

Appendix B: Meeting Materials

Comment Forms

Self ID Card

Title VI Poster

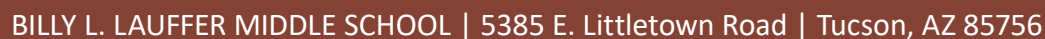
Fact Sheet

PowerPoint Presentation

Display Banners

Roll Plots







Self-Identification Survey

Title VI of the 1964 Civil Rights Act, as amended, 42 USC 2000d, and U.S. Department of Transportation regulations provide that “**no person** in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Other Title VI Nondiscrimination related authorities:

- Federal-Aid Highway Act of 1973
- Section 504 of the Rehabilitation Act of 1973
- Americans with Disabilities Act of 1990
- Executive Orders 12898 & 13166

The Arizona Department of Transportation’s goal is to ensure that every effort will be made to **prevent discrimination** through the impact of its programs, policies, and activities.

ADOT will take reasonable steps to provide **accommodations** based on language or disability. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

By completing this **voluntary** survey, ADOT will be able to determine who attends its public meetings and how the department can improve participation. The survey will also help ADOT fulfill federal reporting requirements.

Completing this survey is voluntary. If you choose to respond, please mark all that apply.

ETHNICITY/RACE:

- | | | |
|---|---|--|
| ☐ African American/Black | ☐ Native Hawaiian/Other Pacific Islander | ☐ Hispanic/Latino |
| ☐ American Indian/Alaskan Native | ☐ Asian | ☐ White |

17-091



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| ☐ American Indian/Alaskan Native | ☐ Asian | ☐ White |

17-091



Encuesta para identificarse

El Título VI del Acto de Derechos Civiles, la ley 42 USC 2000d y otros reglamentos del Departamento de Transporte de los Estados Unidos, aseguran que **“ninguna persona** en los Estados Unidos será negada los beneficios de o será discriminado de cualquier programa o actividad que recibe asistencia de fondos federales por su raza, color de su piel u origen nacional”.

Otras autoridades relacionadas con la No-Discriminación de Título VI:

- La Ley Federal de Asistencia Vial de 1973 (Federal-Aid Highway Act of 1973)
- Sección 504 de la Ley de Rehabilitación de 1973 (Section 504 of the Rehabilitation Act of 1973)
- Ley de ciudadanos Americanos con Discapacidades de 1990 (Americans with Disabilities Act of 1990)
- Ordenes Ejecutivas 12898 y 13166 (Executive Orders 12898 and 13166)

El objetivo del Departamento de Transporte de Arizona es asegurar que cada esfuerzo se llevara a cabo para **prevenir discriminación** en el desarrollo de sus programas, políticas y actividades.

ADOT también tomará todas las medidas razonables para **ofrecer el acceso** a servicios y actividades para personas con limitaciones ya sea por el idioma o por discapacidad. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

Con su participación en esta encuesta **voluntaria**, ADOT podrá determinar quien participa en las reuniones públicas y como podrá mejorar la participación de miembros de minorías. La encuesta también le ayudará a ADOT a cumplir con requisitos federales.

El completar esta encuesta es voluntaria. Si usted decide responder, por favor marque todas las respuestas que le corresponden.

ETNICIDAD/RAZA:

☐ Afroamericano/Negro

☐ Nativo de Hawái/Otra isla del Pacífico

☐ Hispano/Latino

☐ Amerindio/Nativo de Alaska

☐ Asiático

☐ Caucásico/Blanco

17-091



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☐ Asiático

☐ Caucásico/Blanco

17-091



ADOT’S NONDISCRIMINATION NOTICE TO THE PUBLIC

The Arizona Department of Transportation (ADOT) hereby gives public notice that it is the Agency’s policy to assure full compliance with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990 (ADA), and other related authorities in all of its programs and activities.

ADOT’s Title VI and ADA Programs require that no person shall, on the grounds of race, color, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Any person, who believes his/her Title VI or ADA rights have been violated, may file a complaint. Any such complaint must be in writing and filed with the ADOT Civil Rights Office within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For additional information about ADOT’s Civil Rights programs and the procedures to file a complaint contact ADOT Civil Rights Office via the information listed below:

AVISO PÚBLICO DE LA LEY DE NO-DISCRIMINACIÓN DE ADOT

El Departamento de Transporte del Estado de Arizona (ADOT) informa al público que esta agencia tiene como regla asegurar el cumplimiento total del Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades.

Los programas del Título VI y ADA de ADOT exigen que a ninguna persona se le excluya de participar, se le nieguen beneficios o de ninguna otra manera sea sujeta a discriminación en ningún programa o actividad de ADOT por motivo de raza, color, país de origen, o discapacidad.

Cualquier persona que crea que se han violado sus derechos bajo el Título VI o el ADA, puede presentar una queja. Esta queja debe presentarse por escrito a la Oficina de Derechos Civiles de ADOT dentro de ciento ochenta (180) días a partir de la fecha en que se alega que ocurrió la discriminación. Para recibir más información sobre los programas de Derechos Civiles de ADOT y los procedimientos para presentar una queja, por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT a través la información que aparece abajo:

FELICIA BELTRAN
TITLE VI NONDISCRIMINATION
PROGRAM COORDINATOR
FBELTRAN@AZDOT.GOV
KRYSTAL SMITH
ADA/NONDISCRIMINATION
PROGRAM COORDINATOR
KSMITH2@AZDOT.GOV

ADOT Civil Rights Office
206 S. 17th Avenue, Mail Drop 155-A
Phoenix, AZ 85007
602.712.8946
602.239.6257 FAX
azdot.gov

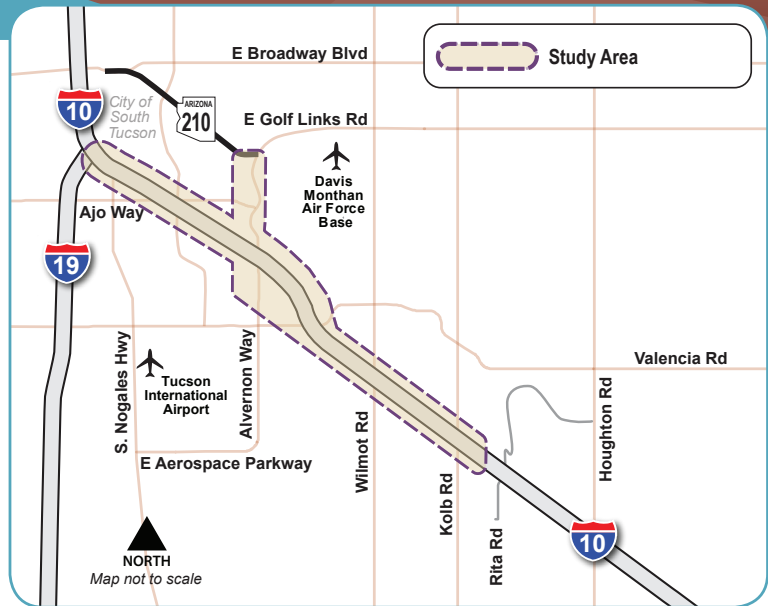
INTERSTATE 10 AND STATE ROUTE 210

Draft Environmental Assessment and Initial Design Concept Report

STUDY OVERVIEW

The Arizona Department of Transportation has prepared a Draft Environmental Assessment (EA) and Initial Design Concept Report (DCR) to study 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 build alternatives plus the no-build alternatives were recommended for evaluation in Phase 2.

