a cabo una presentación que comenzará a las 6 p. m., aproximadamente. Usted podrá ver la información del estudio, incluidos los mapas, y el equipo a cargo del estudio, junto con representantes del derecho de paso de ADOT, estarán disponibles para responder sus preguntas y tomar nota de sus comentarios u otras observaciones. Los comentarios que se proporcionen antes del 30 de diciembre estarán incluidos en el registro del estudio.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con la Jeremiah Moerke a 520.237.7605 o [JMoerke@azdot.gov](mailto:JMoerke@azdot.gov). Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

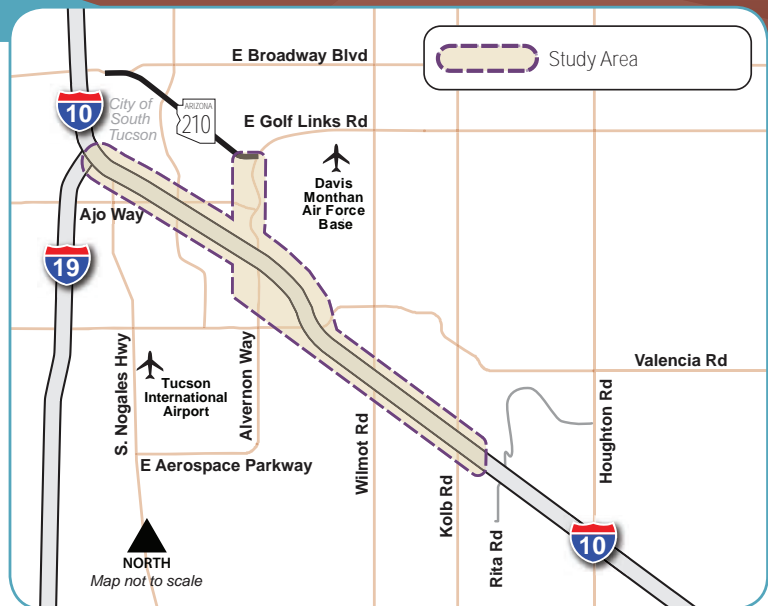
# INTERSTATE 10 AND STATE ROUTE 210

## Design Concept Report and Environmental Assessment

### STUDY OVERVIEW

The Arizona Department of Transportation (ADOT), in conjunction with the Federal Highway Administration (FHWA), has initiated a Design Concept Report (DCR) and an Environmental Assessment (EA) regarding potential improvements to two important corridors that serve the Tucson area:

- Interstate 10 (I-10) from the I-10/Interstate 19 (I-19) interchange to Kolb Road
- State Route 210 (SR210) (Barraza-Aviation Parkway) from Golf Links Road to a future connection with I-10 along Alvernon Way



Beginning in 2011, Phase 1 of the long-range planning process for these corridors included a Feasibility Study and Environmental Overview. The Feasibility Study examined future transportation needs and potential improvements, and the Environmental Overview identified potential environmental issues in the study area. Based on the Feasibility Study, two alternatives are being studied in Phase 2, which includes a DCR and EA.

### DESIGN CONCEPT REPORT

The DCR will further refine the two alternatives identified in the Feasibility Study. The purpose of the proposed alternatives is to relieve congestion and improve traffic flow on I-10, and to connect SR210 with I-10 to provide an additional route into and out of the downtown Tucson area. The proposed alternatives were developed based on public and agency input received during Phase 1 as well as the technical analysis of multiple connection points between SR210 and I-10.

### ENVIRONMENTAL ASSESSMENT

The purpose of the EA is to identify any potential significant environmental impacts of the proposed build alternatives, including a No Build alternative. The EA will evaluate potential social, economic, and natural environmental impacts on multiple environmental resource categories such as air quality, water quality, biological resources, land use, noise, and neighborhood and community impacts. Ultimately, the EA will determine if this study will result in a Finding of No Significant Impact or not. The EA will be prepared in accordance with the National Environmental Policy Act.

### STUDY PROCESS

The next step is to review public comments on the build alternatives and adjust the alternatives, if necessary. An Initial DCR and Draft EA will then be prepared with an anticipated completion date of spring 2019. Community outreach is ongoing, so the public will continue to have an opportunity to provide input as the study progresses. Later a public hearing will be held during the 30-day review period of the Draft EA to receive comments on the recommended alternative. Subsequently, both the DCR and EA will get finalized and the selected alternative will be identified.

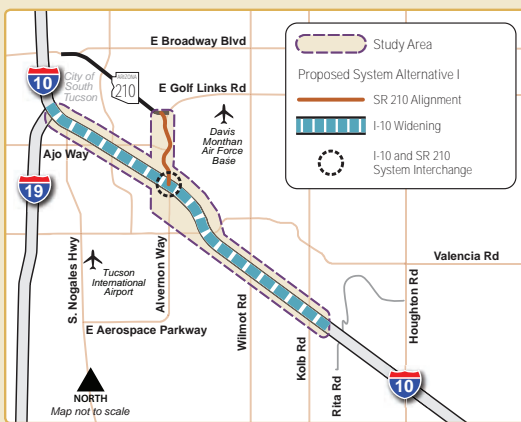
# INTERSTATE 10 AND STATE ROUTE 210

## Design Concept Report and Environmental Assessment

The following two proposed alternatives, plus a No Build alternative, are being carried forward for more detailed analysis and study:

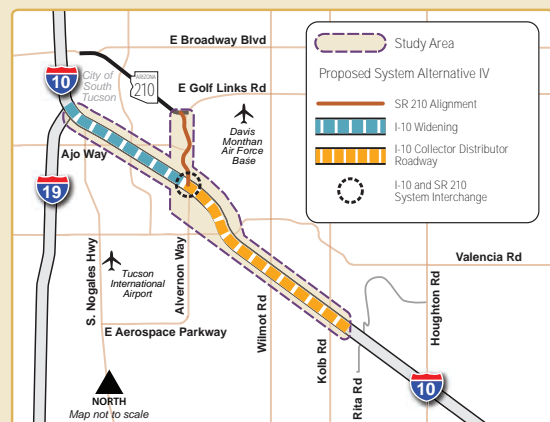
### System Alternative I

- Designate Alvernon Way as SR210 from Golf Links Road to the I-10 and provide 4 travel lanes in each direction
- Add a new system interchange to provide access from SR210 to I-10
- Add up to two (2) lanes in each direction on I-10 from the I-10/I-19 interchange to Alvernon Way
- Add up to four (4) lanes in each direction on I-10 from Alvernon Way to Kolb Road



### System Alternative IV

- Designate Alvernon Way as SR210 from Golf Links Road to the I-10 and provide 4 travel lanes in each direction
- Add a new system interchange to provide access from SR210 to I-10
- Add up to two (2) lanes in each direction on I-10 from the I-10/I-19 interchange to Alvernon Way
- Modify I-10 from Alvernon Way to Kolb Road to serve as a collector-distributor roadway, adding up to four (4) lanes in each direction (see inset)



**Collector-distributor (C-D) roadways** are supplemental lanes between freeway main lanes and the frontage roads. Their primary purpose is to move the weaving and lane changing traffic away from the high-speed traffic on the freeway. C-D roadways are the location where weaving occurs as vehicles move from the freeway to the frontage road or local streets (and vice-versa). C-D roadways can improve traffic flow on freeways and their entrance and exit ramps, as well as improve safety by reducing freeway merging and weaving movements.



C-D ROADWAY

BARRIER

FREEWAY MAIN LANES

MEDIAN

FREEWAY MAIN LANES

BARRIER

C-D ROADWAY

### No-Build Alternative

- Do nothing

Both proposed system alternatives will add or improve interchanges, widen or replace existing bridges, and remove some existing interchange ramps to improve spacing and traffic flow on I-10. If the No-Build alternative is chosen, no action will be taken.

### FOR MORE INFORMATION OR TO SUBMIT COMMENTS:



**Website:** [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)



**Toll-free Study Hotline:** 1-888-692-2678



**Email:** [i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)



**Mail:** ADOT Community Relations  
1221 S. Second Avenue  
Tucson, AZ 85713

# INTERESTATAL 10 Y RUTA ESTATAL 210

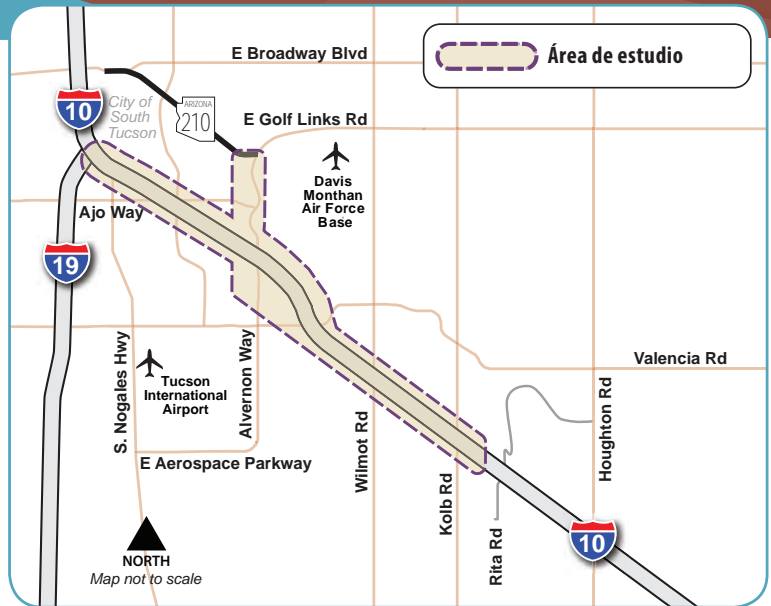
Informe sobre el concepto del diseño y Evaluación ambiental

## RESUMEN DEL ESTUDIO

El Departamento de Transporte de Arizona (ADOT), junto con la Administración Federal de Autopistas (FHWA), ha comenzado a elaborar un Informe sobre el concepto del diseño (DCR) y una Evaluación ambiental (EA) sobre las posibles mejoras de dos corredores importantes que funcionan en el área de Tucson:

- Interestatal 10 (I-10) desde la I-10/Interestatal 19 (I-19) intersección con Kolb Road
- Ruta Estatal 210 (SR210) (Barraza-Aviation Parkway) desde Golf Links Road a una conexión futura con la I-10 a lo largo de Alvernon Way

Desde su comienzo, en el año 2011, la Fase 1 del proceso de planificación de larga distancia para estos corredores incluyó un Estudio de viabilidad y un Análisis ambiental. El Estudio de viabilidad evaluó las futuras necesidades de transporte y las posibles mejoras, y el Análisis ambiental identificó los posibles problemas ambientales en el área de estudio. En función del Estudio de viabilidad, se están analizando dos alternativas en la Fase 2, que incluyen un DCR y una EA.



## INFORME SOBRE EL CONCEPTO DEL DISEÑO

El DCR perfeccionará aún más las dos alternativas identificadas en el Estudio de viabilidad. El objetivo de las alternativas propuestas es disminuir la congestión y mejorar el flujo del tránsito en la I-10, y conectar la SR210 con la I-10 para brindar una ruta adicional para ingresar y salir del centro del área de Tucson. Las alternativas propuestas se desarrollaron teniendo en cuenta los comentarios del público y de la agencia, recibidos durante la Fase 1, además de los análisis técnicos que se realizaron en varios puntos de conexión entre la SR210 y la I-10.

## EVALUACIÓN AMBIENTAL

El objetivo de la EA es identificar cualquier impacto ambiental que pudiera surgir como consecuencia de las alternativas de construcción propuestas, lo que incluye una alternativa de no construcción. La EA analizará los posibles impactos sociales, económicos, naturales y ambientales que pudieran presentarse en varias categorías de recursos ambientales, como la calidad del aire, la calidad del agua, los recursos biológicos, el uso del suelo, el ruido y los impactos sobre los habitantes y la comunidad. Por último, la EA determinará si este estudio causará impactos significativos en las diferentes áreas o no. La EA se elaborará de acuerdo con la Ley nacional de política ambiental.

