

Appendix C: Agency and Public Comments

Agency Letters & Responses

Public Comment Log

Comment Forms

Emailed and Web Comments

Public Hearing Transcript



COUNTY ADMINISTRATOR'S OFFICE

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

C.H. HUCKELBERRY
County Administrator

December 11, 2019

Jerimiah Moerke
Community Relations Project Manager
South Central District
Arizona Department of Transportation
1221 South Second Avenue
Tucson, Arizona 85713

Re: Interstate 10/State Route 210 Draft Environmental Assessment and Initial Design Concept Report

Dear Mr. Moerke:

This letter is in response to the notice of public comment period received from Arizona Department of Transportation (ADOT) for the above-mentioned project. The comments below pertain to the Draft Environmental Assessment (EA) and Initial Design Concept Report (DCR) dated October 2019 that are available on the ADOT project website at:

<https://azdot.gov/planning/transportation-studies/interstate-10-and-state-route-210-study>

Please respond to the following comments from Pima County and include any updates in the final EA and DCR for the project:

1. The Tucson Airport Authority (TAA) is considering an entrance to the airport from Alvernon Way. This proposed entrance would be a high-speed access to the airport. With the Union Pacific Railroad (UPRR) so close to the Alvernon Way and State Route (SR) 210 northbound exit, there does not appear to be sufficient room to construct a "flyover" connection at a later date to accommodate traffic traveling westbound to southbound. Please address the potential to accommodate an entrance from Alvernon Way in the EA and DCR.
2. From an economic development perspective, further consideration is warranted in the EA and DCR for the potential future TAA access along Alvernon Way, as well as the potential to connect to the Sonoran Corridor and the existing Aerospace Parkway.
3. Bicycle facilities that currently exist along the Alvernon Way corridor have not been replaced in the preferred System Alternative I; and Contractors Way is proposed to be a cul-de-sac. Identify and replace existing bicycle access from Aviation Parkway/Richie Boulevard to Alvernon Way south of I-10. Consider using the proposed maintenance road located on the east side of SR 210 as a bicycle path and connect it to Contractors Way.

4. Removing the I-10/Palo Verde Traffic Interchange (TI) and replacing it with a new TI at Country Club Road will impact the local arterial network in the vicinity of I-10. Country Club Road is currently a two-lane roadway compared to Palo Verde Road, which is currently a four-lane roadway. Traffic operations on Country Club Road and connecting streets will be affected. What consideration has been given to the required improvements to the local arterial system connecting to Country Club Road caused by the new I-10/Country Club TI? Specifically, will improvements be needed at Country Club Road/Irvington Road and at Country Club Road/Ajo Way intersections?
5. With many trucks coming north on Alvernon Way from Home Goods, FedEx, Old Dominion and other logistics and Maintenance, Repair & Overhaul (MRO) companies, the removal of the existing (TI) at Palo Verde Road could be problematic. Utilizing the I-10/Country Club Road TI may not be conducive to moving traffic from most of these sources. Further consideration should be given to adequately address potential impacts.
6. On page 35 of the EA, *Table 2. "Implementation plan - project order of construction"* lists No. 1 - Country Club Road TI to be constructed first. Apparently, the reason is for improved traffic operations when the Kino Parkway TI is subsequently constructed. However, this fails to consider the substantial amount of time between construction of the Country Club Road TI and the SR 210 connection to I-10, which will cause a negative impact to traffic operations on the local arterial network. As proposed, construction of SR 210 is shown as projects Nos. 7, 8 and 9. Further consideration must be given to interim traffic operations of the local arterial network between the implementation of improvements proposed in Table 2 of the draft EA. Appropriate steps should be taken to avoid the undesirable effects on traffic operations that are likely to occur.
7. To avoid the above noted traffic operations issues, construct the Kino Parkway TI first, in order to minimize impacts to local arterial network that are expected during the time between construction of the Country Club Road TI and when the SR 210 connection is constructed. Pima County has made multiple prior requests to construct the Kino Parkway TI first during earlier comment periods for I-10/SR 210 and the ADOT Current Five-Year Program process.
8. The proposed SR 210/Ajo Way TI is very close (< 500 feet) to the UPRR mainline tracks and to Contractors Way. Traffic operations in this area are a concern. Further consideration should be given to analyze and properly address the future traffic operations of the proposed SR 210 /Ajo Way TI due to close proximity of UPRR and Contractors Way.
9. The existing "jug handle" between Ajo Way and Kino Parkway will require modifications due to reconfiguration of Kino Parkway TI. Have the existing intersection of Kino Parkway and the "jug handle" been analyzed for vehicles wanting to get to the TI? The existing dual right may need to become dual left. Traffic operations are a concern in this area due to the close proximity of the Kino Parkway/"jug handle" intersection and the Kino Parkway/proposed westbound on/off-ramps intersection. Have the future traffic operations been properly analyzed due to close proximity of these two intersections?

Mr. Jeremiah Moerke

RE: Interstate 10/State Route 210 Draft Environmental Assessment and Initial Design Concept Report

December 11, 2019

Page 3

10. Country Club Road is shown to be widened over the Julian Wash/Julian Wash Greenway south of I-10. Design should be modified to replace the existing connection from the west side of Country Club Road to the Julian Wash Greenway. The proposed extension of the existing box culvert (on both sides) will require modifications to the Julian Wash Greenway. The proposed box culvert extension should be evaluated from a lighting perspective.
11. Include access from Kino Parkway to the Pima County owned parcel located adjacent to the southeast quadrant of I-10/Kino Parkway TI north of Julian Wash. Access could be limited to right-in and right-out if necessary to meet design standards.
12. The design of the new bridge on I-10 over Drexel Road should accommodate vehicular traffic and the Chuck Huckelberry Loop.
13. Show Pima County's proposed I-10 equipment/pedestrian underpass on the I-10 profile at Station 475 + 00. Pima County requests that the Kino Parkway TI project include funding for construction of the equipment/pedestrian underpass. It is requested that the profile of I-10 at this location be raised several feet to better facilitate the underpass.
14. Until the equipment/pedestrian underpass is constructed, to connect the Kino Sports Complexes north and south of I-10, an interim solution using shuttle service is being considered to possibly go under I-10 via the Tucson Diversion Channel Greenway. A similar access road exists on the west side of the Tucson Diversion Channel Greenway. Pima County is interested in coordinating with ADOT to evaluate options and the potential to include this work with the adjacent I-10 improvements.
15. Provisions should be made to ensure uninterrupted use of the Chuck Huckelberry Loop during implementation of future I-10 construction projects.

We appreciate the opportunity to comment on the Draft Environmental Assessment and Initial Design Concept Report and look forward to working with ADOT on the design and construction of individual projects in the future.