DRAFT ENVIRONMENTAL ASSESSMENT

The Draft EA evaluates potential social, economic, and natural environmental impacts on multiple environmental resource categories including air and water quality, biological resources, land use, noise, and neighborhood and community impacts. The Draft EA has been prepared in accordance with the National Environmental Policy Act. Ultimately, the Final EA will determine if this study will result in a Finding of No Significant Impact or not.

INITIAL DESIGN CONCEPT REPORT

The Initial DCR refines the two alternatives identified in the Feasibility Study. The purpose of the study is to evaluate alternatives that 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 recommended alternative, System Alternative 1, was developed based on public and agency input received, as well as the technical analysis of multiple connection points between SR210 and I-10.

STUDY PROCESS

After review of agency and public comments, a recommended alternative has been identified and is being presented during the Draft EA and Initial DCR public review period. From Oct. 29 to Dec. 12, 2019, the public is provided the opportunity to comment on the recommended alternative presented in the Draft EA and Initial DCR. Subsequently, both the Draft EA and Initial DCR will be finalized and a build alternative or the no-build alternative will be selected.

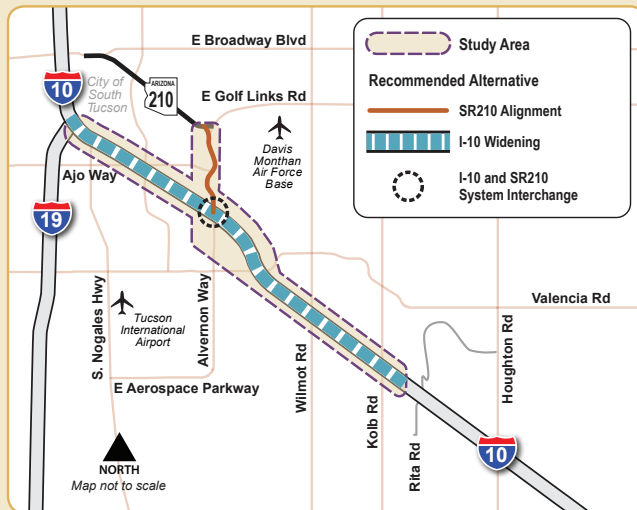
INTERSTATE 10 AND STATE ROUTE 210

Draft Environmental Assessment and Initial Design Concept Report

The following two proposed alternatives, plus a No-Build alternative, were carried forward for more detailed analysis and study in the Draft EA and Initial DCR:

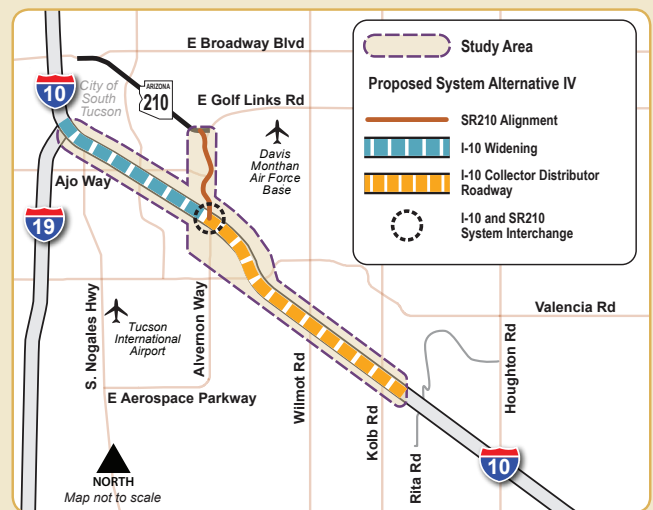
System Alternative I (Recommended Alternative)

- Designate Alvernon Way as SR210 from Golf Links Road to the I-10
- 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 VI

- Designate Alvernon Way as SR210 from Golf Links Road to the I-10
- 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



No-Build Alternative

The No-Build Alternative is used as a baseline, to compare against the recommended build alternative. It is used to understand the condition of the Study Area in the future with no proposed improvements, and to understand how the recommended alternative could influence the Study Area—for better or worse. The No-Build Alternative represents the existing transportation system, along with committed improvement projects that are programmed for funding.

Based on the findings of the Draft EA and Initial DCR, the No-Build Alternative is not the recommended solution.

Questions and comments can be submitted throughout the comment period in any the following ways. All comment methods are considered equal. Submit comments by Dec. 12, 2019:



Website: azdot.gov/i10SR210study



Email: i10SR210Study@hdrinc.com



Toll-free Study Hotline: 1.888.692.2678



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

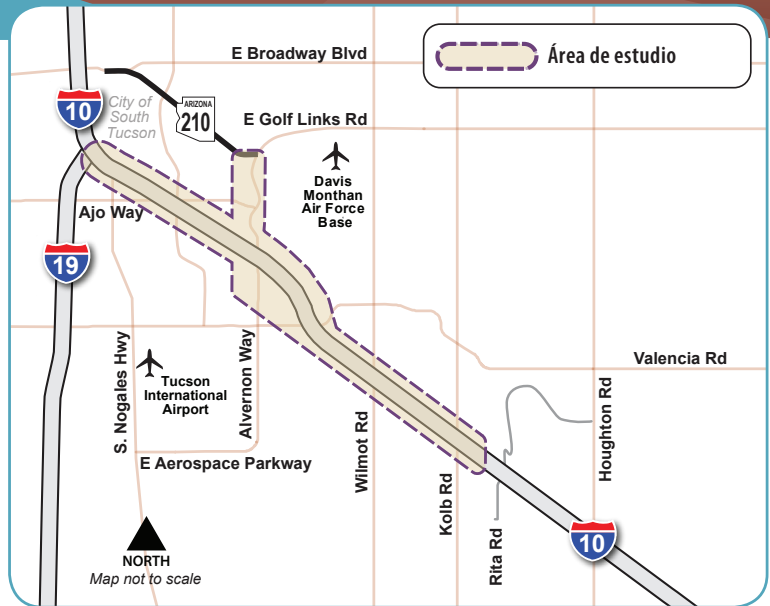
INTERESTATAL 10 Y RUTA ESTATAL 210

*Versión preliminar de la evaluación ambiental
e informe inicial sobre el concepto de diseño*

RESUMEN DEL ESTUDIO

El Departamento de Transporte de Arizona (ADOT) ha comenzado a elaborar una versión preliminar de la Evaluación ambiental (EA) y un Informe inicial sobre el concepto del diseño (DCR) de las posibles mejoras de dos corredores importantes que funcionan en el área de Tucson:

- Interestatal 10 (I-10) desde la intersección de la I-10 y la Interestatal 19 (I-19) hasta Kolb Road
- Ruta Estatal 210 (SR210) (Barraza-Aviation Parkway) desde Golf Links Road hasta 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 recomendaron dos alternativas de construcción y la alternativa de no construcción, para ser evaluadas en la Fase 2.