## PROCESO DEL ESTUDIO

El siguiente paso consiste en analizar los comentarios del público sobre las alternativas de construcción y ajustarlas, si es necesario. Se espera que para la primavera del año 2019 ya se haya finalizado la elaboración de un DCR inicial y un borrador de la EA. La participación de la comunidad está cada vez más presente, de manera que el público seguirá teniendo la oportunidad de aportar sus comentarios a medida que el estudio avance. Más adelante, se llevará a cabo una audiencia pública durante el período de 30 días destinado a la revisión del borrador de la EA, para recibir los comentarios sobre la alternativa recomendada. Posteriormente, se finalizará la elaboración del DCR y de la EA y se identificará cuál es la alternativa seleccionada.

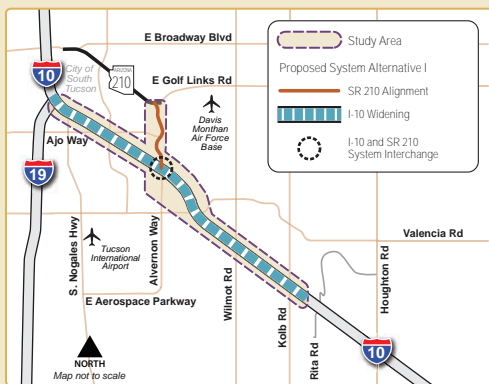
# INTERESTATAL 10 Y RUTA ESTATAL 210

Informe sobre el concepto del diseño y Evaluación ambiental

Las siguientes dos alternativas propuestas, más una alternativa de no construcción, se están llevando adelante para obtener un análisis y un estudio más detallados:

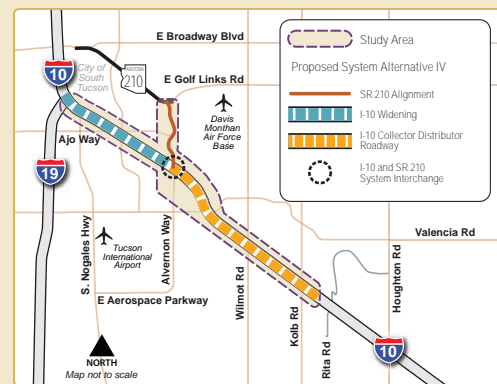
## Alternativa del sistema I

- Designar Alvernon Way como la SR210 desde Golf Links Road hasta la I-10 y proporcionar cuatro carriles en cada dirección
- Agregar un nuevo sistema de intersección para brindar acceso desde la SR210 hasta la I-10
- Agregar hasta dos (2) carriles en ambas direcciones en la I-10 desde la intersección de la I-10 y la I-19 hasta Alvernon Way
- Agregar hasta cuatro (4) carriles en ambas direcciones en la I-10 desde Alvernon Way hasta Kolb Road



## Alternativa del sistema IV

- Designar Alvernon Way como la SR210 desde Golf Links Road hasta la I-10 y proporcionar cuatro carriles en cada dirección
- Agregar un nuevo sistema de intersección para brindar acceso desde la SR210 hasta la I-10
- Agregar hasta dos (2) carriles en ambas direcciones en la I-10 desde la intersección de la I-10 y la I-19 hasta Alvernon Way
- Modificar la I-10 desde Alvernon Way hasta Kolb Road para que funcione como una calzada distribuidora/colectora, agregar hasta cuatro (4) carriles en ambas direcciones (consultar inserción)



Las **calzadas distribuidoras/colectoras (C-D)** son carriles adicionales ubicados entre los carriles principales de la autopista y las calles laterales. Su principal objetivo es alejar el tránsito de los vehículos que cambian de carril del tránsito que se desplaza a alta velocidad por la autopista. En las calzadas C-D se producen los cambios de carril cuando los vehículos se salen de la autopista para dirigirse hacia las calles laterales o hacia las calles urbanas de la ciudad (y viceversa). Las calzadas C-D pueden mejorar el flujo del tránsito de las autopistas y de sus ingresos y rampas de salida, al igual que mejorar la seguridad, ya que minimizan la cantidad de vehículos que se cruzan o se mezclan para cambiar de dirección.



C-D ROADWAY

BARRIER

FREEWAY MAIN LANES

MEDIAN

FREEWAY MAIN LANES

BARRIER

C-D ROADWAY

## Alternativa de no construcción

- No hacer nada

Las dos alternativas del sistema que se propusieron agregarán o mejorarán las intersecciones, ensancharán o reemplazarán los puentes que ya existen y eliminarán algunas de las rampas de las intersecciones que actualmente tenemos, para aumentar la cantidad de espacio y mejorar el flujo del tránsito en la I-10. Si se elige la alternativa de no construcción, no se realizará ninguna modificación.

## PARA OBTENER MÁS INFORMACIÓN O PARA ENVIAR SUS COMENTARIOS:



Sitio web: [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)



Teléfono: 1-888-692-2678



Correo electrónico:  
[i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)



Dirección postal: ADOT Community Relations  
1221 S. Second Avenue  
Tucson, AZ 85713

## Littletown/Craycroft Rd. Stakeholder Email

---

*This page intentionally left blank*



**From:** [Estelle Haley](#)  
**Bcc:** ["Tony Bradley"](#); ["Joe Barr"](#); ["Steve Anderson"](#); ["carlosv@susd12.org"](#); ["Scott Zeppenfeldt \(FO\)"](#); ["Tracey Galligan"](#); ["Stacy Stanley"](#); [JMoerke@azdot.gov](#)  
**Subject:** I-10/SR210 - Craycroft Road Improvements Update  
**Date:** Friday, November 9, 2018 3:58:00 PM  
**Attachments:** [2018-11-08 Craycroft FactSheet v1.pdf](#)  
[H7825Craycroft Access Concept 11x17.pdf](#)

---

Good afternoon,

In April 2018, we met with you regarding proposed changes at the I-10/Craycroft Road interchange that are part of a larger study, the I-10 and SR 210 Design Concept Report (DCR) and Environmental Assessment (EA). This DCR and EA study are evaluating potential improvements to two important corridors that serve the Tucson area:

- I-10 from the I-10/I-19 interchange to Kolb Road; and
- SR 210 (Barraza-Aviation Parkway) from Golf Links Road to I-10 along Alvernon Way.

We greatly appreciated your input regarding the access issues along Craycroft Road. After receiving your feedback about the options that were proposed in April, including the roundabout, the study team has developed a new and more comprehensive design for the intersection north of the I-10/Craycroft Road interchange.

The new design includes reconstructing the I-10/Craycroft Road interchange to help manage commercial truck and other vehicle turning movements north of I-10. In addition, the following improvements to Craycroft Road between I-10 and Dream Street are proposed:

- signalized intersection
- frontage road
- connector road
- raised median
- curb and gutter
- sidewalks
- drainage inlets
- drainage culverts
- drainage channel

Please see the attached figure that illustrates the proposed new design for the I-10/Craycroft Road interchange.

The DCR will further refine the two proposed alternatives that are being evaluated, along with a No-Build (or do-nothing) alternative, in the EA. The purpose of the I-10/SR 210 EA DCR study is to relieve

congestion and improve traffic flow on I-10, and to connect SR 210 with I-10 to provide an additional route into and out of the downtown Tucson area. The purpose of an EA is to identify environmental concerns and impacts in the study area.

The Arizona Department of Transportation is hosting two public meetings. Both meetings will address the I-10 and SR 210 DCR and EA study. The meeting on November 28, 2018, at Billy Lane Lauffer Middle School will also focus on the proposed I-10/Craycroft Road interchange improvements. Meeting attendees will have the opportunity to ask questions, provide input, and meet the project team.

Meeting Details:

**I-10/Craycroft Road Improvements - Neighborhood Public Meeting**

November 28, 2018

5:30 – 7:30 p.m. (presentation at 6 p.m.)

Billy Lane Lauffer Middle School Gymnasium

5385 E. Littleton Road, Tucson, AZ 85756

**I-10/State Route 210 Environmental Assessment and Design Concept Report – Public Meeting**

November 29, 2018

5:30 – 7:30 p.m. (presentation at 6 p.m.)

Apollo Middle School

Multi-Purpose Room/Cafeteria

265 W. Nebraska St., Tucson, AZ 85706

Information can also be found online at the study website, [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study). You may provide comments at any time during the comment period in the following ways:

Call: 1.888.692.2678

Email: [i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)

Mail: ADOT Community Relations, 1221 S. Second Ave., Tucson, AZ 85713

***Please provide your comments by December 30 so that they can be included in the project record.***

If you would like to schedule a meeting to further discuss the proposed improvements at the I-10/Craycroft Road interchange, please contact Haley Estelle at [haley.estelle@hdrinc.com](mailto:haley.estelle@hdrinc.com) or [602.245.3522](tel:602.245.3522).

Haley Estelle

Community Outreach Section Lead

HDR

[602.245.3522](tel:602.245.3522)

[haley.estelle@hdrinc.com](mailto:haley.estelle@hdrinc.com)

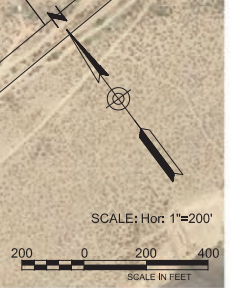
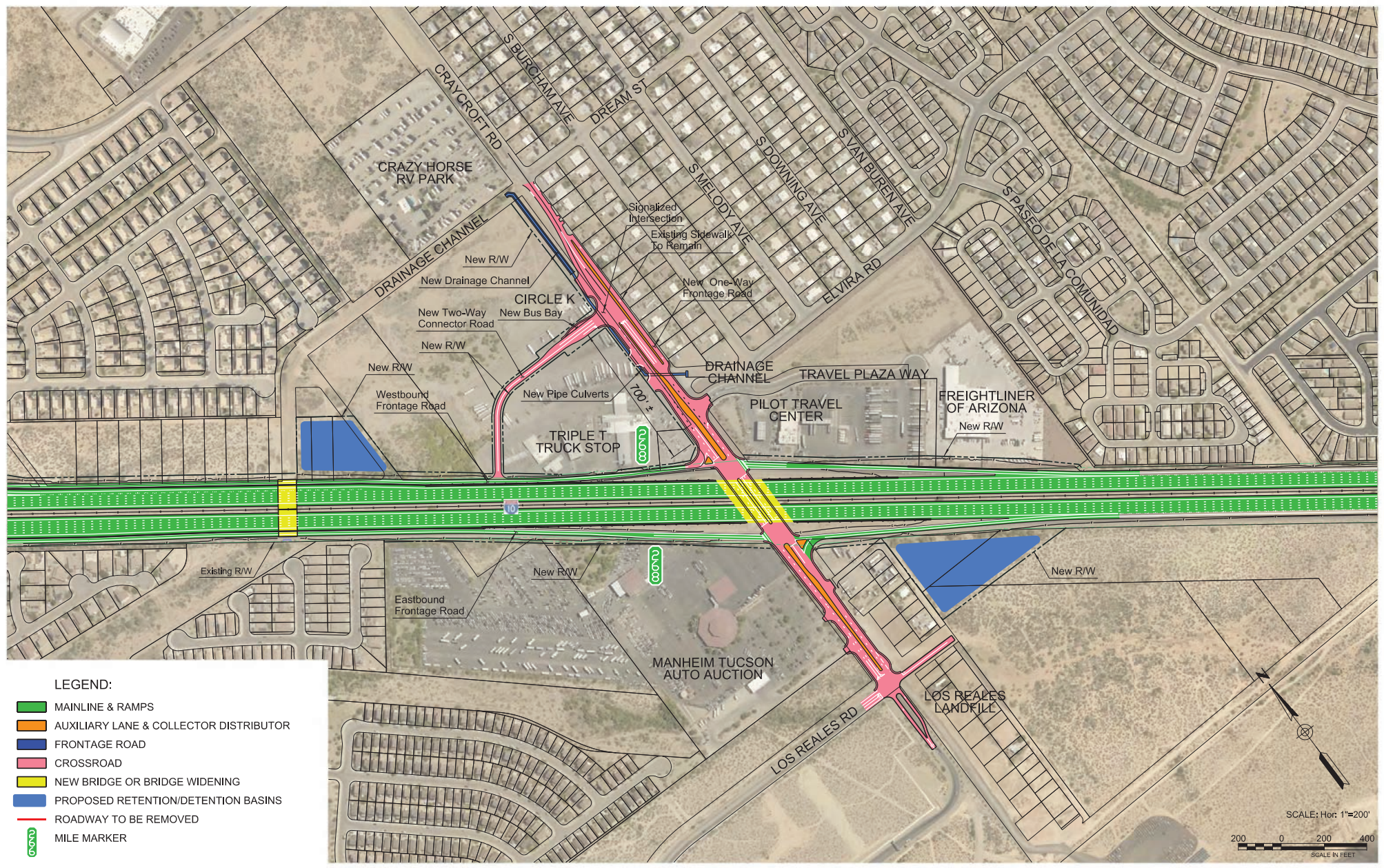
[hdrinc.com/follow-us](http://hdrinc.com/follow-us)

*Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other*

*nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Jeremiah Moerke at 520.237.7605 or [JMoerke@azdot.gov](mailto:JMoerke@azdot.gov). Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.*

*De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con la Jeremiah Moerke a 520.237.7605 o [JMoerke@azdot.gov](mailto:JMoerke@azdot.gov). Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.*

*This page intentionally left blank*



*This page intentionally left blank*

## Littletown/Craycroft Rd. Direct Mailers

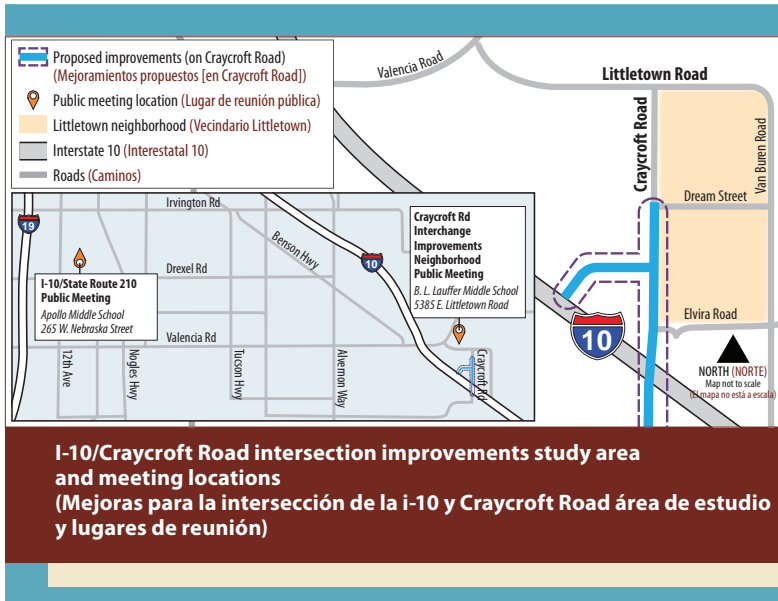
---

*This page intentionally left blank*



**I-10/CRAYCROFT ROAD IMPROVEMENTS  
(MEJORAS PARA LA INTERSECCIÓN DE LA I-10  
Y CRAYCROFT ROAD)**

Interstate 10 and State Route 210  
Design Concept Report and Environmental Assessment  
ADOT Community Relations  
1221 S. 2nd Ave  
Tucson, AZ 85713



**MEETING DETAILS (DETALLES DE LA REUNIÓN)**

**I-10/CRAYCROFT ROAD INTERSECTION IMPROVEMENTS - NEIGHBORHOOD PUBLIC MEETING  
(MEJORAS PARA LA INTERSECCIÓN DE LA I-10 Y CRAYCROFT ROAD - REUNIÓN PÚBLICA CON LOS HABITANTES)**

November 28, 2018 | 5:30–7:30 p.m.  
(28 de noviembre de 2018 | Desde las 5:30 hasta las 7:30 p. m.)  
Billy Lane Lauffer Middle School Gymnasium (Gimnasio de la escuela)  
5385 E. Littletown Road, Tucson, AZ 85756  
Presentation: Approximately 6 p.m.  
(Presentarse a las 6 p.m. aproximadamente)  
*You are also welcome to attend the following public meeting for the larger I-10 and SR210 study: (También está invitado a participar de la siguiente reunión pública sobre el estudio más grande de la I-10 y la SR210:)*

**I-10/STATE ROUTE 210 - PUBLIC MEETING  
(I-10/RUTA ESTATAL 210 - REUNIÓN PÚBLICA)**

November 29, 2018 | 5:30–7:30 p.m.  
(29 de noviembre de 2018 | Desde las 5:30 hasta las 7:30 p. m.)  
Apollo Middle School | Multi-Purpose Room/Cafeteria (Salón de usos múltiples/Cafetería)  
265 W. Nebraska St., Tucson, AZ 85706  
Presentation: Approximately 6 p.m.  
(Presentarse a las 6 p.m. aproximadamente)

**CAN'T MAKE THE MEETING?  
(¿NO PUEDE ASISTIR A NINGUNA REUNIÓN?)**

**Visit the website: (Visite el sitio web:)**  
www.azdot.gov/10SR210study

**Call the toll-free ADOT Project Hotline:  
(Comuníquese con la línea telefónica gratuita del proyecto del Departamento de Transporte de Arizona (ADOT) a: 1-888-692-2678**

**Email: (Correo electrónico:)**  
!10SR210study@hdrinc.com

**Mail comments:  
(Dirección postal para enviar comentarios:)**  
ADOT Community Relations | 1221 S. 2nd Ave | Tucson, AZ 85713

Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact Jerriah Moerke at 520.237.7605 or email JMoerke@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requirieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto con Jerriah Moerke a 520.237.7605 o en JMoerke@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

**Please provide your comments by December 30 so that they can be included in the project record.  
(Envíe sus comentarios antes del 30 de diciembre para que se puedan incluir en el registro del proyecto)**

## NEIGHBORHOOD OPEN HOUSE (REUNIÓN PÚBLICA CON LOS HABITANTES)

### I-10/CRAYCROFT ROAD INTERSECTION IMPROVEMENTS (MEJORAS PARA LA INTERSECCIÓN DE LA I-10 Y CRAYCROFT ROAD)

North of Interstate 10 to Dream Street  
(Norte de la Interestatal 10 a Dream Street)

#### YOUR INPUT IS NEEDED!

Interstate 10 (I-10) from the I-10/Interstate 19 (I-19) interchange to Kolb Road improvements  
State Route 210 (SR210) (Barraza-Aviation Parkway) from Golf Links Road to I-10 improvements  
Craycroft Road Improvements (North of I-10 to Dream Street)

You are invited to attend a neighborhood public meeting to learn about proposed I-10/Craycroft Road interchange improvements. The proposed changes at the I-10/Craycroft Road interchange are part of a larger I-10 and SR210 study. Overall, this study consists of potential improvements to two important corridors that serve the Tucson area:

- I-10 from the I-10/I-19 interchange to Kolb Road; and
- SR 210 (Barraza-Aviation Parkway) from Golf Links Road to I-10 along Alvernon Way.

The proposed improvements include reconstructing the I-10/Craycroft Road interchange to help manage commercial truck and other vehicle turning movements north of I-10. In addition, the following improvements to Craycroft Road between I-10 and Dream Street are proposed:

- signalized intersection
- curb and gutter
- frontage road
- sidewalks
- connector road
- drainage inlets
- raised median
- drainage culverts
- drainage channel

This neighborhood meeting will provide you with information about the ongoing Environmental Assessment (EA) and Design Concept Report (DCR) and give you an opportunity to provide feedback on study area issues and concepts, as well as the proposed improvements to Craycroft Road near your community.

The purpose of an EA is to identify environmental concerns and impacts in the study area. The DCR will further refine the two proposed alternatives that are being evaluated, along with a No-Build alternative. The purpose of the I-10/SR210 study is to relieve congestion and improve traffic flow on I-10, and to connect SR210 with I-10 to provide an additional route into and out of the downtown Tucson area.

Meeting attendees will have the opportunity to learn about proposed improvements at the I-10/Craycroft Road interchange that are part of a larger I-10 and SR210 study, ask questions, provide input, and meet the project team.

#### ¡NECESITAMOS SU OPINIÓN!

Interestatal 10 (I-10) desde la intersección de la I-10 con la Interestatal 19 (I-19) hasta las mejoras en Kolb Road  
Ruta Estatal 210 (SR210) (Barraza-Aviation Parkway) desde Golf Links Road hasta las mejoras en la intersección de la I-10 Craycroft Road (al norte de la I-10 hasta Dream Street)

Está invitado a participar de la reunión pública con los habitantes que se llevará a cabo para obtener información sobre las mejoras propuestas para la intersección de la I-10 y Craycroft Road. Los cambios propuestos para la intersección de la I-10 y Craycroft Road forman parte de un estudio mayor sobre la I-10 y la SR210. En general, este estudio incluye posibles mejoras para dos corredores importantes que funcionan en el área de Tucson:

- La I-10 desde la intersección de la I-10 y la I-19 hasta Kolb Road; y
- la SR210 (Barraza-Aviation Parkway) desde Golf Links Road hasta la I-10 a lo largo de Alvernon Way.

Las mejoras propuestas incluyen la reconstrucción de la intersección de la I-10 y Craycroft Road para ayudar a controlar los camiones comerciales y otros vehículos que cambian de dirección para dirigirse al norte de la I-10. Además, se propusieron las siguientes mejoras para Craycroft Road entre la I-10 y Dream Street:

- Señalización de los cruces
- Veredas
- Calle lateral
- Alcantarillas para desagüe
- Calle conectora
- Conductos para desagüe
- Terraplén elevado
- Canal de desagüe
- Cordón y cuneta

En esta reunión con los habitantes, usted podrá obtener información sobre la Evaluación ambiental (EA) y el Informe sobre el concepto del diseño (DCR) que se están realizando y será una oportunidad para que pueda proporcionar sus comentarios sobre los problemas y los conceptos del área de estudio, así como sobre las mejoras propuestas para Craycroft Road cerca de su comunidad.

El objetivo de una EA es identificar los problemas y los impactos ambientales en el área de estudio. El DCR perfeccionará aún más las dos alternativas propuestas que se están evaluando, junto con una alternativa de no construcción. El objetivo del estudio de la I-10 y la SR210 es disminuir la congestión y mejorar el flujo del tránsito en la I-10, y conectar la SR210 con la I-10 para brindar una ruta adicional para ingresar y salir del área del centro de Tucson.

Quienes asistan a la reunión tendrán la posibilidad de obtener más información sobre las mejoras propuestas para la intersección de la I-10 y Craycroft Road, que forman parte de un estudio más grande sobre la I-10 y la SR210. Además, podrán hacer preguntas, brindar sus opiniones y conocer al equipo encargado del proyecto.