Sincerely,



C.H. Huckelberry
County Administrator

CHH/lab

c: Carmine DeBonis, Jr., Deputy County Administrator for Public Works
Yves Khawam, PhD, Assistant County Administrator for Public Works
Ana Olivares, Director, Transportation Department

February 19, 2020

C. H. Huckelberry
County Administrator
Pima County
130 West Congress, Floor 10
Tucson, AZ 85701-1317

Subject: Interstate 10/State Route 210 Draft Environmental Assessment and Initial Design Concept Report

Dear Mr. Huckelberry:

Thank you for taking the opportunity to comment on the Draft Environmental Assessment and Initial Design Concept Report for the Interstate 10 from I-19 to Kolb Road and State Route 210 from Golf Links Road to I-10 study. We appreciate your thoughtful review of the documents.

The ADOT study team has carefully considered your comments, questions and concerns. Our responses are included on the enclosed document.

Your comments, along with the responses, will be included in the final Environmental Assessment.

We look forward to working with you on future projects.

Sincerely,



Tazeen Dewan
Project Manager

Enclosure

I-10, I-19 to Kolb Rd and SR210, Golf Links Road to I-10**Response to Pima County - December 11, 2019 DEA/IDCR Report Comment Letter****February 19, 2020****Comment #1**

The Tucson Airport Authority (TAA) is considering an entrance to the airport from Alvernon Way. This proposed entrance would be a high-speed access to the airport. With the Union Pacific Railroad (UPRR) so close to the Alvernon Way and State Route (SR) 210 northbound exit, there does not appear to be sufficient room to construct a “flyover” connection at a later date to accommodate traffic traveling westbound to southbound. Please address the potential to accommodate an entrance from Alvernon Way in the EA and DCR.

Response

The study team received a joint letter from Pima County, the City of Tucson, the Town of Sahuarita and the Tucson Airport Authority, dated December 12, 2019. Portions of the letter states “...concurrent planning of the Sonoran Corridor (SR410) has evolved to the point that Alvernon Way has been identified as the preferred north-south alignment among all three alternatives.” “Now that Alvernon Way has become the preferred alignment of the Sonoran Corridor, it only makes sense to consider the extension of SR210 south to connect with SR410.”

The I-10/SR210 system interchange concept was designed to accommodate Alvernon Way that ultimately would be a 6-lane parkway to the south. The parkway concept would minimize access points and provide medians to limit crossover access and improve roadway speeds.

The I-10/SR210 system interchange can be modified to extend SR210 south along the Alvernon Way alignment if desired. To do so would require the following:

- Alvernon Way TI ramps will need to be eliminated to accommodate the north-south through movement for SR210 under I-10. Alvernon Way south of I-10 will no longer have a direct connection to I-10.
- SR210 will need to be elevated south of I-10 to separate the through movement from cross street traffic.
- Two flyover ramps will be needed for the westbound to southbound and northbound to westbound movements.
- Two ramps for the eastbound to southbound and the northbound to eastbound movements will also be needed.
- One-way frontage roads will be needed to provide access to adjacent residential developments and the Los Niños Elementary School.

- A bridge structure will be needed to connect the northbound frontage with the southbound frontage road near Concord Stravenue.

A comprehensive look at the extension of SR210 south of I-10 to the Sonoran Corridor is beyond the scope of this project. Separate scoping and environmental documents will be needed to analyze the high-speed route south of I-10 along Alvernon Way. This work could be included with the Sonoran Corridor Study.

Comment #2

From an economic development perspective, further consideration is warranted in the EA and DCR for the potential future TAA access along Alvernon Way, as well as the potential to connect to the Sonoran Corridor and the existing Aerospace Parkway.

Response

As stated in the response to Comment #1 the study team understands the direction Pima County, the City of Tucson, the Town of Sahuarita and the Tucson Airport Authority are moving related to connecting I-10/SR210 with the Sonoran Corridor along the Alvernon Way alignment. Providing a limited access facility (SR210) south to the Sonoran Corridor or keeping the current Alvernon Way parkway concept will need to be evaluated in separate scoping and environmental documents. Both concepts would certainly improve mobility to the airport and employment centers located south of the downtown area. Economic development considerations of an extension of SR210 south of I-10 are beyond the scope of this project.

Comment #3

Bicycle facilities that currently exist along the Alvernon Way corridor have not been replaced in the preferred System Alternative I; and Contractors Way is proposed to be a cul-de-sac. Identify and replace existing bicycle access from Aviation Parkway/Richie Boulevard to Alvernon Way south of I-10. Consider using the proposed maintenance road located on the east side of SR 210 as a bicycle path and connect it to Contractors Way.

Response

Routing of bike paths was discussed in the 1/31/2017 progress meeting. It was noted in the meeting 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 ramps at I-10 the bike route can now continue south along Palo Verde Road through the underpass to the Benson Highway. In the 10/12/2017 meeting with TEP, utilizing the proposed maintenance road by bicycles was discussed. The primary usage of the maintenance road is for maintenance purposes. Use as a bike path would be secondary. The locked gates to the maintenance road will allow access for bicycles similar to access provided at trail heads. Bikes using the maintenance road will travel south along Contractors Way then west on Ajo Way or Irvington Road and then south on Palo Verde Road.

Comment #4

Removing the I-10/Palo Verde Traffic Interchange (TI) and replacing it with a new TI at Country Club Road will impact the local arterial network in the vicinity of I-10. Country Club Road is currently a two-lane roadway compared to Palo Verde Road, which is currently a four-lane roadway. Traffic operations on Country Club Road and connecting streets will be affected. What consideration has been given to the required improvements to the local arterial system connecting to Country Club Road caused by the new I-10/Country Club TI? Specifically, will improvements be needed at Country Club Road/Irvington Road and at Country Club Road/Ajo Way intersections?

Response

As stated in the IDCR, Country Club Road should be widened to a 5-lane section from Irvington Road north to Milber Street. The ADOT improvements on Country Club Road are shown ending at Michigan Street to the north. The improvements to the north leg of the Country Club Road/Irvington Road intersection will be adequate for current conditions. Existing conditions for the Country Club Road/Ajo Way intersection are adequate for the proposed Country Club Road TI improvements.

Comment #5

With many trucks coming north on Alvernon Way from Home Goods, FedEx, Old Dominion and other logistics and Maintenance, Repair & Overhaul (MRO) companies, the removal of the existing (TI) at Palo Verde Road could be problematic. Utilizing the I-10/Country Club Road TI may not be conducive to moving traffic from most of these sources. Further consideration should be given to adequately address potential impacts.