VERSIÓN PRELIMINAR DE LA EVALUACIÓN AMBIENTAL

La versión preliminar de la EA analiza los posibles impactos sociales, económicos, naturales y ambientales que pudieran presentarse en varias categorías de recursos ambientales, incluidos la calidad del aire y el agua, los recursos biológicos, el uso del suelo, el ruido y los impactos sobre los habitantes y la comunidad. La versión preliminar de la EA se elaboró de acuerdo con la Ley Nacional de Política Ambiental. Por último, la EA final determinará si este estudio causará impactos significativos en las diferentes áreas o no.

INFORME INICIAL SOBRE EL CONCEPTO DE DISEÑO

El DCR inicial perfecciona aún más las dos alternativas identificadas en el Estudio de viabilidad. El objetivo de este estudio es evaluar alternativas para 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. La alternativa recomendada, Alternativa del sistema 1, se desarrolló teniendo en cuenta los comentarios del público y de la agencia, además de los análisis técnicos que se realizaron en varios puntos de conexión entre la SR210 y la I-10.

PROCESO DE ESTUDIO

Luego del análisis de la agencia y los comentarios del público, se identificó una alternativa recomendada que se presenta en la versión preliminar de la EA y el DCR inicial en el período de análisis público. Desde el 29 de octubre hasta el 12 de diciembre de 2019, se le otorga al público la posibilidad de aportar comentarios sobre las alternativas recomendadas que se presentan en la versión preliminar de la EA y el DCR inicial. Posteriormente, la versión preliminar de la EA y el DCR inicial se concluirán y se seleccionará una alternativa de construcción o la alternativa de no construcción.

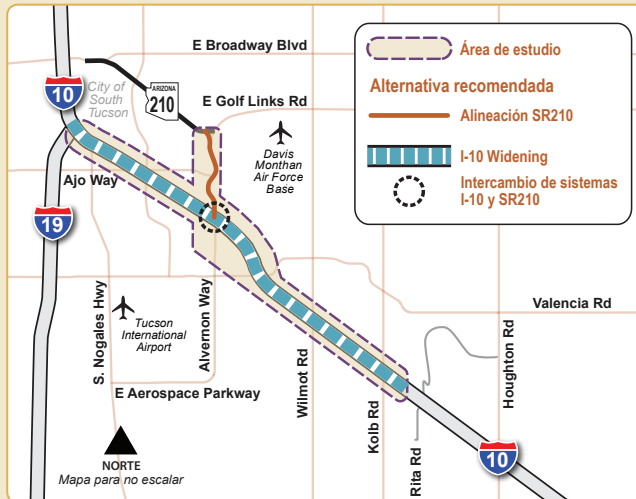
INTERESTATAL 10 Y RUTA ESTATAL 210

Versión preliminar de la evaluación ambiental
e informe inicial sobre el concepto de diseño

Las siguientes dos alternativas propuestas, más una alternativa de no construcción, se llevaron adelante para obtener un análisis y un estudio más detallados en la versión preliminar de la EA y el DCR inicial:

Alternativa I del sistema (Alternativa recomendada)

- 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 SR 210 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
- Agregar un nuevo sistema de intersección para brindar acceso desde la SR 210 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



Alternativa de no construcción

La alternativa de no construcción se utiliza como referencia para contrastarla con la alternativa de construcción recomendada. Se utiliza para comprender el estado del área de estudio en el futuro sin las mejoras propuestas y para comprender de qué manera la alternativa recomendada podría influir en el área de estudio; para bien o para mal. La alternativa de no construcción representa el sistema de transporte existente, junto con el compromiso de realizar proyectos de mejora programados para financiación.

Con base en los hallazgos de la versión preliminar de la EA y el DCR inicial, la alternativa de no construcción no es la solución recomendada.

Se pueden enviar preguntas y comentarios durante el período de comentarios de cualquiera de las siguientes



Sitio web: www.azdot.gov/i10SR210study



Correo electrónico:
i10SR210Study@hdrinc.com



Teléfono: 1-888-692-2678



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

Interstate 10 and State Route 210

Phase II Draft Environmental Assessment and Initial Design Concept Report Public Hearing

November 20, 2019

Project No. 010 PM 260 H7825 01L

Federal Project No. 010-E(210)S

Estamos presentando información en inglés. Para ayuda en español, por favor hable con Alicia Jacobs.

Gracias.

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AND THE AMERICANS WITH DISABILITIES ACT (ADA)

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 ADOT's Civil Rights Office at 602.712.8946 or at civilrightsoffice@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 requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto con la Oficina de Derechos Civiles al 602.712.8946 o en civilrightsoffice@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.

Restrooms & Emergency Exits

A large, faint, light gray starburst graphic is positioned in the lower right quadrant of the slide, behind the title text. It consists of a central five-pointed star with several long, thin rays extending outwards from its points.

Agenda

5:30-7:30 PM Open House

6:00-6:15 PM Presentation

6:30-7:30 PM Public Statements

Study Milestones

- ▶ 2011-2015 – Phase I
 - 2015 Feasibility Study & Environmental Overview
 - Identification of system alternatives
- ▶ 2016-2019 – Phase II
 - Draft EA and Initial DCR published for public review
 - Identification of recommended alternative

Study Area

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



Project Need

- ▶ Lack of roadway options to downtown Tucson area
- ▶ I-10 traffic interchanges have poor operational performance and higher-than-average crash rates
- ▶ Projected I-10 traffic growth over the next 20 years will exceed the current capacity of the freeway
- ▶ High percentage of travel on I-10 is for local trips rather than through traffic

Corridor Alternatives Considered

System Alternative I

- ▶ Designate Alvernon Way as SR210 from Golf Links Road to I-10 and provide four (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 I-10 and provide four (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

No-Build Alternative

The No-Build Alternative is used as a baseline, to compare against the build alternatives. It is used to understand the condition of the study area in the future with no proposed improvements, and to understand how the build alternatives could influence the study area—for better or worse. The No-Build Alternative represents the existing transportation system, along with committed improvement projects that are programmed for funding.

Initial Design Concept Report

- ▶ The Initial DCR refined the two build alternatives, System Alternatives I and IV, and evaluated all three alternatives.
- ▶ Information on the three alternatives was presented to the public November 2018. The recommended alternative, System Alternative I, was selected based on public and agency input, as well as technical evaluation information of the alternatives.