Project Name: I-10, Jct. I-19 to Kolb Road and SR 210, Golf Links to I-10  
ADOT Project Number: 010 PM 2610 H7825 01L | Federal Project No.: 010-E(210)S  
Nombre del Proyecto: I-10, Jct. I-19 a Kolb Road y SR 210, Golf Links a I-10  
Número del Proyecto de ADOT: 010 PM 2610 H7825 01L | Núm. del Proyecto Federal: 010-E(210)S

NOVEMBER 2018 (NOVIEMBRE DE 2018)





*This page intentionally left blank*

**YOUR INPUT IS NEEDED!**

# INTERSTATE 10 AND STATE ROUTE 210

Design Concept Report and Environmental Assessment

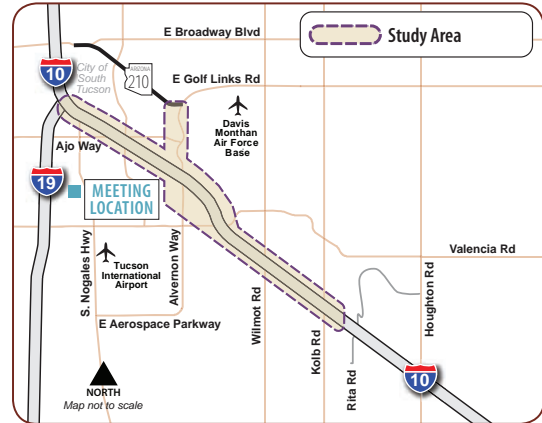
## PUBLIC MEETING

The Arizona Department of Transportation and the Federal Highway Administration are hosting a public meeting regarding potential improvements to two important corridors that serve the Tucson area:

- Interstate 10 (I-10) from the I-10/Interstate 19 (I-19) interchange to Kolb Road
- State Route 210 (SR210) (Barraza-Aviation Parkway) from Golf Links Road to a future connection with I-10 along Alvernon Way

The public meeting will provide study information, discuss the DCR and EA, and solicit community feedback on the study area concepts.

The DCR will further refine two alternatives, which are designed to relieve congestion and improve traffic flow on I-10, and to connect SR210 with I-10 to provide commuters an additional route into and out of the downtown Tucson area. The purpose of an EA is to identify environmental concerns and impacts in the study area.



**THURSDAY, NOVEMBER 29, 2018 | 5:30–7:30 P.M.**

**APOLLO MIDDLE SCHOOL**

**MULTI-PURPOSE ROOM/CAFETERIA**

**265 W. NEBRASKA ST. | TUCSON, AZ 85706**

**Presentation: Approximately 6 P.M.**

### CAN'T MAKE THE MEETING?



**Visit the website:** [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)



**Call the toll-free ADOT Study Hotline:** 1-888-692-2678



**Email:** [i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)



**Mail comments:** ADOT Community Relations

1221 S. Second Avenue | Tucson, AZ 85713

**Please submit comments by December 30 to be included in the Study record.**

I-10; I-19 to Kolb Road and SR 210; Golf Links Rd. to I-10  
ADOT Project No. 010 PM 260 H7825 01L  
Federal Project No. 010-E(210)A  
November 2018

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact **Jerimiah Moerke** at 520.237.7605 or **JMoerke@azdot.gov**. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

## ¡NECESITAMOS SUS COMENTARIOS!

# REUNIÓN PÚBLICA ACERCA DEL INFORME SOBRE

el concepto de diseño (DCR, por sus siglas en inglés) y la Evaluación ambiental (EA, por sus siglas en inglés)

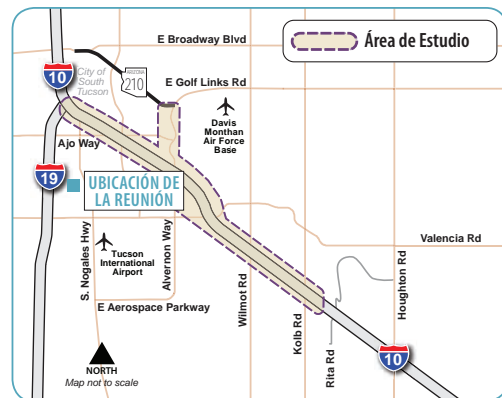
## DE LA INTERESTATAL 10 Y LA RUTA ESTATAL 210

El Departamento de Transporte de Arizona (*Arizona Department of Transportation*) y la Administración Federal de Autopistas (*Federal Highway Administration*) convocan a una reunión pública para tratar las posibles mejoras a dos importantes corredores viales que cubren la zona de Tucson:

- Interestatal 10 (I-10) desde la intersección de la I-10/Interestatal 19 (I-19) con Kolb Road
- Ruta estatal 210 (SR210) (Barraza-Aviation Parkway) desde Golf Links Road hasta una futura conexión con la I-10 a lo largo de Alvernon Way

Durante la reunión pública se brindará información sobre el estudio, se analizarán el DCR y la EA, y se solicitarán los comentarios de la comunidad acerca de los conceptos del área de estudio.

El DCR analizará además con mayor precisión dos alternativas, diseñadas para aliviar la congestión y mejorar la circulación del tránsito en la I-10, y para conectar la SR210 con la I-10 a fin de brindar a las personas que se desplazan a diario una ruta adicional para el ingreso y egreso de la zona céntrica de Tucson. El propósito de una EA consiste en identificar problemas ambientales y su impacto en el área de estudio.



**MARTES 29 DE NOVIEMBRE DE 2018 | 5:30–7:30 P.M.**

**ESCUELA INTERMEDIA APOLLO**

**SALÓN DE USOS MÚLTIPLES/COMEDOR**

**265 W. NEBRASKA ST. | TUCSON, AZ 85706**

**Presentation: Aproximadamente a las 6 P.M.**

### ¿NO PUEDE ASISTIR A LA REUNIÓN?



**Visite el sitio web:** [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)



**Llame a la Línea directa gratuita del estudio ADOT al:** 1-888-692-2678



**Escriba un mensaje de correo electrónico a:** [i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)



**Envíe sus comentarios por correo a:**

ADOT Community Relations | 1221 S. Second Avenue | Tucson, AZ 85713

**Por favor, presente sus comentarios antes del 30 de diciembre a fin de que puedan incluirse en el registro del estudio.**

I-10; I-19 to Kolb Road and SR 210;  
Golf Links Rd. to I-10  
Número de proyecto: 010 PM 260 H7825 01L  
Número de Asistencia Federal: 010-E(210)A  
Noviembre de 2018

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable), ya sea por el idioma o por discapacidad, deben comunicarse con **Jerimiah Moerke** al teléfono 520.237.7605 o a **JMoerke@azdot.gov**. Las solicitudes deben presentarse lo antes posible para permitir que el Estado tenga la oportunidad de disponer de las medidas necesarias.



**INTERSTATE 10 AND STATE ROUTE 210**

*Design Concept Report and Environmental Assessment*

**PUBLIC MEETING**

The Arizona Department of Transportation and the Federal Highway Administration are hosting a public meeting regarding potential improvements to two important corridors that serve the Tucson area:

- Interstate 10 (I-10) from the I-10/Interstate 19 (I-19) interchange to Kolb Road
- State Route 210 (SR210) (Barraza-Aviation Parkway) from Golf Links Road to a future connection with I-10 along Alvernon Way

The proposed improvements include reconstructing the I-10/Craycroft Road interchange to help manage commercial truck and other vehicle turning movements north of I-10. In addition, the following improvements to Craycroft Road between I-10 and Dream Street are proposed:

- signalized intersection
- drainage inlets
- frontage road
- drainage culverts
- connector road
- drainage channel
- raised median
- curb and gutter
- sidewalks

The public meeting will provide study information, discuss the DCR and EA, and solicit community feedback on the study area concepts.

The DCR will further refine two alternatives, which are designed to relieve congestion and improve traffic flow on I-10, and to connect SR210 with I-10 to provide commuters an additional route into and out of the downtown Tucson area. The purpose of an EA is to identify environmental concerns and impacts in the study area.

**CAN'T MAKE A MEETING?**



**Visit the website:** [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)



**Email:** [i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)



**Call the toll-free ADOT study hotline:** 1-888-692-2678



**Mail Comments:** ADOT Community Relations  
1221 S. Second Avenue | Tucson, AZ 85713

**Please submit comments by December 30 to be included in the study record.**

**MEETING DETAILS (DETALLES DE LA REUNIÓN)**

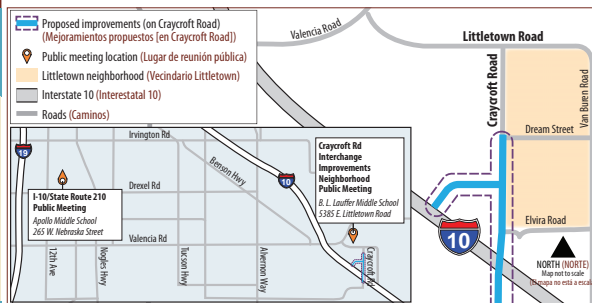
**I-10/Craycroft Road Intersection Improvements Neighborhood Public Meeting (Mejoras para la intersección de la I-10 y Craycroft Road Reunión pública con los habitantes)**

- November 28, 2018 | 5:30–7:30 p.m.  
(28 de noviembre de 2018 | Desde las 5:30 hasta las 7:30 p. m.)
- Billy Lane Lauffer Middle School Gymnasium (Gimnasio de la escuela)  
5385 E. Littletown Road, Tucson, AZ 85756  
Presentation: Approximately 6 p.m. | (Presentarse a las 6 p.m. aproximadamente)

*You are also welcome to attend the following public meeting for the larger I-10 and SR210 study: (También está invitado a participar de la siguiente reunión pública sobre el estudio más grande de la I-10 y la SR210.)*

**I-10/State Route 210 - Public Meeting (I-10/Ruta Estatal 210 - Reunión pública)**

- November 29, 2018 | 5:30– 7:30 p.m.  
(29 de noviembre de 2018 | Desde las 5:30 hasta las 7:30 p. m.)
- Apollo Middle School Multi-Purpose Room/Cafeteria (Salón de usos múltiples/Cafetería)  
265 W. Nebraska St., Tucson, AZ 85706  
Presentation: Approximately 6 p.m. | (Presentarse a las 6 p.m. aproximadamente)



Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Jerimiah Moerke at 520.237.7605 or [JMoerke@azdot.gov](mailto:JMoerke@azdot.gov). Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable), ya sea por el idioma o por discapacidad, deben comunicarse con Jerimiah Moerke al teléfono 520.237.7605 o a [JMoerke@azdot.gov](mailto:JMoerke@azdot.gov). Las solicitudes deben presentarse lo antes posible para permitir que el Estado tenga la oportunidad de disponer las medidas necesarias.

**¡NECESITAMOS SUS COMENTARIOS!**

**REUNIÓN PÚBLICA ACERCA DEL INFORME SOBRE**

*el concepto de diseño (DCR, por sus siglas en inglés) y la Evaluación ambiental (EA, por sus siglas en inglés)*

**DE LA INTERESTATAL 10 Y LA RUTA ESTATAL 210**

El Departamento de Transporte de Arizona (*Arizona Department of Transportation*) y la Administración Federal de Autopistas (*Federal Highway Administration*) convocan a una reunión pública para tratar las posibles mejoras a dos importantes corredores viales que cubren la zona de Tucson:

- Interestatal 10 (I-10) desde la intersección de la I-10/Interestatal 19 (I-19) con Kolb Road
- Ruta estatal 210 (SR210) (Barraza-Aviation Parkway) desde Golf Links Road hasta una futura conexión con la I-10 a lo largo de Alvernon Way

Las mejoras propuestas incluyen la reconstrucción de la intersección de la I-10 y Craycroft Road para ayudar a controlar los camiones comerciales y otros vehículos que cambian de dirección para dirigirse al norte de la I-10. Además, se propusieron las siguientes mejoras para Craycroft Road entre la I-10 y Dream Street:

- Señalización de los cruces
- Veredas
- Calle lateral
- Alcantarillas para desagüe
- Calle conectora
- Conductos para desagüe
- Terraplén elevado
- Canal de desagüe
- Cordon y cuneta

Durante la reunión pública se brindará información sobre el estudio, se analizarán el DCR y la EA, y se solicitarán los comentarios de la comunidad acerca de los conceptos del área de estudio.