Response

System Alternatives I and IV 2040 traffic models included projected traffic volumes for I-10, SR210 and all of the connecting roadways. With the preferred concept, trucks traveling north on Alvernon Way will have access to a service traffic interchange upgraded to provide eastbound and westbound access to I-10 and direct northbound access to SR210 into the downtown area. The Alvernon Way TI will have a new westbound on-ramp to I-10 that currently does not exist. SR210 also provides direct access to Golf Links Road, Ajo Way and to Alvernon Way north of Golf Links Road. Trucks wanting access to the commercial area just north of I-10 can still utilize Palo Verde Road. The Country Club Road TI will have much greater capacity to handle the local freight demands than the current Palo Verde Road TI can. VISSIM modeling of the 2040 AM/PM peak hours shows the new Alvernon Way TI operating very well at LOS B/B and the Country Club Road TI having a LOS B/C for the 2040 design year. Under the No-Build Alternative the existing Palo Verde Road TI would operate poorly with LOS D/D for the 2040 design year.

Comment #6

On page 35 of the EA, Table 2. "Implementation plan - project order of construction" lists No. 1 - Country Club Road TI to be constructed first. Apparently, the reason is for improved traffic operations when the

Kino Parkway TI is subsequently constructed. However, this fails to consider the substantial amount of time between construction of the Country Club Road TI and the SR 210 connection to I-10, which will cause a negative impact to traffic operations on the local arterial network. As proposed, construction of SR 210 is shown as projects Nos. 7, 8 and 9. Further consideration must be given to interim traffic operations of the local arterial network between the implementation of improvements proposed in Table 2 of the draft EA. Appropriate steps should be taken to avoid the undesirable effects on traffic operations that are likely to occur.

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. The DCR/EA is a high-level study. Detailed analysis for phasing a project will be prepared by the final design consultant.

Comment #7

To avoid the above noted traffic operations issues, construct the Kino Parkway TI first, in order to minimize impacts to local arterial network that are expected during the time between construction of the Country Club Road TI and when the SR 210 connection is constructed. Pima County has made multiple prior requests to construct the Kino Parkway TI first during earlier comment periods for I-10/SR 210 and the ADOT Current Five-Year Program process.

Response

We appreciate Pima County's earlier requests regarding the implementation project order. 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.

Comment #8

The proposed SR 210/Ajo Way TI is very close (< 500 feet) to the UPRR mainline tracks and to Contractors Way. Traffic operations in this area are a concern. Further consideration should be given to analyze and properly address the future traffic operations of the proposed SR 210 /Ajo Way TI due to close proximity of UPRR and Contractors Way.

Response

The signals at the SR210/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. The storage lengths at this intersection were determined based on the 2040 VISSIM modeling results and were found to be adequate. During final design of the SR210 segment the Ajo Way TI will be reanalyzed with current/projected traffic volumes and the storage requirements adjusted as needed.

Comment #9

The existing “jug handle” between Ajo Way and Kino Parkway will require modifications due to reconfiguration of Kino Parkway TI. Have the existing intersection of Kino Parkway and the “jug handle” been analyzed for vehicles wanting to get to the TI? The existing dual right may need to become dual left. Traffic operations are a concern in this area due to the close proximity of the Kino Parkway/“jug handle” intersection and the Kino Parkway/proposed westbound on/off-ramps intersection. Have the future traffic operations been properly analyzed due to close proximity of these two intersections?

Response

The interchange has been fully analyzed using VISSIM modeling for the design year 2040 peak hours (AM/PM) and the results show the following: the intersection of Ajo Way with the connector road “jug handle” will operate at an LOS B/B, the intersection of Kino Parkway with the connector road will operate at an LOS C/C and the westbound ramp intersection with Kino Parkway will operate at an LOS B/C.

Comment #10

Country Club Road is shown to be widened over the Julian Wash/Julian Wash Greenway south of I-10. Design should be modified to replace the existing connection from the west side of Country Club Road to the Julian Wash Greenway. The proposed extension of the existing box culvert (on both sides) will require modifications to the Julian Wash Greenway. The proposed box culvert extension should be evaluated from a lighting perspective.

Response

We appreciate your comment. We will add a note to the concept plans to include reconstruction of the Julian Wash Greenway ramps on both sides of Country Club Road. Reconstruction ramps will also be added to the project description. Evaluating the box culvert for lighting can be looked at during final design.

Comment #11

Include access from Kino Parkway to the Pima County owned parcel located adjacent to the southeast quadrant of I-10/Kino Parkway TI north of Julian Wash. Access could be limited to right-in and right-out if necessary to meet design standards.

Response

A right-in right-out access point will be added to the concept design.

Comment #12

The design of the new bridge on I-10 over Drexel Road should accommodate vehicular traffic and the Chuck Huckelberry Loop.

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 IDCR is proposed to have two through lanes, one turning lane, a 6' sidewalk, and a 12' wide multipurpose pathway to accommodate the Chuck Huckelberry Loop (Julian Wash Park).

Comment #13

Show Pima County's proposed I-10 equipment/pedestrian underpass on the I-10 profile at Station 475+00. Pima County requests that the Kino Parkway TI project include funding for construction of the equipment/pedestrian underpass. It is requested that the profile of I-10 at this location be raised several feet to better facilitate the underpass.

Response

ADOT was agreeable to include for the underpass with the I-10 project utilizing county funding. See prior email discussions between Pima County (Nanette Slusser and Heather Ruder) and the project team. Prior email discussions with Nancy Cole regarding the possible use of an equipment pass for the underpass and skylights for the equipment pass are attached. Please note that the median barrier at the location of the equipment pass has been widened in the concept plans to accommodate skylights. Please note that equipment passes are only 16' wide. County may want to include a separate box for pedestrian usage. Please provide your equipment pass concept design for the final design consultant.

The current I-10 profile at the underpass location will be raised 5 feet at the equipment pass location. The change in the I-10 profile can be done without significant impacts to the current concept design for the mainline and ramps other than added earthwork. Raising the interstate beyond the above adjustment would require retaining walls to avoid right-of-way takes from the park and changes to the drainage concept. Refinement of the I-10 profile to accommodate the equipment pass will be finalized during preparation of the final design plans. Text will be added to the Final DCR for the final design consultant to coordinate with the county's equipment pass design. The equipment pass will be illustrated on the adjusted I-10 profile.

Comment #14

Until the equipment/pedestrian underpass is constructed, to connect the Kino Sports Complexes north and south of I-10, an interim solution using shuttle service is being considered to possibly go under I-10 via the Tucson Diversion Channel Greenway. A similar access road exists on the west side of the Tucson Diversion Channel Greenway. Pima County is interested in coordinating with ADOT to evaluate options and the potential to include this work with the adjacent I-10 improvements.