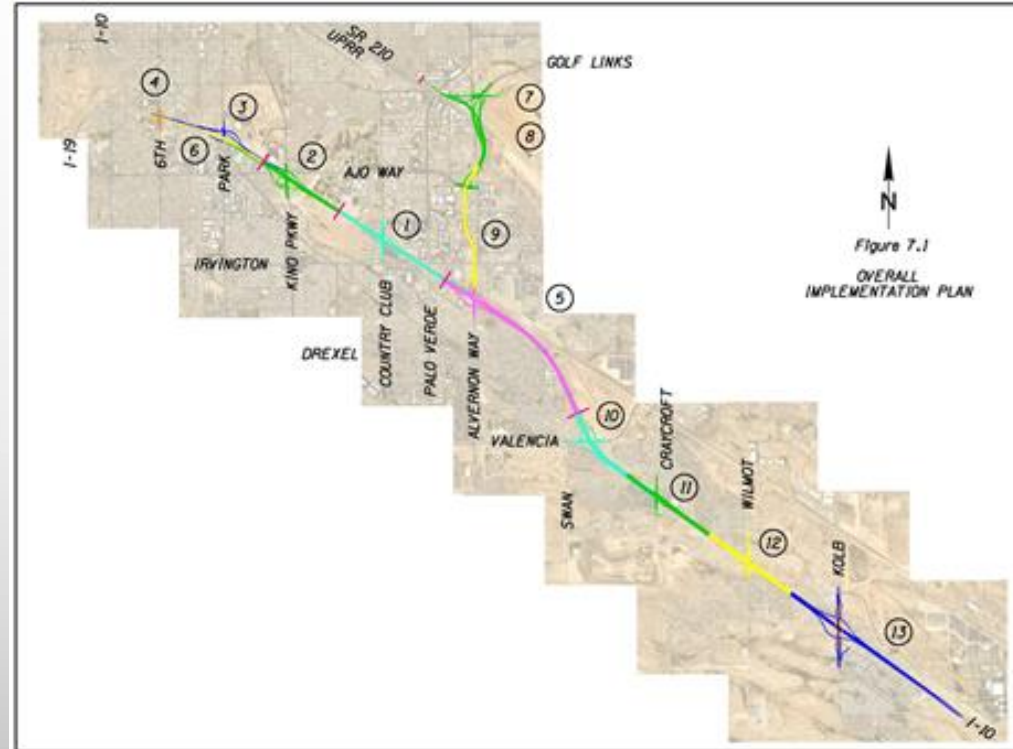
System Alternative I - Recommended Alternative

- ▶ Designate Alvernon Way as SR210 from Golf Links Road to I-10 and provide four (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



Tentative Implementation Plan

- ▶ Proposed plan developed as part of the DCR
- ▶ Recommends 18 projects over 15 to 20 years
- ▶ Timing dependent on availability of funding and coordination with PAG
- ▶ Design of Kino Pkwy and Country Club Rd TIs included in Five Year Plan



Draft Environmental Assessment

The Draft Environmental Assessment (EA) evaluates potential social, economic, and natural environmental impacts on multiple environmental resource categories including air and water quality, biological resources, land use, noise, and neighborhood and community impacts. Ultimately, the Final EA will determine if this study will result in a Finding-of-No-Significant-Impact or not. The Draft EA has been prepared in accordance with the National Environmental Policy Act by ADOT under the 327 MOU (NEPA Assignment).

What is NEPA?

- ▶ The National Environmental Policy Act (NEPA) of 1969, NEPA was a law written to analyze, disclose, minimize, and mitigate environmental impacts for federally funded projects.
- ▶ NEPA's basic policy requires applicable federal agencies to review impacts and mitigation to NEPA studies.
- ▶ An Environmental Assessment (EA) is the NEPA-level documentation that will be used to evaluate potential impacts for the proposed project.
- ▶ The purpose of this EA is to describe the need for a proposed action, alternatives evaluated (including the No-Build Alternative), environmental impacts of those alternatives, and any necessary mitigation measures.

Section 4(f)

- ▶ Section 4(f) of the U.S. Transportation Act applies to federally-funded transportation projects that have an impact on publicly owned parks and recreation areas, wildlife and waterfowl refuges, and historic sites.
- ▶ New road across the Julian Wash Greenway near Treat or Bentley Ave. to replace existing neighborhood access on Irvington Rd
- ▶ ADOT is presenting a *de minimus* impact finding for public review and comment regarding the changes to this public trail.
- ▶ For more information on this Section 4(f) finding, please see Chapter 4 of the Draft Environmental Assessment (EA)

Next Steps

Public Review

The public review and comment period for the Draft Environmental Assessment started Oct. 29, 2019 and ends on Dec. 12, 2019.

Final Environmental Assessment & Design Concept Report

Both the Draft EA and Initial DCR will be finalized and a build alternative or the No-Build alternative will be selected.

How to Comment

- ▶ Verbal Public Statements at tonight's hearing, recorded by a court reporter
- ▶ Online: www.azdot.gov/i10SR210study
- ▶ Email: i10SR210Study@hdrinc.com
- ▶ Voicemail: 1-888-692-2678
- ▶ Mail: ADOT Community Relations, 1221 S. Second Avenue, Tucson, AZ 85713

Guidelines for Giving Public Statements

Mutual respect, courtesy, and patience are the hearing's guiding principles.

SPEAKERS:

Maximum of 3 minutes each.

**LISTENING
PANEL:**

Panelists are not allowed to respond.

Discussions are welcome in the open house area.

**COURT
REPORTER:**

Please state your name and speak clearly.

Please remain quiet and silence cell phones while in the audience.

Please do not interrupt a speaker.

Please leave the area for side discussions.

THANK YOU!

I-10, SR210 Public Hearing & Open House

INTERSTATE 10 AND STATE ROUTE 210

Draft Environmental Assessment and
Initial Design Concept Report



Welcome!

Hearing Agenda:

- Open house: 5:30–7:30 PM
- Presentation: 6:00–6:20 PM
- Public Statements: 6:30–7:30 PM

Please Sign In:

- Por favor vea a los miembros del equipo de estudio si necesita ayuda de interpretación en Español.
- Please see a study team member if you need Spanish interpretation assistance

AGENDA

INTERSTATE 10 AND STATE ROUTE 210

Draft Environmental Assessment and
Initial Design Concept Report

The Arizona Department of Transportation (ADOT) has initiated a Draft Environmental Assessment (EA) and an Initial Design Concept Report (DCR) to evaluate potential improvements to two important corridors that serve the Tucson area:

- Interstate 10 (I-10) from 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 purpose of the Draft EA and Initial DCR is to identify a Recommended Alternative to relieve congestion and improve safety and traffic flow on I-10 and to connect SR210 with I-10.



The Recommended Alternative includes the following:

- Widen I-10
- Extend SR210 to I-10
- Add new traffic interchanges
- Replace or widen existing bridges along I-10
- Improve existing traffic interchanges and crossroads
- Remove existing ramps at some traffic interchanges to improve spacing and traffic flow

In addition to the Recommended Alternative (System Alternative I), a System Alternative IV and the No-Build Alternative were also evaluated.