El DCR analizará además con mayor precisión dos alternativas, diseñadas para aliviar la congestión y mejorar la circulación del tránsito en la I-10, y para conectar la SR210 con la I-10 a fin de brindar a las personas que se desplazan a diario una ruta adicional para el ingreso y egreso de la zona céntrica de Tucson. El propósito de una EA consiste en identificar problemas ambientales y su impacto en el área de estudio.

**¿NO PUEDE ASISTIR A LA REUNIÓN?**



**Visite el sitio web:** [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)



**Escriba un mensaje de correo electrónico a:**  
[i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)

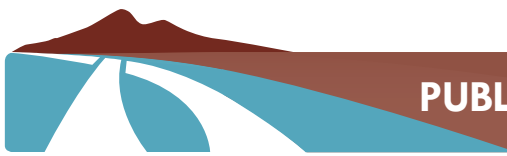


**Llame a la Línea directa gratuita del proyecto ADOT al:**  
1-888-692-2678



**Envíe sus comentarios por correo a:** ADOT Community Relations  
1221 S. Second Avenue | Tucson, AZ 85713

**Por favor, presente sus comentarios antes del 30 de diciembre a fin de que puedan incluirse en el registro de estudio.**



# PUBLIC SIGN-IN SHEET (REGISTRO PUBLICO)

Public Meeting (Reunión Pública)

November 29, 2018 (29 de noviembre de 2018) | 5:30–7:30 p.m.  
Apollo Middle School | 265 W. Nebraska Street | Tucson, AZ

Please print (Por favor imprima)

Name (Nombre)

How did you hear about this meeting?  
(Cómo se entero de la reunión?)

Address, City, ZIP Code (Dirección, Ciudad, Código Postal)

E-mail (Correo Electrónico)

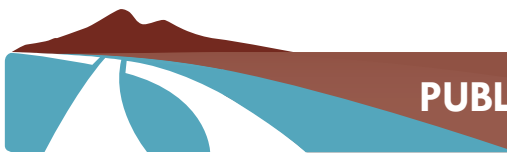
1.	_____	_____	_____
2.	_____	_____	_____
3.	_____	_____	_____
4.	_____	_____	_____
5.	_____	_____	_____
6.	_____	_____	_____
7.	_____	_____	_____
8.	_____	_____	_____
9.	_____	_____	_____
10.	_____	_____	_____
11.	_____	_____	_____
12.	_____	_____	_____
13.	_____	_____	_____
14.	_____	_____	_____
15.	_____	_____	_____
16.	_____	_____	_____

Please print  
Por favor imprima

Completion of this sign-in sheet is voluntary and helps the study team keep an accurate record of meeting attendance. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.

I-10; I-19 to Kolb Road and SR 210; Golf Links Rd. to I-10  
ADOT Project No. 010 PM 260 H7825 01L  
Federal Project No. 010-E(210)S





# PUBLIC SIGN-IN SHEET (REGISTRO PUBLICO)

Public Meeting (Reunión Pública)

November 28, 2018 (28 de noviembre de 2018) | 5:30–7:30 p.m.

Billy Lane Lauffer Middle School | Gymnasium | 5385 E. Littletown Road | Tucson, AZ

Please print (Por favor imprima)

Name (Nombre)

How did you hear about this meeting?  
(Cómo se entero de la reunión?)

Address, City, ZIP Code (Dirección, Ciudad, Código Postal)

E-mail (Correo Electrónico)

1.	_____	_____	_____
2.	_____	_____	_____
3.	_____	_____	_____
4.	_____	_____	_____
5.	_____	_____	_____
6.	_____	_____	_____
7.	_____	_____	_____
8.	_____	_____	_____
9.	_____	_____	_____
10.	_____	_____	_____
11.	_____	_____	_____
12.	_____	_____	_____
13.	_____	_____	_____
14.	_____	_____	_____
15.	_____	_____	_____
16.	_____	_____	_____

Please print  
Por favor imprima

Completion of this sign-in sheet is voluntary and helps the study team keep an accurate record of meeting attendance. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.

I-10; I-19 to Kolb Road and SR 210; Golf Links Rd. to I-10  
ADOT Project No. 010 PM 260 H7825 01L  
Federal Project No. 010-E(210)S





## Comment Forms

---

*This page intentionally left blank*









# Public Meeting

## INTERSTATE 10 AND STATE ROUTE 210

### Phase II - Environmental Assessment & Design Concept Report

Thank you for attending today's meeting. Please take a few minutes to complete this comment form to help the study team better understand your views and opinions on the Interstate 10 (I-10) and State Route 210 (SR 210) Environmental Assessment and Design Concept Report.

1. Please check all that apply. I am a/an:

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Area Resident/Property Owner along SR 210   | <input type="checkbox"/> Area Resident/Property Owner along I-10   | <input type="checkbox"/> Commuter                      |
| <input type="checkbox"/> Area Business Owner/Employee along SR 210   | <input type="checkbox"/> Area Business Owner/Employee along I-10   | <input type="checkbox"/> Agency/Jurisdiction:<br>_____ |
| <input type="checkbox"/> Representing a group along SR 210:<br>_____ | <input type="checkbox"/> Representing a group along I-10:<br>_____ | <input type="checkbox"/> Other:<br>_____<br>_____      |

2. Purpose statement for the study:

The purposes of the extension of SR 210 and improvements to I-10 are as follows:

- Extend SR 210 south to a connection with I-10 to create an alternate route into Tucson's business district/downtown
- Improve I-10 traffic interchange functionality through interchange reconstruction, reconfiguration, removals or additions
- Increase I-10 capacity to meet future travel demands
- Improve local destination access

Do you support the purposes of the study?

Yes

Please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

No

Please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Public Meeting

## INTERSTATE 10 AND STATE ROUTE 210

### Phase II - Environmental Assessment & Design Concept Report

3. Do you have any environmental concerns related to the proposed improvements? If yes, check all that apply.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Air Quality                                     | <input type="checkbox"/> Land Use                                  | <input type="checkbox"/> Visual Resources (Aesthetics, Line of Sight) |
| <input type="checkbox"/> Biological Resources                            | <input type="checkbox"/> Neighborhood and Community Considerations | <input type="checkbox"/> Water Resources                              |
| <input type="checkbox"/> Cultural Resources (Archeological and Historic) | <input type="checkbox"/> Noise                                     | <input type="checkbox"/> Other  |
| <input type="checkbox"/> Habitat Connectivity                            | <input type="checkbox"/> Public Parks/Recreation                   | _____   |
| <input type="checkbox"/> Hazardous Materials                             | <input type="checkbox"/> Title VI/Environmental Justice            | _____   |

4. What are the most important factors to consider when selecting the proposed roadway improvements? (check all that apply)

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Accessibility and Convenience | <input type="checkbox"/> Integration into Existing Neighborhood               | <input type="checkbox"/> Traffic Impacts |
| <input type="checkbox"/> Capacity                      | <input type="checkbox"/> Private Property Impacts/Relocation/Land Acquisition | <input type="checkbox"/> User Experience |
| <input type="checkbox"/> Congestion                    | <input type="checkbox"/> Project Cost   | <input type="checkbox"/> Other           |
| <input type="checkbox"/> Constructability              | <input type="checkbox"/> Safety and Security                                  | _____                                    |
| <input type="checkbox"/> Environmental Impacts: _____  | <input type="checkbox"/> Social and Economic Conditions                       | _____                                    |

5. Were the study materials easy for you to understand?

- Yes                                       No

If no, please explain and tell us how we can improve the materials:

---



---



---



---



---



---

Please return completed comment form to the sign-in table. You can also complete this form, scan it and return it by email, or mail in your completed form.  
All comments must be received by December 30, 2018.



**Mail:** ADOT Community Relations  
1221 S. Second Ave. | Tucson, AZ 85713



**Toll-Free:** Project Line: 1-888-692-2678



**Email:** [i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)



**Online:** [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)



AUTOPISTA INTERESTATAL 10 Y RUTA ESTATAL 210

Fase II - INFORME SOBRE EL CONCEPTO DEL DISEÑO Y EVALUACIÓN AMBIENTAL

Gracias por asistir a la reunión de hoy. Le pedimos que nos brinde unos minutos de su tiempo para completar este formulario de comentarios y, así, ayudar al equipo a cargo del estudio a obtener una mejor comprensión de sus observaciones y opiniones relacionadas con el Informe sobre el concepto del diseño y la Evaluación ambiental de la Interestatal 10 (I-10) y la Ruta Estatal 210 (SR 210).

1. Marque todas las opciones que correspondan. Soy

- Residente en el área/Dueño de una propiedad ubicada sobre la SR 210
Residente en el área/Dueño de una propiedad ubicada sobre la I-10
Agencia/Jurisdicción:
Dueño de un negocio ubicado en el área/ Empleado de un negocio ubicado sobre la SR 210
Dueño de un negocio ubicado en el área/Empleado de un negocio ubicado sobre la I-10
Otro:
Representante de un grupo ubicado sobre la SR 210:
Representante de un grupo ubicado sobre la I-10
Viajero diario

2. Declaración de objetivo del estudio:

Los objetivos de la extensión de la SR 210 y las mejoras a la I-10 son los siguientes:

- Extender la SR 210 hacia el sur hasta una conexión con la I-10 para crear una ruta alternativa hacia la zona comercial y el centro de Tucson
Mejorar la funcionalidad del tránsito de la intersección de la I-10 a través de la reconstrucción y reconfiguración de la intersección y, a su vez, eliminar o agregar elementos según sea necesario
- Aumentar la capacidad de la I-10 para satisfacer las necesidades de viaje futuras
Mejorar el acceso a destinos locales

¿ Está de acuerdo con los objetivos del estudio?

Si

Por favor explique:

No

Por favor explique:

# Reunión Pública AUTOPISTA INTERESTATAL 10 Y RUTA ESTATAL 210

Fase II - INFORME SOBRE EL CONCEPTO DEL DISEÑO Y EVALUACIÓN AMBIENTAL

3. ¿Le preocupa que se provoque algún daño ambiental como consecuencia de las mejoras propuestas? Si su respuesta es sí, marque todas las opciones que correspondan.

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Calidad del Aire                                 | <input type="checkbox"/> Uso del Terreno                                  | <input type="checkbox"/> Recursos Visuales (Estética, Línea de la Vista) |
| <input type="checkbox"/> Recursos Biológicos                              | <input type="checkbox"/> Consideraciones del Vecindario y de la Comunidad | <input type="checkbox"/> Recursos de Agua                                |
| <input type="checkbox"/> Recursos Culturales (Arqueológicos e Históricos) | <input type="checkbox"/> Ruido  | <input type="checkbox"/> Otra: _____                                     |
| <input type="checkbox"/> Conectividad con el Hábitat                      | <input type="checkbox"/> Parques Públicos/Recreación                      | _____  |
| <input type="checkbox"/> Materiales Peligrosos                            | <input type="checkbox"/> Título VI/Justicia Medioambiental                | _____  |

4. ¿Cuáles son los factores más importantes que se deben considerar en el momento de seleccionar las mejoras propuestas para las rutas? (Marque todas las opciones que correspondan)

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Acceso y Conveniencia            | <input type="checkbox"/> Integración al Vecindario Existente                                     | <input type="checkbox"/> Económicas              |
| <input type="checkbox"/> Capacidad                        | <input type="checkbox"/> Impactos a la Propiedad Privada / Reubicación / Adquisición de Terrenos | <input type="checkbox"/> Impactos al Tráfico     |
| <input type="checkbox"/> Congestionamiento                | <input type="checkbox"/> Costo del Proyecto  | <input type="checkbox"/> Experiencia del Usuario |
| <input type="checkbox"/> Constructividad                  | <input type="checkbox"/> Protección y Seguridad  | <input type="checkbox"/> Otro: _____             |
| <input type="checkbox"/> Impactos Medioambientales: _____ | <input type="checkbox"/> Condiciones Sociales y  | _____  |
| _____   |  | _____  |

5. ¿Le resultó fácil comprender la información relacionada con el estudio? Si su respuesta fue no, explique por qué y díganos cómo podemos mejorar la información brindada.