Response

The county concept design for the shuttle service access road will need to be coordinated with the Flood Control District since this is their channel. Changes to the channel need to work with the proposed I-10 bridge widening. The concept design for widening the existing I-10 bridge is available for your use. Please provide your proposed channel revisions to ADOT as soon as possible.

Comment #15

Provisions should be made to ensure uninterrupted use of the Chuck Huckelberry Loop during implementation of future I-10 construction projects.

Response

Coordination with Pima County Natural Resources Parks and Recreation Department and the Flood Control District with regards minimizing construction impacts to the Chuck Huckelberry Loop have been identified in the Draft Environmental Assessment (DEA). The DEA is available on ADOT's website, please see page viii and page 68.

Olbert, Brad

From: Rudolfo H Perez Jr <RPerez@azdot.gov>
Sent: Wednesday, August 02, 2017 2:41 PM
To: 'Nanette Slusser'; Olbert, Brad
Cc: Smith, Cassandra S.; Cain, Judah B.; Robert Young; Roderick F. Lane; Nancy Cole
Subject: RE: I-10, I-19 to Kolb Road and SR 210 - Pima County Mtg Notes

Nanette,

Yes that is feasible through an intergovernmental agreement (IGA) between ADOT and Pima County. If you have any other questions or need additional information, please contact me.

Rudy H. Perez, Jr.
Planning Program Manager
Major Projects Group
205 S. 17th Ave., MD 605E, Room 370
Phoenix, AZ 85007
602.712.2066

www.azdot.gov



From: Nanette Slusser [mailto:Nanette.Slusser@pima.gov]
Sent: Tuesday, August 01, 2017 5:33 PM
To: Bradford D. Olbert
Cc: Smith, Cassandra S.; Cain, Judah B.; Robert Young; Roderick F. Lane; Rudolfo H Perez Jr; Nancy Cole
Subject: Re: I-10, I-19 to Kolb Road and SR 210 - Pima County Mtg Notes

Brad,

We are hoping to work with the same engineering firm, and just provide funding for our portion of the effort. We think it would make more sense to have this designed and built with one of your projects, to minimize the amount of disruption to traffic on interstate 10. Is that an option? And also, for our funding planning, we need some general idea of what we need to set aside. Can you help with that?

Sent from my iPhone

On Aug 1, 2017, at 4:17 PM, Nancy Cole <Nancy.Cole@pima.gov> wrote:

Brad,
For our planning efforts, would you have a recommendation for a planning budget number to install this work?

Nancy Cole
Project Management Office, Pima County
520-724-6312 – Office

From: Olbert, Brad [<mailto:brad.olbert@jacobs.com>]
Sent: Tuesday, August 1, 2017 3:07 PM
To: Nanette Slusser <Nanette.Slusser@pima.gov>
Cc: Smith, Cassandra S. <Cassandra.Smith@jacobs.com>; Cain, Judah B. <Judah.Cain@jacobs.com>;
Nancy Cole <Nancy.Cole@pima.gov>; Robert Young <Robert.Young@pima.gov>; Rod Lane

(rlane@azdot.gov) <rlane@azdot.gov>; Rudy Perez (RPerez@azdot.gov) <RPerez@azdot.gov>

Subject: RE: I-10, I-19 to Kolb Road and SR 210 - Pima County Mtg Notes

Hi Nanette,

Sorry for taking a while to get back to you on the question you had. I spoke to Rudy Perez and Rod Lane about this and they said at the DCR level Jacobs would be showing on the plan sheets for the two alternatives a box at the location of the future structure with a note that says bridge work to be done by others. In the text for a description on the work elements for I-10 between Kino Blvd and Country Club Road there would be a coordination element that described the bridge work at this location by others. In the implementation plan for I-10 for the work in this segment there would be a coordination element with Pima County.

Prior to the design being prepared for the I-10 segment, it would be anticipated that Pima County would have completed its advanced planning for their work to be done.

When ADOT selects the design consultant to prepare this section of the work, Pima County should have identified their consultant to do their design work.

For construction, ADOT is open to adding the bridge work to the work package under a joint project agreement.

Thank you.

Brad Olbert
Jacobs Engineering
602-530-1670

From: Nanette Slusser [<mailto:Nanette.Slusser@pima.gov>]

Sent: Wednesday, July 05, 2017 10:18 AM

To: Olbert, Brad; Robert Young; Rod Lane (rlane@azdot.gov); Rudy Perez (RPerez@azdot.gov)

Cc: Smith, Cassandra S.; Cain, Judah B.; Nancy Cole

Subject: RE: I-10, I-19 to Kolb Road and SR 210 - Pima County Mtg Notes

Hi All,

If Pima County wants to include the underpass in the future ADOT project, and is willing to pay for design and construction, what is the best way to incorporate this into the current planning effort?

*Nanette Slusser
Assistant County Administrator
130 W. Congress, 10th Floor
Tucson, Arizona 85701
(520)724-8055 (office)
(520)419-6755 (cell)*

From: Olbert, Brad [<mailto:brad.olbert@jacobs.com>]

Sent: Monday, June 5, 2017 3:14 PM

To: Nanette Slusser <Nanette.Slusser@pima.gov>; Nancy Cole <Nancy.Cole@pima.gov>; Robert Young <Robert.Young@pima.gov>; Rod Lane (rlane@azdot.gov) <rlane@azdot.gov>

Cc: Rudy Perez (RPerez@azdot.gov) <RPerez@azdot.gov>; Smith, Cassandra S.

<Cassandra.Smith@jacobs.com>; Cain, Judah B. <Judah.Cain@jacobs.com>

Subject: I-10, I-19 to Kolb Road and SR 210 - Pima County Mtg Notes

Everyone,

Attached are the notes for the meeting held May 17, 2017 to discuss the expansion of the Pima County sports complex.

Thank you.

Brad Olbert
Jacobs Engineering
101 N. 1st Avenue, Suite 2600
Phoenix, AZ 85003
602-530-1670

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Olbert, Brad

From: Olbert, Brad
Sent: Wednesday, February 14, 2018 11:25 AM
To: Heather Ruder
Cc: Nancy Cole; Roderick F. Lane; Tazeen Dewan (TDewan@azdot.gov)
Subject: RE: I-10 Kino to Country Club Expansion/Reconstruction
Attachments: H7825_Kino Request.dgn; H7825_Kino Request.dwg

Good Morning Heather,

Attached for your use is a snapshot of the area in both AutoCAD and Microstation file formats. Let me know if you have any other questions.

Thank you.