STUDY OVERVIEW

INTERSTATE 10 AND STATE ROUTE 210

Draft Environmental Assessment and Initial Design Concept Report

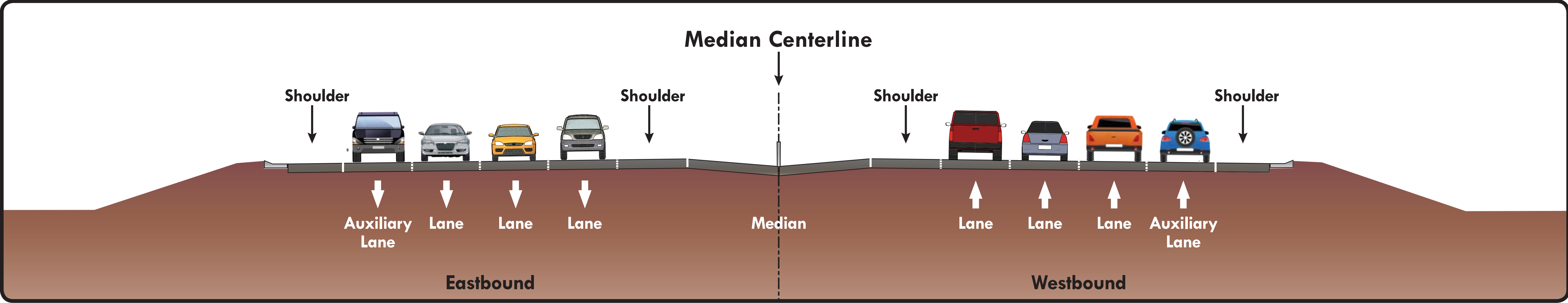
- Designate Alvernon Way as SR210 from Golf Links Road to I-10 and provide four (4) travel lanes in each direction
- Add a new system interchange to provide access from SR210 to I-10
- Add up to two (2) lanes in each direction on I-10 from the I-10/I-19 interchange to Alvernon Way
- Add up to four (4)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



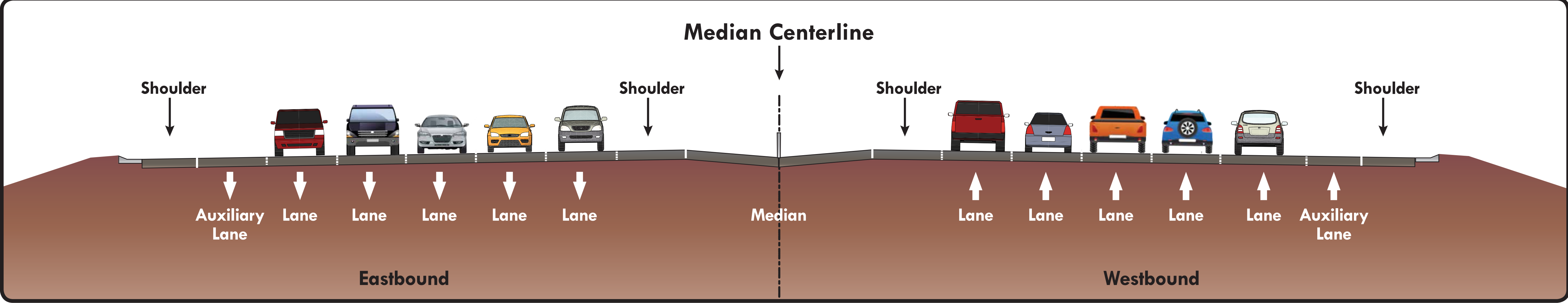
Recommended Alternative
(System Alternative I)

I-10 Cross-Sections

Kino Parkway to Alvernon Way



Craycroft Road to Kolb Road



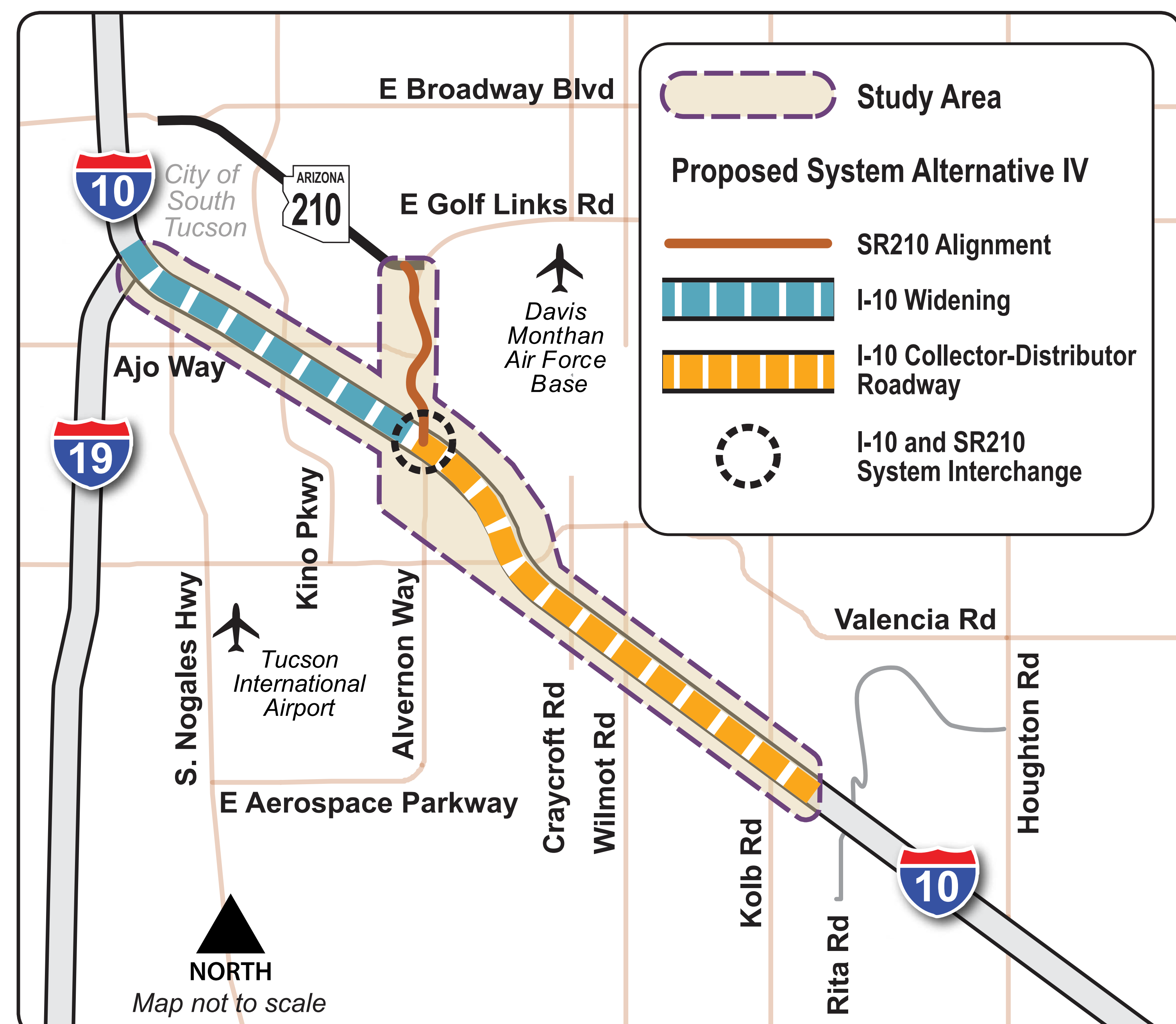
RECOMMENDED
ALTERNATIVE

INTERSTATE 10 AND STATE ROUTE 210

Draft Environmental Assessment and
Initial Design Concept Report

Proposed System Alternative IV

- Designate Alvernon Way as SR210 from Golf Links Road to the I-10
- 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



No-Build Alternative

- The No-Build Alternative is used as a baseline, or a benchmark, to compare against the Build Alternatives.
- It is used to understand the condition of the Study Area in the future with no proposed improvements, and to understand how a Build Alternative could influence the Study Area—for better or worse.
- The No-Build Alternative represents the existing transportation system, along with committed improvement projects that are programmed for funding.