- Sí  No

---

---

---

---

---

---

---

---

---

---

Por favor devuelva la forma de comentarios llena a la mesa de registro o envíela por correo electrónico o en línea.

Todos los comentarios se deben recibir a más tardar a las 5 p.m. del 21 de marzo de 2017.



**Correo Postal:** ADOT Community Relations  
1221 S. Second Ave. | Tucson, AZ 85713



**LÍNEA TELEFÓNICA GRATUITA:** Línea del proyecto: 888.692.2678



**Correo Electrónico:** i10SR210Study@hdrinc.com



**En Línea:** www.azdot.gov/i10SR210study



*This page intentionally left blank*

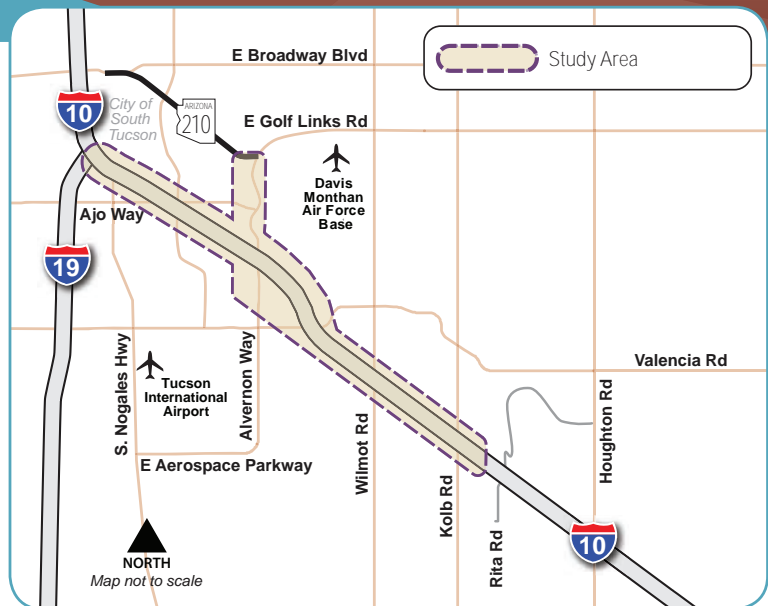
# INTERSTATE 10 AND STATE ROUTE 210

## Design Concept Report and Environmental Assessment

### STUDY OVERVIEW

The Arizona Department of Transportation (ADOT), in conjunction with the Federal Highway Administration (FHWA), has initiated a Design Concept Report (DCR) and an Environmental Assessment (EA) regarding potential improvements to two important corridors that serve the Tucson area:

- Interstate 10 (I-10) from the I-10/Interstate 19 (I-19) interchange to Kolb Road
- State Route 210 (SR210) (Barraza-Aviation Parkway) from Golf Links Road to a future connection with I-10 along Alvernon Way



Beginning in 2011, Phase 1 of the long-range planning process for these corridors included a Feasibility Study and Environmental Overview. The Feasibility Study examined future transportation needs and potential improvements, and the Environmental Overview identified potential environmental issues in the study area. Based on the Feasibility Study, two alternatives are being studied in Phase 2, which includes a DCR and EA.

### DESIGN CONCEPT REPORT

The DCR will further refine the two alternatives identified in the Feasibility Study. The purpose of the proposed alternatives is to relieve congestion and improve traffic flow on I-10, and to connect SR210 with I-10 to provide an additional route into and out of the downtown Tucson area. The proposed alternatives were developed based on public and agency input received during Phase 1 as well as the technical analysis of multiple connection points between SR210 and I-10.

### ENVIRONMENTAL ASSESSMENT

The purpose of the EA is to identify any potential significant environmental impacts of the proposed build alternatives, including a No Build alternative. The EA will evaluate potential social, economic, and natural environmental impacts on multiple environmental resource categories such as air quality, water quality, biological resources, land use, noise, and neighborhood and community impacts. Ultimately, the EA will determine if this study will result in a Finding of No Significant Impact or not. The EA will be prepared in accordance with the National Environmental Policy Act.

### STUDY PROCESS

The next step is to review public comments on the build alternatives and adjust the alternatives, if necessary. An Initial DCR and Draft EA will then be prepared with an anticipated completion date of spring 2019. Community outreach is ongoing, so the public will continue to have an opportunity to provide input as the study progresses. Later a public hearing will be held during the 30-day review period of the Draft EA to receive comments on the recommended alternative. Subsequently, both the DCR and EA will get finalized and the selected alternative will be identified.

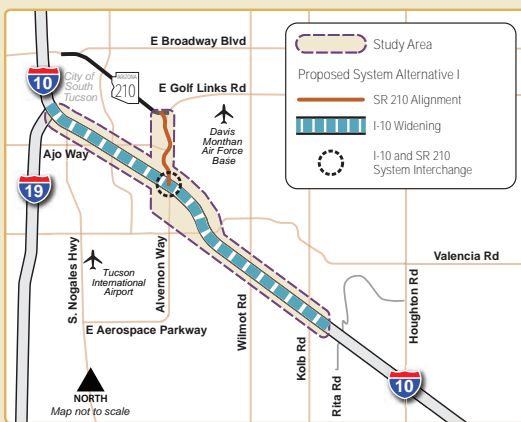
# INTERSTATE 10 AND STATE ROUTE 210

## Design Concept Report and Environmental Assessment

The following two proposed alternatives, plus a No Build alternative, are being carried forward for more detailed analysis and study:

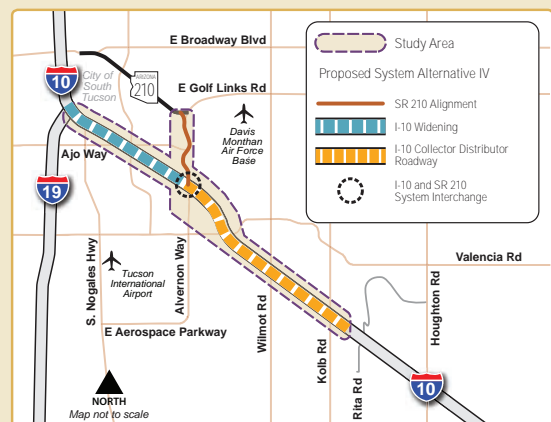
### System Alternative I

- Designate Alvernon Way as SR210 from Golf Links Road to the I-10 and provide 4 travel lanes in each direction
- Add a new system interchange to provide access from SR210 to I-10
- Add up to two (2) lanes in each direction on I-10 from the I-10/I-19 interchange to Alvernon Way
- Add up to four (4) lanes in each direction on I-10 from Alvernon Way to Kolb Road



### System Alternative IV

- Designate Alvernon Way as SR210 from Golf Links Road to the I-10 and provide 4 travel lanes in each direction
- Add a new system interchange to provide access from SR210 to I-10
- Add up to two (2) lanes in each direction on I-10 from the I-10/I-19 interchange to Alvernon Way
- Modify I-10 from Alvernon Way to Kolb Road to serve as a collector-distributor roadway, adding up to four (4) lanes in each direction (see inset)



**Collector-distributor (C-D) roadways** are supplemental lanes between freeway main lanes and the frontage roads. Their primary purpose is to move the weaving and lane changing traffic away from the high-speed traffic on the freeway. C-D roadways are the location where weaving occurs as vehicles move from the freeway to the frontage road or local streets (and vice-versa). C-D roadways can improve traffic flow on freeways and their entrance and exit ramps, as well as improve safety by reducing freeway merging and weaving movements.



C-D ROADWAY

BARRIER

FREEWAY MAIN LANES

MEDIAN

FREEWAY MAIN LANES

BARRIER

C-D ROADWAY

### No-Build Alternative

- Do nothing

Both proposed system alternatives will add or improve interchanges, widen or replace existing bridges, and remove some existing interchange ramps to improve spacing and traffic flow on I-10. If the No-Build alternative is chosen, no action will be taken.

### FOR MORE INFORMATION OR TO SUBMIT COMMENTS:



**Website:** [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)



**Toll-free Study Hotline:** 1-888-692-2678



**Email:** [i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)



**Mail:** ADOT Community Relations  
1221 S. Second Avenue  
Tucson, AZ 85713

# INTERESTATAL 10 Y RUTA ESTATAL 210

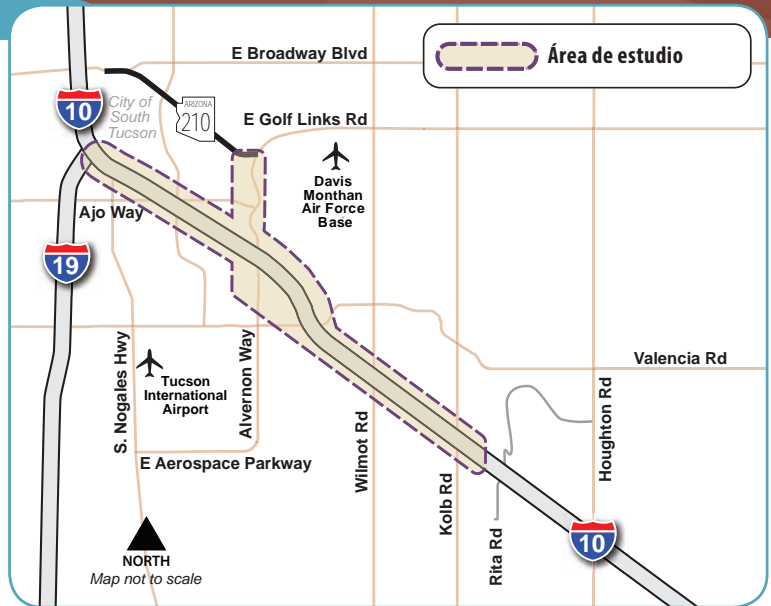
Informe sobre el concepto del diseño y Evaluación ambiental

## RESUMEN DEL ESTUDIO

El Departamento de Transporte de Arizona (ADOT), junto con la Administración Federal de Autopistas (FHWA), ha comenzado a elaborar un Informe sobre el concepto del diseño (DCR) y una Evaluación ambiental (EA) sobre las posibles mejoras de dos corredores importantes que funcionan en el área de Tucson:

- Interestatal 10 (I-10) desde la I-10/Interestatal 19 (I-19) intersección con Kolb Road
- Ruta Estatal 210 (SR210) (Barraza-Aviation Parkway) desde Golf Links Road a una conexión futura con la I-10 a lo largo de Alvernon Way

Desde su comienzo, en el año 2011, la Fase 1 del proceso de planificación de larga distancia para estos corredores incluyó un Estudio de viabilidad y un Análisis ambiental. El Estudio de viabilidad evaluó las futuras necesidades de transporte y las posibles mejoras, y el Análisis ambiental identificó los posibles problemas ambientales en el área de estudio. En función del Estudio de viabilidad, se están analizando dos alternativas en la Fase 2, que incluyen un DCR y una EA.



## INFORME SOBRE EL CONCEPTO DEL DISEÑO

El DCR perfeccionará aún más las dos alternativas identificadas en el Estudio de viabilidad. El objetivo de las alternativas propuestas es disminuir la congestión y mejorar el flujo del tránsito en la I-10, y conectar la SR210 con la I-10 para brindar una ruta adicional para ingresar y salir del centro del área de Tucson. Las alternativas propuestas se desarrollaron teniendo en cuenta los comentarios del público y de la agencia, recibidos durante la Fase 1, además de los análisis técnicos que se realizaron en varios puntos de conexión entre la SR210 y la I-10.