Brad Olbert
Jacobs
602-530-1670

From: Heather Ruder [mailto:Heather.Ruder@pima.gov]
Sent: Wednesday, February 14, 2018 9:21 AM
To: Olbert, Brad
Cc: Nancy Cole; Heather Ruder; Roderick F. Lane
Subject: [EXTERNAL] I-10 Kino to Country Club Expansion/Reconstruction

Good morning Brad,

Pima County is working on a project call Kino South Sports Complex just south of I-10 between Kino Parkway and Country Club Road. In a meeting yesterday with our traffic engineering group they mentioned that ADOT would be needing additional right of way to the south side of I-10. Is it possible for you to send me the AutoCAD line work for the new right of way and also the striping layout on Kino? We want to make sure during our design we account for this and don't plan on structures or utilities that will conflict in this area.

As you can see from the attached exhibit for Kino South Sports Complex, the intent is to construct Phase I which is reflected in the unshaded area with direct access to Benson Highway and emergency access only from Country Club to Missouri Street to Treat Street. Phase II will be accessed from Kino Parkway assuming a signalized intersection that we will meet with ADOT about in the near future. Phase I construction is expected to be completed by March of 2020 with Phase II anticipated to follow in 2025.

This is the project that is also going to be working with ADOT on to construct a tunnel crossing under I-10 at Forges hopefully in conjunction with the construction of Country Club. I noticed in the TIP that Kino was slated to begin design in 2021, however we would like to push Country Club be the first intersection designed and constructed followed by Kino as not to cut off access to this site if at all possible.

I will be attending next week's ADOT monthly meeting, maybe we can take a few minutes after the meeting to discuss this project in more detail.

Thank you,

Heather M. Ruder
Project Manager
Pima County-Project Management Office
520-724-9302

Olbert, Brad

From: Olbert, Brad
Sent: Thursday, March 07, 2019 3:58 PM
To: Nancy Cole
Cc: Roderick F. Lane; Douglas Moseke
Subject: RE: I-10 Kino to Country Club Expansion/Reconstruction
Attachments: Equipment Pass.pdf; Appendix D 9.pdf

Hi Nancy,

Your recollection is correct. The standard "maintenance" type crossing is called an Equipment Pass. The standard Equipment Pass is 16' wide x 14' high. Please see the attached pdf. Two parallel passes could be constructed allowing for two-way traffic. The 16' wide pass allows for a 12' travel lane plus 2' shy distance from the walls. The height of the pass would allow most vehicles to pass like cars, pickups and most trucks. However due to the location I would restrict the large semis and low-boys.

On the equipment pass sheet in the lower right corner just above the title block you will find the barrel quantities for steel and concrete per foot of structure. One of your engineers can come up with a length of structure, apply the #of steel and yards of concrete to come up with the total quantities. Then apply your unit cost of steel and concrete to get a rough cost. Lighting will be needed and a small pump station to handle the runoff during storms. Other items would include excavation, structural backfill, headwalls, traffic control, and approach roadways. Per the county's request we included a catch basin riser in the median that would serve as a skylight for the crossing.

Pedestrian usage of the equipment pass would not be desirable. A separate box structure could be constructed for bicycles and pedestrians. It wouldn't have to be as large maybe 12' wide X 10' high. Again lighting, drainage, excavation, structural backfill, headwalls, traffic control and approach pathways would be needed.

I hope this helps.

Brad
602-530-1670

From: Nancy Cole [mailto:Nancy.Cole@pima.gov]
Sent: Thursday, March 07, 2019 1:30 PM
To: Olbert, Brad
Cc: Roderick F. Lane; Douglas Moseke
Subject: [EXTERNAL] RE: I-10 Kino to Country Club Expansion/Reconstruction

Brad, Rod,

I'm trying to recreate some earlier discussions that were held regarding the request by Pima County to have some connection between the Kino Stadium Complex and the new Kino South Complex under I-10. We have been peripherally monitoring your design progress on the projects in the area via team meetings.

I recall the initial meeting it being suggested that the most affordable way to do this would be to use a standard "maintenance" type crossing that is used by ADOT elsewhere. I don't have this documented anywhere; and am trying to understand what magnitude of cost this crossing might have, and what type of vehicles or pedestrians could cross, and how we can be prepared to participate in creating this crossing.

Is it possible to spend a short amount of time discussing this, either by phone or in person?
Nanette has retired, and we just want to make sure we have alignment in terms of expectations.
Thank you –
nancy

Nancy Cole
Project Management Office, Pima County
520-724-6312 – Office

From: Olbert, Brad <brad.olbert@jacobs.com>
Sent: Thursday, July 12, 2018 11:47 AM
To: Nancy Cole <Nancy.Cole@pima.gov>; Heather Ruder <Heather.Ruder@pima.gov>
Cc: Roderick F. Lane <RLane@azdot.gov>
Subject: RE: I-10 Kino to Country Club Expansion/Reconstruction

This message and sender come from outside Pima County. If you did not expect this message, proceed with caution. Verify the sender's identity before performing any action, such as clicking on a link or opening an attachment.

Hi Nancy,

I will add your name to our contact list and email distribution list.

Thank you.

Brad Olbert
Jacobs Engineering
602-530-1670

From: Nancy Cole [<mailto:Nancy.Cole@pima.gov>]
Sent: Thursday, July 12, 2018 11:36 AM
To: Heather Ruder; Olbert, Brad
Cc: Roderick F. Lane
Subject: [EXTERNAL] RE: I-10 Kino to Country Club Expansion/Reconstruction

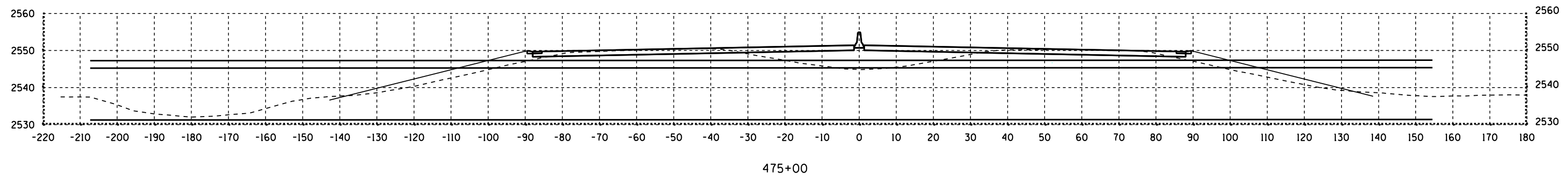
Brad,
Heather Ruder, our project manager for the Kino South Sports Complex development is transitioning to a new position with the Town of Clifton shortly.
Could you please add me to the contact list for the I-10 corridor work with respect to the work in the Country Club and Kino area?