OTHER ALTERNATIVES EVALUATED

INTERSTATE 10 AND STATE ROUTE 210

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The following engineering elements
are/were considered in the Initial
Design Concept Report:

Refine Proposed Alternatives

Refine the proposed alternatives, including
the No-Build alternative, as part of the
Environmental Assessment

Traffic Analyses

Evaluate future traffic conditions to determine
the function and capacity of the corridor

Roadway Design

Begin preliminary design plans for the selected
alternative

Interchanges

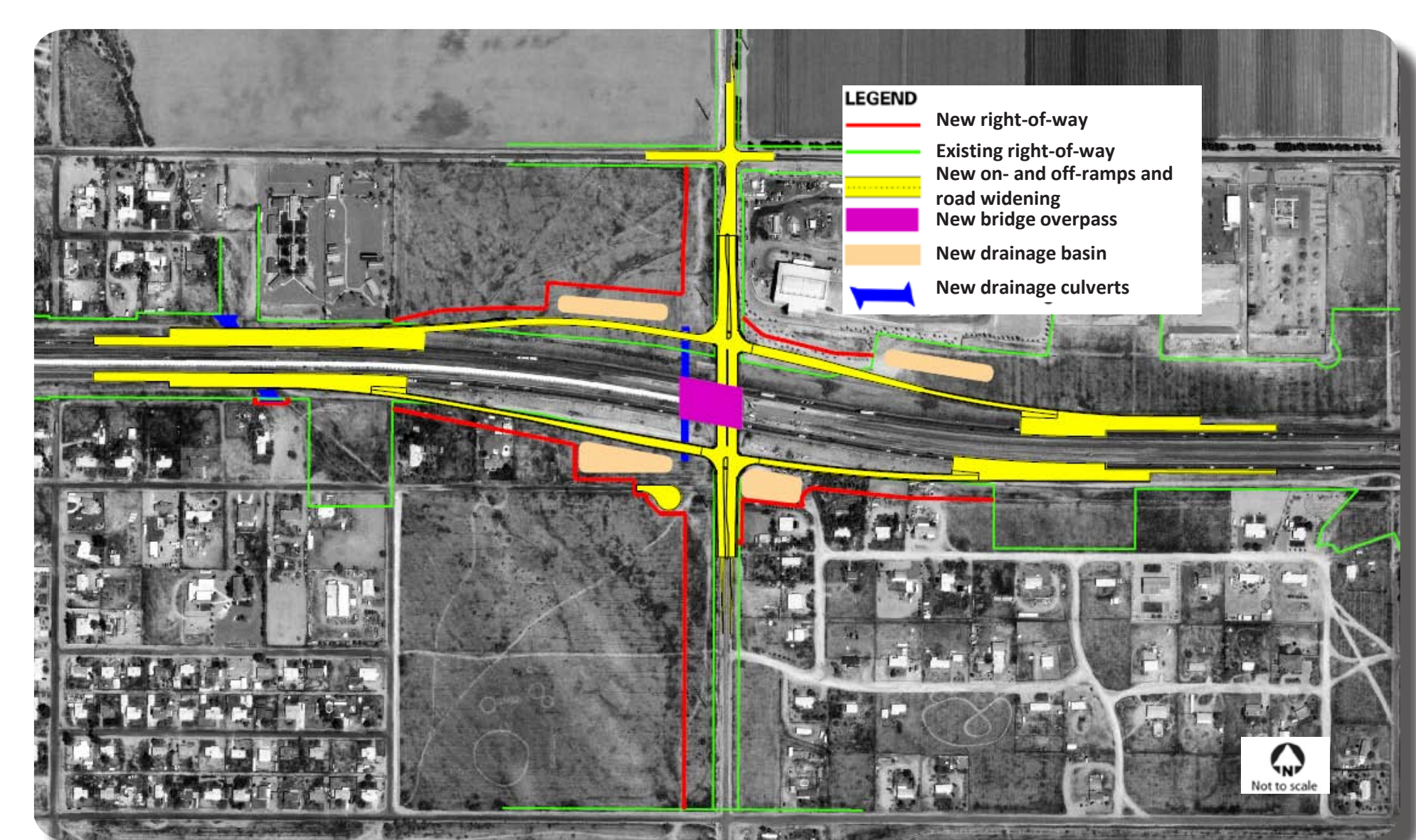
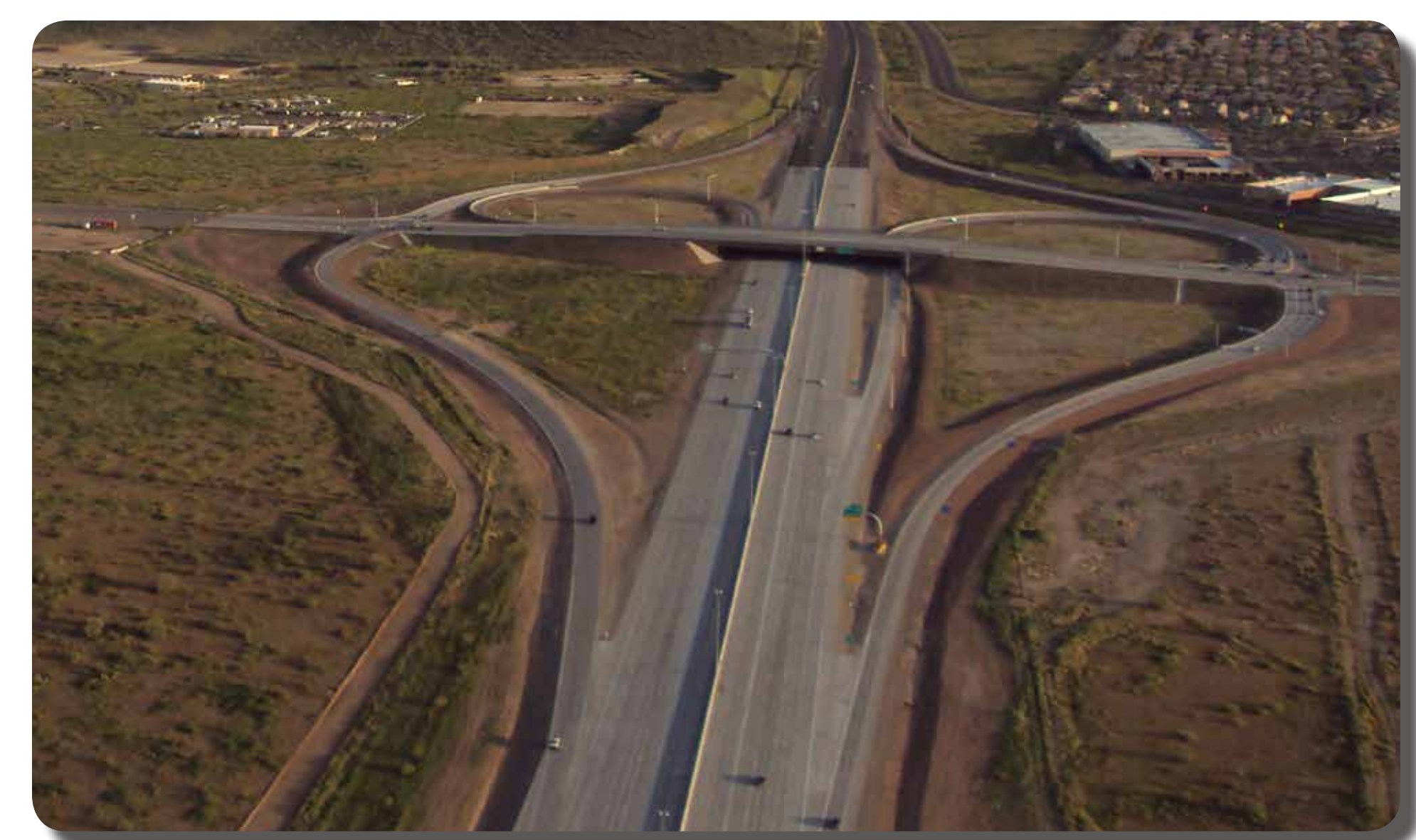
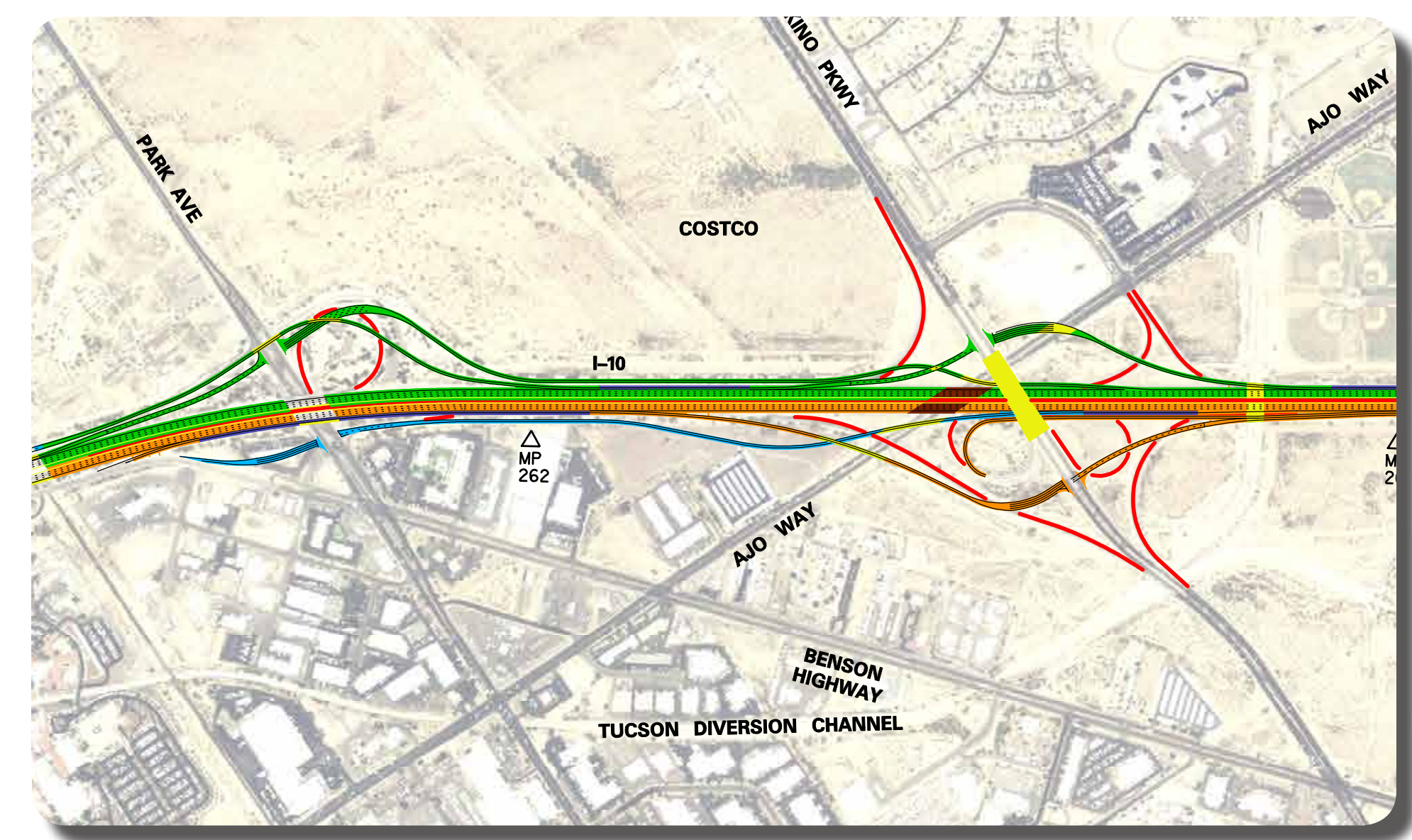
Determine the configuration of the existing
and proposed interchanges

Right-Of-Way

Define right-of-way limits to guide land use
decisions and preserve right-of-way needs

Drainage

Accommodate washes and other drainage
features within the corridor to minimize
flooding and maintain the freeway's use
during major storms



ENGINEERING ELEMENTS

INTERSTATE 10 AND STATE ROUTE 210

Draft Environmental Assessment and
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The following environmental elements
are/were considered in the Environmental
Assessment:

- Air Quality
- Biological Resources
- Cultural Resources
- Social and Economic Considerations
- Hazardous Materials
- Land Ownership, Jurisdiction,
and Land Use
- Noise
- Section 4(f) Resources
- Section 6(f) Resources
- 327 NEPA Assignment MOU
- Secondary and Cumulative Impacts
- Visual Resources
- Water Resources
- Utilities



ENVIRONMENTAL ELEMENTS

INTERSTATE 10 AND STATE ROUTE 210

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Section 4(f) of the U.S. Transportation Act applies to federally-funded transportation projects that have an impact on publicly owned parks and recreation areas, wildlife and waterfowl refuges, and historic sites.

- **Julian Wash Greenway Trail:** A new road across the Julian Wash Greenway Trail is planned in the area of Treat and Bentley avenues to provide access for vehicles from the neighborhood north of Irvington Road. The portion of the planned road that crosses the trail would result in a permanent incorporation of approximately 44 feet of the trail into a transportation facility, but would not impact the overall use of the trail or its activities or features.