## EVALUACIÓN AMBIENTAL

El objetivo de la EA es identificar cualquier impacto ambiental que pudiera surgir como consecuencia de las alternativas de construcción propuestas, lo que incluye una alternativa de no construcción. La EA analizará los posibles impactos sociales, económicos, naturales y ambientales que pudieran presentarse en varias categorías de recursos ambientales, como la calidad del aire, la calidad del agua, los recursos biológicos, el uso del suelo, el ruido y los impactos sobre los habitantes y la comunidad. Por último, la EA determinará si este estudio causará impactos significativos en las diferentes áreas o no. La EA se elaborará de acuerdo con la Ley nacional de política ambiental.

## PROCESO DEL ESTUDIO

El siguiente paso consiste en analizar los comentarios del público sobre las alternativas de construcción y ajustarlas, si es necesario. Se espera que para la primavera del año 2019 ya se haya finalizado la elaboración de un DCR inicial y un borrador de la EA. La participación de la comunidad está cada vez más presente, de manera que el público seguirá teniendo la oportunidad de aportar sus comentarios a medida que el estudio avance. Más adelante, se llevará a cabo una audiencia pública durante el período de 30 días destinado a la revisión del borrador de la EA, para recibir los comentarios sobre la alternativa recomendada. Posteriormente, se finalizará la elaboración del DCR y de la EA y se identificará cuál es la alternativa seleccionada.

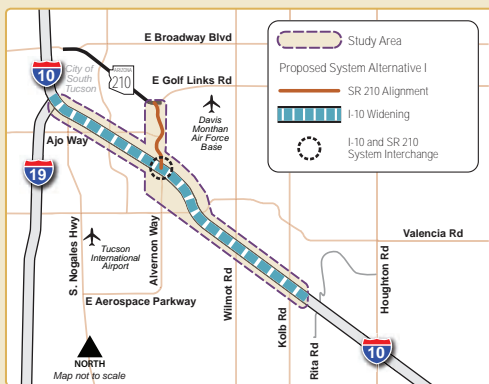
# INTERESTATAL 10 Y RUTA ESTATAL 210

Informe sobre el concepto del diseño y Evaluación ambiental

Las siguientes dos alternativas propuestas, más una alternativa de no construcción, se están llevando adelante para obtener un análisis y un estudio más detallados:

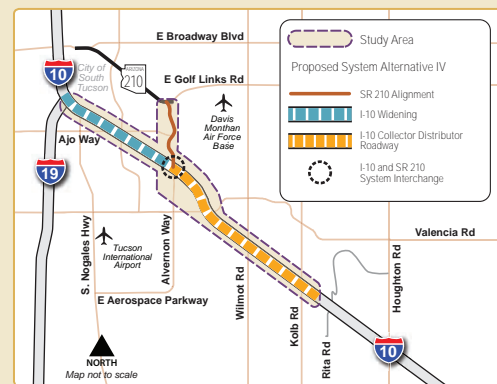
## Alternativa del sistema I

- Designar Alvernon Way como la SR210 desde Golf Links Road hasta la I-10 y proporcionar cuatro carriles en cada dirección
- Agregar un nuevo sistema de intersección para brindar acceso desde la SR210 hasta la I-10
- Agregar hasta dos (2) carriles en ambas direcciones en la I-10 desde la intersección de la I-10 y la I-19 hasta Alvernon Way
- Agregar hasta cuatro (4) carriles en ambas direcciones en la I-10 desde Alvernon Way hasta Kolb Road



## Alternativa del sistema IV

- Designar Alvernon Way como la SR210 desde Golf Links Road hasta la I-10 y proporcionar cuatro carriles en cada dirección
- Agregar un nuevo sistema de intersección para brindar acceso desde la SR210 hasta la I-10
- Agregar hasta dos (2) carriles en ambas direcciones en la I-10 desde la intersección de la I-10 y la I-19 hasta Alvernon Way
- Modificar la I-10 desde Alvernon Way hasta Kolb Road para que funcione como una calzada distribuidora/colectora, agregar hasta cuatro (4) carriles en ambas direcciones (consultar inserción)



Las **calzadas distribuidoras/colectoras (C-D)** son carriles adicionales ubicados entre los carriles principales de la autopista y las calles laterales. Su principal objetivo es alejar el tránsito de los vehículos que cambian de carril del tránsito que se desplaza a alta velocidad por la autopista. En las calzadas C-D se producen los cambios de carril cuando los vehículos se salen de la autopista para dirigirse hacia las calles laterales o hacia las calles urbanas de la ciudad (y viceversa). Las calzadas C-D pueden mejorar el flujo del tránsito de las autopistas y de sus ingresos y rampas de salida, al igual que mejorar la seguridad, ya que minimizan la cantidad de vehículos que se cruzan o se mezclan para cambiar de dirección.



C-D ROADWAY

BARRIER

FREEWAY MAIN LANES

MEDIAN

FREEWAY MAIN LANES

BARRIER

C-D ROADWAY

## Alternativa de no construcción

- No hacer nada

Las dos alternativas del sistema que se propusieron agregarán o mejorarán las intersecciones, ensancharán o reemplazarán los puentes que ya existen y eliminarán algunas de las rampas de las intersecciones que actualmente tenemos, para aumentar la cantidad de espacio y mejorar el flujo del tránsito en la I-10. Si se elige la alternativa de no construcción, no se realizará ninguna modificación.

## PARA OBTENER MÁS INFORMACIÓN O PARA ENVIAR SUS COMENTARIOS:



Sitio web: [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)



Teléfono: 1-888-692-2678



Correo electrónico:  
[i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)



Dirección postal: ADOT Community Relations  
1221 S. Second Avenue  
Tucson, AZ 85713



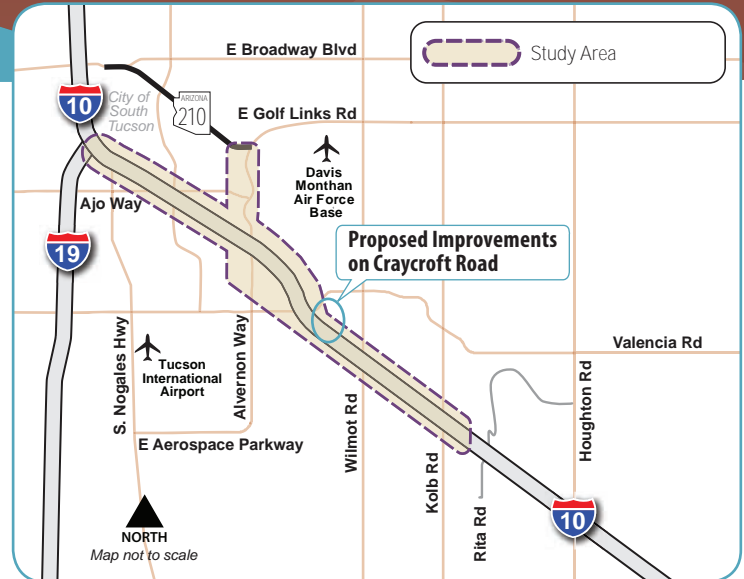
# INTERSTATE 10 AND STATE ROUTE 210

Design Concept Report and Environmental Assessment

## STUDY OVERVIEW

The Arizona Department of Transportation (ADOT), in conjunction with the Federal Highway Administration (FHWA), has initiated a Design Concept Report (DCR) and an Environmental Assessment (EA) regarding potential improvements to two important corridors that serve the Tucson area:

- Interstate 10 (I-10) from the I-10/Interstate 19 (I-19) interchange to Kolb Road
- State Route 210 (SR210) (Barraza-Aviation Parkway) from Golf Links Road to a future connection with I-10 along Alvernon Way



The proposed improvements on Craycroft Road include reconstructing the I-10/Craycroft Road interchange to help manage commercial truck and other vehicle turning movements north of I-10. In addition, the following improvements to Craycroft Road between I-10 and Dream Street are proposed:

- signalized intersection
- raised median
- drainage inlets
- frontage road
- curb and gutter
- drainage culverts
- connector road
- sidewalks
- drainage channel

Beginning in 2011, Phase 1 of the long-range planning process for these corridors included a Feasibility Study and Environmental Overview. The Feasibility Study examined future transportation needs and potential improvements, and the Environmental Overview identified potential environmental issues in the study area. Based on the Feasibility Study, two alternatives are being studied in Phase 2, which includes a DCR and EA.

## DESIGN CONCEPT REPORT

The DCR will further refine the two alternatives identified in the Feasibility Study. The purpose of the proposed alternatives is to relieve congestion and improve traffic flow on I-10, and to connect SR210 with I-10 to provide an additional route into and out of the downtown Tucson area. The proposed alternatives were developed based on public and agency input received during Phase 1 as well as the technical analysis of multiple connection points between SR210 and I-10.

## ENVIRONMENTAL ASSESSMENT

The purpose of the EA is to identify any potential significant environmental impacts of the proposed build alternatives, including a No Build alternative. The EA will evaluate potential social, economic, and natural environmental impacts on multiple environmental resource categories such as air quality, water quality, biological resources, land use, noise, and neighborhood and community impacts. Ultimately, the EA will determine if this study will result in a Finding of No Significant Impact or not. The EA will be prepared in accordance with the National Environmental Policy Act.

## STUDY PROCESS

The next step is to review public comments on the build alternatives and adjust the alternatives, if necessary. An Initial DCR and Draft EA will then be prepared with an anticipated completion date of spring 2019. Community outreach is ongoing, so the public will continue to have an opportunity to provide input as the study progresses. Later a public hearing will be held during the 30-day review period of the Draft EA to receive comments on the recommended alternative. Subsequently, both the DCR and EA will get finalized and the selected alternative will be identified.

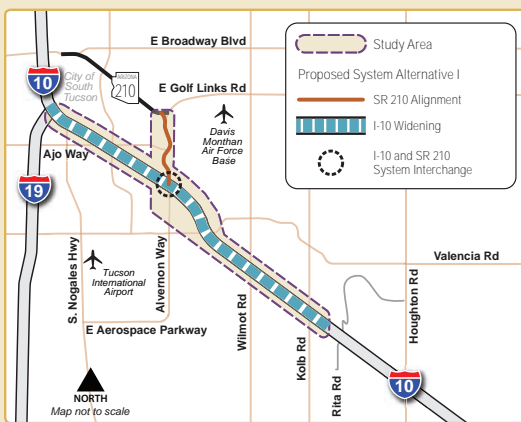
# INTERSTATE 10 AND STATE ROUTE 210

## Design Concept Report and Environmental Assessment

The following two proposed alternatives, plus a No Build alternative, are being carried forward for more detailed analysis and study:

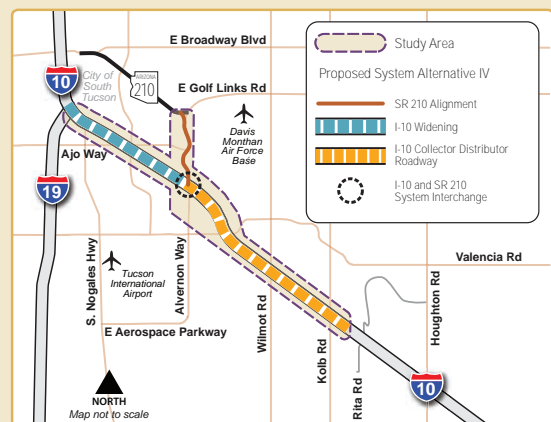
### System Alternative I

- Designate Alvernon Way as SR210 from Golf Links Road to the I-10 and provide 4 travel lanes in each direction
- Add a new system interchange to provide access from SR210 to I-10
- Add up to two (2) lanes in each direction on I-10 from the I-10/I-19 interchange to Alvernon Way
- Add up to four (4) lanes in each direction on I-10 from Alvernon Way to Kolb Road



### System Alternative IV

- Designate Alvernon Way as SR210 from Golf Links Road to the I-10 and provide 4 travel lanes in each direction
- Add a new system interchange to provide access from SR210 to I-10
- Add up to two (2) lanes in each direction on I-10 from the I-10/I-19 interchange to Alvernon Way
- Modify I-10 from Alvernon Way to Kolb Road to serve as a collector-distributor roadway, adding up to four (4) lanes in each direction (see inset)



**Collector-distributor (C-D) roadways** are supplemental lanes between freeway main lanes and the frontage roads. Their primary purpose is to move the weaving and lane changing traffic away from the high-speed traffic on the freeway. C-D roadways are the location where weaving occurs as vehicles move from the freeway to the frontage road or local streets (and vice-versa). C-D roadways can improve traffic flow on freeways and their entrance and exit ramps, as well as improve safety by reducing freeway merging and weaving movements.