I appreciate the opportunity to continue coordination between these two project areas.

Thank you,
Nancy

Nancy Cole
Project Management Office, Pima County
520-724-6312 – Office

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CITY OF
TUCSON

DEPARTMENT OF
TRANSPORTATION

December 12, 2019

Jerimiah Moerke
Community Relations Project Manager
South Central District
Arizona Department of Transportation
1221 South Second Avenue
Tucson, AZ 85713

Subject: Interstate 10: Junction Interstate 19 to Kolb Road/State Route 210: Golf Links Road to I-10

Federal No.: 10-E(210)s

Project No.: 010 PM 260 H7825 01 L

Dear Mr. Moerke,

The City of Tucson appreciates the opportunity to review and comment on the Initial Design Comment Report and Draft Environmental Assessment for I-10: Junction I-19 to Kolb Road and SR21, Golf Links Road to I-10 project.

We have reviewed the draft documents and have found several items that have resulted in the following comments/questions/concerns:

1. The proposal meets the City's policy of prioritizing major public infrastructure investments in developed areas and for improvements of the existing infrastructure.
2. The access to the neighborhood in the SE quadrant may be affected, so close coordination with Fire and ES will be needed, even for those areas outside City limits.
3. Consideration should be given to the impact to businesses along the SR-210 area. The City supports maintenance or improvements in access to industrial and commercial businesses in the vicinity, while minimizing land acquisition and removal of developed buildings.
4. With the addition of an interchange at Country Club Rd, improvements should be considered to the entirety of the Country Club roadway north and south of the interchange area. This will ultimately benefit residents and businesses in the area as well as improve circulation related to the new interchange.
5. Additional right-of-way will be required along I-10 where interchanges and ramps are being modified. The City would like to be involved in conversations regarding these acquisitions in order to understand impacts to properties and future development potential. City planning could assist in mitigating impacts or providing direction under the view of planning and development.

6. The last sentence of the first paragraph of the Draft EA, Chapter IV., "Affected Environment, Environmental Consequences, and Mitigation/Commitments," Title VI and Environmental Justice," "Conclusion" (p. 57) reads "All residents would benefit from the positive impacts of improving the interstate, state route capacity, improved connectivity to downtown, and improved operation of TIs." This sentence seems predicated on people owning/having access to cars. Given the make-up of the population within the study area, was car ownership and use of the routes considered? Does this sentence actually mean that the overall benefits to the region of improving the interstate, state route capacity, improved connectivity to downtown, and improved operation of TIs outweigh the short-term construction impacts" (which is point made in the first sentence of the paragraph). That may be a discussion with those protected populations and others most directly impacted by the construction and where sensitive mitigation measures will be important.
7. In the Draft EA, Chapter IV, "Affected Environment, Environmental Consequences, and Mitigation/Commitments, P. Secondary Impacts," "Conclusion" (p. 95) it states: "The relocation of 25 businesses could result in job losses to individuals (it is assumed that some percentage of job losses would affect minorities or persons of low income), and a potential reduction in local employment opportunities for minority and low-income populations in the study area. With a reduction in local employment opportunities, some may need to find employment farther from home, increasing the time and expense of commuting to and from work. A moderate negative secondary economic impact could be expected to minority and low-income populations if acquired businesses do not relocate within the project vicinity." Mitigation for this secondary impact should be considered.
8. In the Draft EA, Chapter IV, "Affected Environment, Environmental Consequences, and Mitigation/Commitments, H. Noise Analysis, Environmental Commitments and/or Mitigation Measures, Arizona Department of Transportation Design Responsibility," (pg. 78) it reads "Where feasible, the noise barriers required as mitigation measures would be constructed as early as possible in the construction phasing to shield adjacent properties from construction-related noise." Given that noise is generally a major concern of those adjacent to roadway construction projects, it may be useful to provide more clarity regarding the phrases "where feasible" and "as early as possible."
9. While there have been a variety of public involvement opportunities over the evolution of this proposed project, it is very likely that more reaction and specific comments will come as this proposed project gets closer to actual implementation. Making sure that there is clear sensitivity to the protected populations that will be most impacted by the construction of this project seems particularly important.

We appreciate the consideration of our concerns, and thank you for the opportunity to express them. We look forward to working with ADOT in the creation of a safer and more efficient Corridor for this area.

Sincerely,

A handwritten signature in black ink, reading "Diana W. Alarcon", followed by a long horizontal flourish.

Diana W. Alarcon, CAPP
Director
City of Tucson Department of Transportation
Diana.Alarcon@tucsonaz.gov

Cc: Albert Elias, Assistant City Manager
Robin Raine, P.E., Deputy Director, Transportation
Sam Credio, P.E., Deputy Director, Transportation
Shellie Ginn, Deputy Director, Transportation



Multimodal Planning

One ADOT in service to all

Douglas A. Ducey, Governor
John S. Halikowski, Director
Dallas Hammit, State Engineer
Gregory Byres, Division Director

March 10, 2020

Diana W. Alarcon, CAPP
Director
City of Tucson Department of Transportation
P.O. Box 27210
Tucson, AZ 85726-7210

Subject: Interstate 10: Junction Interstate 19 to Kolb Road/State Route 210: Golf Links Road to I-10

Dear Ms. Alarcon:

Thank you for taking the opportunity to comment on the Draft Environmental Assessment and Initial Design Concept Report for the Interstate 10 from I-19 to Kolb Road and State Route 210 from Golf Links Road to I-10 study. We appreciate your thoughtful review of the documents.

The ADOT study team has carefully considered your comments, questions and concerns. Our responses are included on the enclosed document.

Your comments, along with the responses, will be included in the final Environmental Assessment.

We look forward to working with you on future projects.

Sincerely,

Tazeen Dewan
Project Manager

Enclosure

I-10, I-19 to Kolb Rd and SR210, Golf Links Road to I-10**Response to City of Tucson - December 12, 2019 Draft EA/IDCR Report Comment Letter****March 6, 2020****General**

The City of Tucson appreciates the opportunity to review and comment on the Initial Design Comment Report and Draft Environmental Assessment for I-10: Junction I-19 to Kolb Road and SR210, Golf Links Road to I-10 project.

We have reviewed the draft documents and have found several items that have resulted in the following comments/questions/concerns:

Comment #1

The proposal meets the City's policy of prioritizing major public infrastructure investments in developed areas and for improvements of the existing infrastructure.

Response

Thank you for your comments on the Initial Design Concept Report (IDCR) and Draft Environmental Assessment (Draft EA).