ADOT is presenting a *de minimus* impact finding for public review and comment regarding the changes to this public trail. For more information on this Section 4(f) finding, please see Chapter 4 of the Draft Environmental Assessment (EA).

SECTION 4(f)

INTERSTATE 10 AND STATE ROUTE 210

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**“Mutual respect, courtesy, and patience
are the hearing’s guiding principles.”**

SPEAKERS:

- Maximum of 3 minutes each.

LISTENING PANEL:

- Panelists are not allowed to respond.
- Discussions are welcome in the open house area.

COURT REPORTER:

- Please state your name and speak clearly.

GENERAL GUIDELINES:

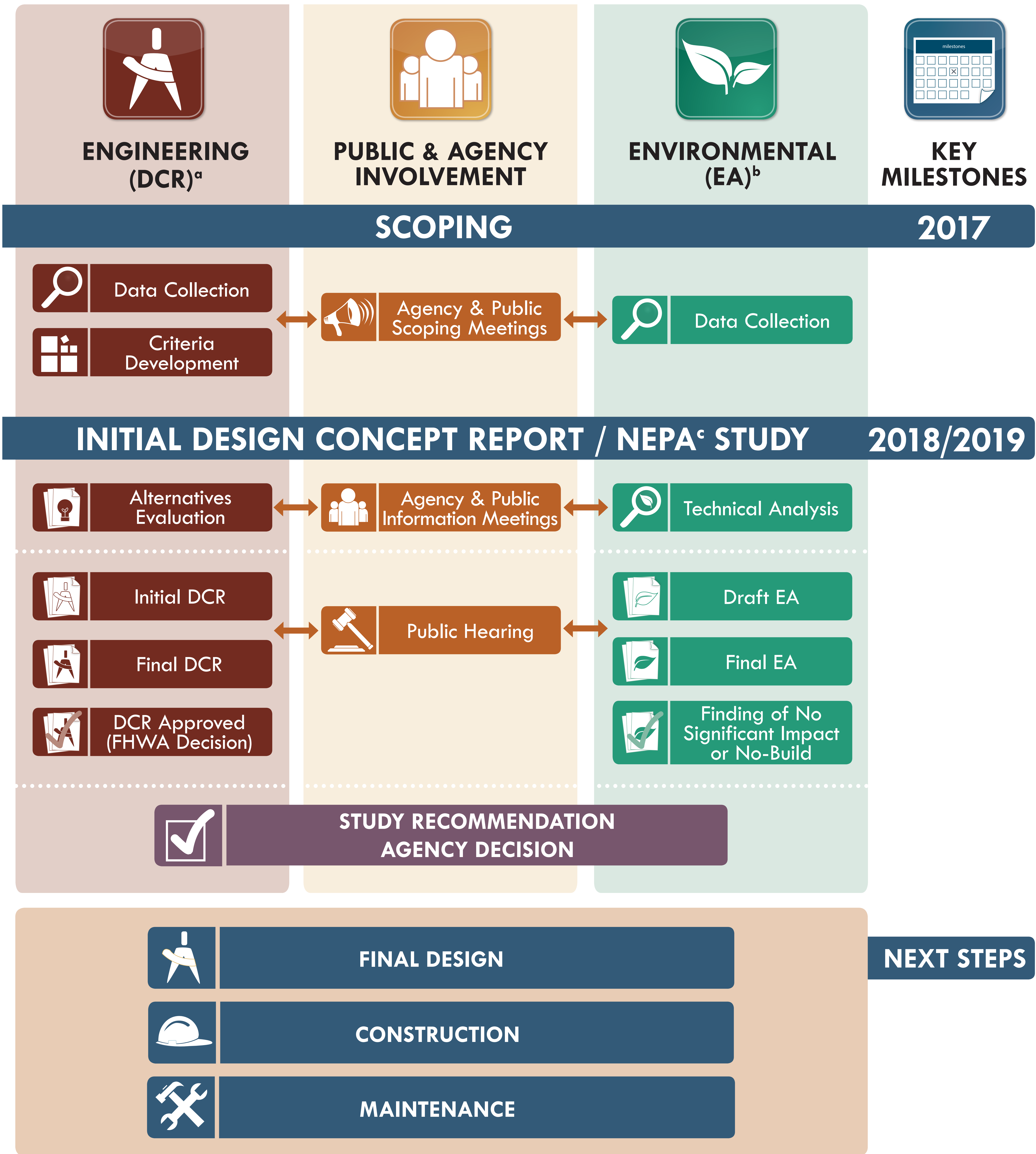
- Please remain quiet and silence cell phones while in the audience.
- Please do not interrupt a speaker.
- Please leave the area for side discussions.



GUIDELINES FOR GIVING PUBLIC STATEMENTS

INTERSTATE 10 AND STATE ROUTE 210

Draft Environmental Assessment and Initial Design Concept Report



^a Initial Design Concept Report ^b Environmental Assessment ^c National Environmental Policy Act

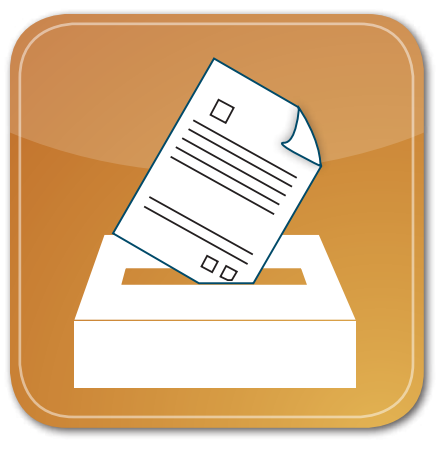
STUDY
PROCESS

INTERSTATE 10 AND STATE ROUTE 210

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Throughout the public review and comment period, anyone can submit comments through the following methods:



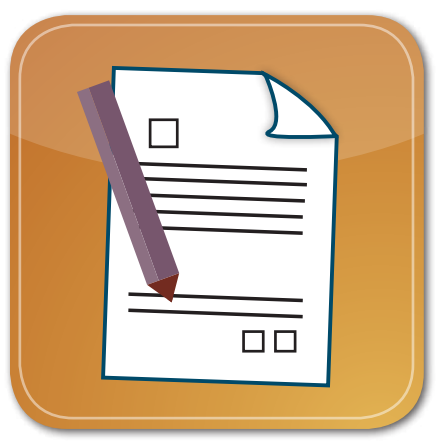
Return completed comment form to the sign-in table



Submit verbal comments to a court reporter



Completing the online comment form at:
azdot.gov/i10SR210study



Send comments by December 12, 2019 to:



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



Email: i10SR210Study@hdrinc.com



Phone: 888.692.2678

All comment methods are considered equal.

The Draft Environmental Assessment and Initial Design Concept Report public comment period ends on December 12, 2019.

All comments and formal responses to comments will be included in the Final EA and DCR.

HOW TO COMMENT