C-D ROADWAY

BARRIER

FREEWAY MAIN LANES

MEDIAN

FREEWAY MAIN LANES

BARRIER

C-D ROADWAY

### No-Build Alternative

- Do nothing

Both proposed system alternatives will add or improve interchanges, widen or replace existing bridges, and remove some existing interchange ramps to improve spacing and traffic flow on I-10. If the No-Build alternative is chosen, no action will be taken.

### FOR MORE INFORMATION OR TO SUBMIT COMMENTS:



**Website:** [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)



**Toll-free Study Hotline:** 1-888-692-2678



**Email:** [i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)



**Mail:** ADOT Community Relations  
1221 S. Second Avenue  
Tucson, AZ 85713

# INTERESTATAL 10 Y RUTA ESTATAL 210

Informe sobre el concepto del diseño y Evaluación ambiental

## RESUMEN DEL ESTUDIO

El Departamento de Transporte de Arizona (ADOT), junto con la Administración Federal de Autopistas (FHWA), ha comenzado a elaborar un Informe sobre el concepto del diseño (DCR) y una Evaluación ambiental (EA) sobre las posibles mejoras de dos corredores importantes que funcionan en el área de Tucson:

- Interestatal 10 (I-10) desde la I-10/Interestatal 19 (I-19) intersección con Kolb Road
- Ruta Estatal 210 (SR210) (Barraza-Aviation Parkway) desde Golf Links Road a una conexión futura con la I-10 a lo largo de Alvernon Way

Desde su comienzo, en el año 2011, la Fase 1 del proceso de planificación de larga distancia para estos corredores incluyó un Estudio de viabilidad y un Análisis ambiental. El Estudio de viabilidad

evaluó las futuras necesidades de transporte y las posibles mejoras, y el Análisis ambiental identificó los posibles problemas ambientales en el área de estudio. En función del Estudio de viabilidad, se están analizando dos alternativas en la Fase 2, que incluyen un DCR y una EA.

Las mejoras propuestas en Craycroft Road incluyen la reconstrucción de la intersección de la I-10 y Craycroft Road para ayudar a controlar los camiones comerciales y otros vehículos que cambian de dirección para dirigirse al norte de la I-10. Además, se propusieron las siguientes mejoras para Craycroft Road entre la I-10 y Dream Street:

- señalización de los cruces
- terraplén elevado
- alcantarillas para desagüe
- calle lateral
- cordón y cuneta
- conductos para desagüe
- calle conectora
- veredas
- canal de desagüe

## INFORME SOBRE EL CONCEPTO DEL DISEÑO

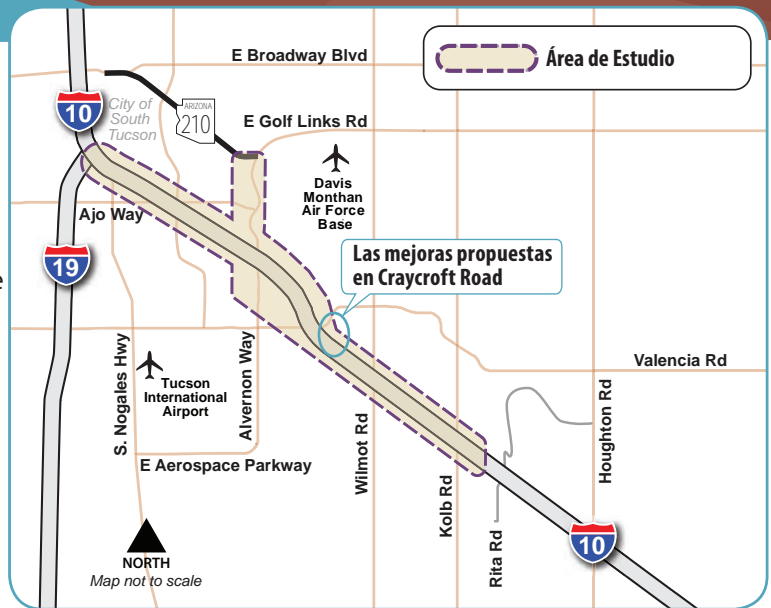
El DCR perfeccionará aún más las dos alternativas identificadas en el Estudio de viabilidad. El objetivo de las alternativas propuestas es disminuir la congestión y mejorar el flujo del tránsito en la I-10, y conectar la SR210 con la I-10 para brindar una ruta adicional para ingresar y salir del centro del área de Tucson. Las alternativas propuestas se desarrollaron teniendo en cuenta los comentarios del público y de la agencia, recibidos durante la Fase 1, además de los análisis técnicos que se realizaron en varios puntos de conexión entre la SR210 y la I-10.

## EVALUACIÓN AMBIENTAL

El objetivo de la EA es identificar cualquier impacto ambiental que pudiera surgir como consecuencia de las alternativas de construcción propuestas, lo que incluye una alternativa de no construcción. La EA analizará los posibles impactos sociales, económicos, naturales y ambientales que pudieran presentarse en varias categorías de recursos ambientales, como la calidad del aire, la calidad del agua, los recursos biológicos, el uso del suelo, el ruido y los impactos sobre los habitantes y la comunidad. Por último, la EA determinará si este estudio causará impactos significativos en las diferentes áreas o no. La EA se elaborará de acuerdo con la Ley nacional de política ambiental.

## PROCESO DEL ESTUDIO

El siguiente paso consiste en analizar los comentarios del público sobre las alternativas de construcción y ajustarlas, si es necesario. Se espera que para la primavera del año 2019 ya se haya finalizado la elaboración de un DCR inicial y un borrador de la EA. La participación de la comunidad está cada vez más presente, de manera que el público seguirá teniendo la oportunidad de aportar sus comentarios a medida que el estudio avance. Más adelante, se llevará a cabo una audiencia pública durante el período de 30 días destinado a la revisión del borrador de la EA, para recibir los comentarios sobre la alternativa recomendada. Posteriormente, se finalizará la elaboración del DCR y de la EA y se identificará cuál es la alternativa seleccionada.



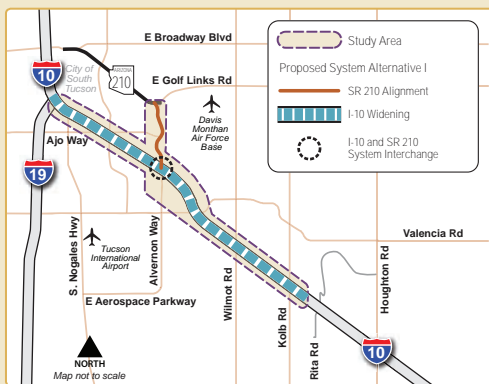
# INTERESTATAL 10 Y RUTA ESTATAL 210

Informe sobre el concepto del diseño y Evaluación ambiental

Las siguientes dos alternativas propuestas, más una alternativa de no construcción, se están llevando adelante para obtener un análisis y un estudio más detallados:

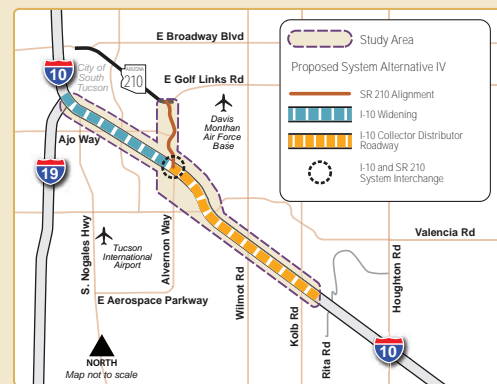
## Alternativa del sistema I

- Designar Alvernon Way como la SR210 desde Golf Links Road hasta la I-10 y proporcionar cuatro carriles en cada dirección
- Agregar un nuevo sistema de intersección para brindar acceso desde la SR210 hasta la I-10
- Agregar hasta dos (2) carriles en ambas direcciones en la I-10 desde la intersección de la I-10 y la I-19 hasta Alvernon Way
- Agregar hasta cuatro (4) carriles en ambas direcciones en la I-10 desde Alvernon Way hasta Kolb Road



## Alternativa del sistema IV

- Designar Alvernon Way como la SR210 desde Golf Links Road hasta la I-10 y proporcionar cuatro carriles en cada dirección
- Agregar un nuevo sistema de intersección para brindar acceso desde la SR210 hasta la I-10
- Agregar hasta dos (2) carriles en ambas direcciones en la I-10 desde la intersección de la I-10 y la I-19 hasta Alvernon Way
- Modificar la I-10 desde Alvernon Way hasta Kolb Road para que funcione como una calzada distribuidora/colectora, agregar hasta cuatro (4) carriles en ambas direcciones (consultar inserción)



Las **calzadas distribuidoras/colectoras (C-D)** son carriles adicionales ubicados entre los carriles principales de la autopista y las calles laterales. Su principal objetivo es alejar el tránsito de los vehículos que cambian de carril del tránsito que se desplaza a alta velocidad por la autopista. En las calzadas C-D se producen los cambios de carril cuando los vehículos se salen de la autopista para dirigirse hacia las calles laterales o hacia las calles urbanas de la ciudad (y viceversa). Las calzadas C-D pueden mejorar el flujo del tránsito de las autopistas y de sus ingresos y rampas de salida, al igual que mejorar la seguridad, ya que minimizan la cantidad de vehículos que se cruzan o se mezclan para cambiar de dirección.



C-D ROADWAY

BARRIER

FREEWAY MAIN LANES

MEDIAN

FREEWAY MAIN LANES

BARRIER

C-D ROADWAY

## Alternativa de no construcción

- No hacer nada

Las dos alternativas del sistema que se propusieron agregarán o mejorarán las intersecciones, ensancharán o reemplazarán los puentes que ya existen y eliminarán algunas de las rampas de las intersecciones que actualmente tenemos, para aumentar la cantidad de espacio y mejorar el flujo del tránsito en la I-10. Si se elige la alternativa de no construcción, no se realizará ninguna modificación.

## PARA OBTENER MÁS INFORMACIÓN O PARA ENVIAR SUS COMENTARIOS:



Sitio web: [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)



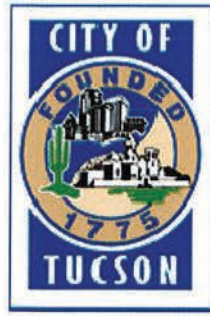
Teléfono: 1-888-692-2678



Correo electrónico:  
[i10SR210Study@hdrinc.com](mailto:i10SR210Study@hdrinc.com)



Dirección postal: ADOT Community Relations  
1221 S. Second Avenue  
Tucson, AZ 85713



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 mile 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. Additional stacking storage was incorporated into the TI concept since the initial review by Pima County. The Kolb Road TI ramps and signals are projected to operate at LOS B or better for the 2040 AM and PM peak hours.

### **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 through 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**

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.

#### **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) 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) 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 businesses that the ramps or frontage roads intend to serve.

## **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**

***1-10 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 within ADOT. Normal policy is to review two signals each side of the interstate. The requested traffic analysis will be included with the final design considerations for the implementation plan.

*This page intentionally left blank*