Comment #2

The access to the neighborhood in the SE quadrant may be affected, so close coordination with Fire and ES will be needed, even for those areas outside City limits.

Response

The project will be broken into several smaller projects for construction purposes. Each of the final design teams will work closely with the appropriate Fire and Emergency Services to maintain access to the areas affected by the work. The Draft EA, available on ADOT's website, identifies coordination measures for emergency response providers affected by the recommended alternative, please see pages viii and 45.

Comment #3

Consideration should be given to the impact to businesses along the SR210 area. The City supports maintenance or improvements in access to industrial and commercial businesses in the vicinity, while minimizing land acquisition and removal of developed buildings.

Response

Every effort has been made to minimize impacts to industrial and commercial businesses along the SR210 alignment during the planning process. The selection of the Alvernon Way alignment for SR210 greatly reduced the number of businesses affected. Extensive use of retaining walls was chosen to

minimize right-of-way takes and removal of existing buildings along the corridor. It is anticipated that the final design work will refine the concept design and further reduce right-of-way takes.

Comment #4

With the addition of an interchange at Country Club Rd, improvements should be considered to the entirety of the Country Club roadway north and south of the interchange area. This will ultimately benefit residents and businesses in the area as well as improve circulation related to the new interchange.

Response

The study team and the Arizona Department of Transportation (ADOT) understand Country Club Road will play a major role in future traffic circulation patterns for the City of Tucson and is willing to work with the City to assure acceptable results moving ahead.

Comment #5

Additional right-of-way will be required along I-10 where interchanges and ramps are being modified. The City would like to be involved in conversations regarding these acquisitions in order to understand impacts to properties and future development potential. City planning could assist in mitigating impacts or providing direction under the view of planning and development.

Response

ADOT appreciates the City's desire to be involved with the right-of-way process and assisting in mitigating impacts to the affected areas. The following text will be added to Section 7 Implementation Plan. "The City of Tucson would like to be involved in right-of-way acquisition conversations within its jurisdiction. This will provide the City with opportunities to assist in mitigating impacts or providing direction from a planning and development view point."

Comment #6

The last sentence of the first paragraph of the Draft EA, Chapter IV., "Affected Environment, Environmental Consequences, and Mitigation/Commitments," Title VI and Environmental Justice, "Conclusion" (p. 57) reads "All residents would benefit from the positive impacts of improving the interstate, state route capacity, improved connectivity to downtown, and improved operation of TIs." This sentence seems predicated on people owning/having access to cars. Given the make-up of the population within the study area, was car ownership and use of the routes considered? Does this sentence actually mean that the overall benefits to the region of improving the interstate, state route capacity, improved connectivity to downtown, and improved operation of TIs outweigh the short term construction impacts" (which is point made in the first sentence of the paragraph). That may be a discussion with those protected populations and others most directly impacted by the construction and where sensitive mitigation measures will be important.

Response

It is acknowledged that not all residents will benefit equally from improving the interstate, enhancing state route capacity, improving connectivity to downtown, improving operation of the traffic interchanges (TIs), improving traffic flow and access in the region, and reducing congestion and its associated impacts on air quality and vehicular noise. It is relevant to note, however, that 86% of all commuters in the Pima Association of Governments (PAG) region drive private vehicles (PAG Long Range Regional Transit Plan, Draft 2020). Though the positive effects of widening the interstate and TIs would most directly apply to the operation of personal and commercial vehicles, trucks, and buses, improving the TIs as proposed would greatly enhance the movement of people, goods, and services throughout the region, benefiting all residents. The project would also improve other modes of transportation by opening-up interstate crossings with wider roadways, and constructing bike paths and sidewalks. During development of the DCR and the Draft EA, the City and the County provided input on these crossings, which has been incorporated into the concept design. As individual projects are programmed and advanced to Final Design, location/site specific mitigation related to opportunities for transit and multi-modal uses will be considered.

The Final EA will clarify that area residents will benefit from the positive effects of improving the interstate, increasing state route capacity, improving connectivity to downtown, and improving operation of the TIs. In addition to area residents, it is expected that business owners, employees, customers, suppliers, and motorists using the transportation network in the study area will benefit from the project improvements to the transportation system.

Construction-related impacts, such as noise, vibration, dust, and temporary street restrictions or closures, will be temporary and traffic control plans will be implemented to maintain access to schools, parks, emergency services, commercial properties, and neighborhoods throughout construction. The previously stated long-term benefits of the project to the region's transportation system are considered to outweigh short-term, temporary, construction-related impacts.

Comment #7

In the Draft EA, Chapter IV, "Affected Environment, Environmental Consequences, and Mitigation/Commitments, P. Secondary Impacts," "Conclusion" (p. 95) it states: "The relocation of 25 businesses could result in job losses to individuals (it is assumed that some percentage of job losses would affect minorities or persons of low income), and a potential reduction in local employment opportunities for minority and low-income populations in the study area. With a reduction in local employment opportunities, some may need to find employment farther from home, increasing the time and expense of commuting to and from work. A moderate negative secondary economic impact could be expected to minority and low-income populations if acquired businesses do not relocate within the project vicinity." Mitigation for this secondary impact should be considered.

Response

As noted in the Draft EA, ADOT property acquisitions follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA) and Amendments of 1987. The URA was intended to

ensure fair compensation and assistance for those whose property was compulsorily acquired for public use under eminent domain law. Additionally, the ADOT Right-of-Way Procedures Manual, which complies with Title VI of the Civil Rights Act of 1964, provides guidance with respect to the relocations of businesses. A number of services related to business relocations include but are not limited to:

- Purchase compensation
- Relocation assistance/site selection
- Moving expenses
- Utility connections
- Displaced employee reimbursement

As individual projects are programmed and advanced to Final Design, the potential negative secondary impacts associated with business relocations will be reviewed or analyzed in future EA Reevaluations, and mitigation beyond that stipulated in the Final EA will be considered. It is also expected that the PAG Regional Transportation Authority Main Street Assistance Program will be one avenue utilized to assist businesses impacted by the project. ADOT will continue to provide bilingual services for all public and business outreach through final design, acquisition, and construction.

Comment #8

In the Draft EA, Chapter IV, "Affected Environment, Environmental Consequences, and Mitigation/Commitments, H. Noise Analysis, Environmental Commitments and/or Mitigation Measures, Arizona Department of Transportation Design Responsibility," (pg. 78) it reads "Where feasible, the noise barriers required as mitigation measures would be constructed as early as possible in the construction phasing to shield adjacent properties from construction-related noise." Given that noise is generally a major concern of those adjacent to roadway construction projects, it may be useful to provide more clarity regarding the phrases "where feasible" and "as early as possible."

Response

That mitigation wording is approved by ADOT and meant to be somewhat general as during final design noise wall needs and feasibility are re-examined. Due to future land use changes, future traffic projection changes and property owner preference the 11 current barriers meeting ADOT NAR may be adjusted.

Comment #9

While there have been a variety of public involvement opportunities over the evolution of this proposed project, it is very likely that more reaction and specific comments will come as this proposed project gets closer to actual implementation. Making sure that there is clear sensitivity to the protected populations that will be most impacted by the construction of this project seems particularly important.

Response

Additional public involvement opportunities will be provided as the project moves from the study phase to final design and construction. The study team and ADOT understand that with time segments of the

project can and will evolve. It is the desire of the study team and ADOT to continue to provide active public engagement with those impacted by this project with a special emphasis to engage low-income and minority populations identified within this project as the work effort moves into final design and construction.



88 East Broadway Blvd P.O. Box 711
Tucson, Arizona 85702

Phone (520) 396-2767
Fax (520) 770-6780

April 19, 2017

c/o Interstate 10 and State Route 210 Study
101 N. 1st Avenue, Suite 1950
Phoenix, AZ 85003

Re: Arizona Department of Transportation (ADOT) Interstate 10 and State Route (SR) 210 Study

On behalf of UNS Energy Corporation (UNS), thank you for the opportunity to comment on ADOT's proposed Interstate 10 (I-19 to SR90) and SR210 (Gold Links Rd to I-10) study. UNS reviewed ADOT's proposed system alternatives I & IV and assessed potential impacts to UNS' Irvington Campus (Campus) operations, which includes the H Wilson Sundt Generation Station, and existing transmission and distribution facilities in and around the Campus.

The H Wilson Sundt Generation Station is the main hub for electrical generation and distribution for UNS, which serves Tucson, the Nogales area, Kingman, and Lake Havasu. Operation and administration of the Campus facilities comprises approximately 2,000 employees and subcontractors. Currently, Irvington Road is the only east-west paved roadway leading to the Campus. The primary north-south travel corridor is Alvernon Way. The secondary north-south travel corridor is Contractors Way.

ADOT's 2015 Feasibility Report and Transportation Management System modeling estimates an increase in vehicles per day (vpd) in the area of the Campus by the year 2040. The anticipated increase in vpd on South Contractor's Way is anticipated to double from the current 6,651vpd to 13,000vpd. In addition, the vpd for Irvington Road is anticipated to increase between 14,000 vpd under SR210 - Alternative I and 18,000 vpd under SR210 - Alternative IV. These two alternatives were chosen to be further analyzed in the Decision Concept Report phase of the SR 210 study. Both alternatives assume that a system interchange will be constructed that will connect I-10 to SR 210. This system interchange will replace the existing I-10/Alvernon traffic interchange and remove direct access from SR 210 (currently Alvernon Way in the vicinity of the Campus) to Irvington Road, and thus the Campus.

UNS has identified the following points of concern:

- **Public Safety - Fire and Emergency response**
Access and response time for fire and emergency personnel to the Campus and the nearby industrial area and UNS' ability to respond to emergencies throughout its service territory will be adversely impacted by ADOT's current plans. The anticipated increase in vpd at the intersection of East Irvington Road and South Contractor's Way, coupled with the existing Union Pacific Railroad crossing could potentially prevent fire and emergency response from being able to reach the Campus and could prevent UNS personnel from responding in a timely manner to emergencies. This is a significant issue that needs to be thoroughly addressed and mitigated prior to start of ADOT's construction.
- **Traffic Safety - ingress/egress to the Campus**

ADOT's SR210 design and the anticipated increase in vpd along South Contractor's Way, will significantly increase traffic safety hazards in the area unless improvements to South Contractor's Way are completed in advance of the ADOT project. Alternatives I and IV do not incorporate an exit ramp from SR210 onto East

Irvington Road, thereby eliminating direct access to the Campus. The absence of an exit ramp to East Irvington Road will require UNS' employees to use the East Ajo Way exit and continue to South Contractor's Way. South Contractor's Way is already a busy roadway, providing access to and from the industrial areas north of UNS' campus and East Irvington Road. Currently, South Contractor's Way is a two-lane north/south roadway that would not be able to handle the increased traffic volume that would result from ADOT's project. The following improvements could alleviate these safety concerns:

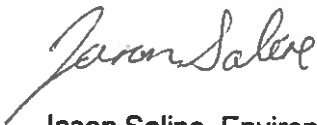
- The addition of a center turn lane.
 - A traffic light at the intersection of East Irvington Road and South Contractor's Way to account for the upsurge in vehicle conveyance and facilitate safe circulation of traffic.
 - Hydrological improvements - South Contractor's Way currently experiences ponding of stormwater during rain events making it unsafe and, at times not travelable.
- UNS Electrical Facilities
 - In addition to the impacts to the Campus, the proposed road improvements will have impacts to existing electrical facilities. Existing electrical facilities may include substations, distribution and transmission lines. These facilities provide electricity for heating, cooling, lighting and other services essential for public health and safety, as well as commerce. The map enclosed provides information for the location of Campus facilities and overhead/underground transmission lines.

UNS is dedicated to providing safe and reliable electrical service to our residential and commercial customers throughout Arizona. ADOT improvements within the vicinity of these facilities will require close coordination. The relocation of electrical facilities would result in construction costs, potential outages, and additional right of way costs.

UNS supports the roadway improvements for Interstate 10 and SR210 in principal, however we ask ADOT to reanalyze anticipated traffic concerns for Contractors Way and pursue additional design improvements as needed. Additionally, UNS recommends avoiding impacts to existing electrical facilities and requests that ADOT coordinate with UNS to that end. UNS would be happy to collaborate with your team to determine engineering requirements that have the lowest impact potential to these facilities.

Please call me with any questions or concerns. I can be reached at (520) 396-2767 or via email at jsaline@tep.com

Respectfully,



Jason Saline, Environmental and Land Use Planner

February 19, 2020

Renee Darling
Supervisor
Tucson Electric Power Company
88 East Broadway Blvd
P.O. Box 711
Tucson, AZ 85702

Subject: Interstate 10/State Route 210 Draft Environmental Assessment and Initial Design Concept Report

Dear Ms. Darling:

Thank you for taking the opportunity to comment on the Draft Environmental Assessment and Initial Design Concept Report for the Interstate 10 from I-19 to Kolb Road and State Route 210 from Golf Links Road to I-10 study. We appreciate your thoughtful review of the documents.

The ADOT study team has carefully considered your comments, questions and concerns. Our responses are included on the enclosed document.

Your comments, along with the responses, will be included in the final Environmental Assessment.

We look forward to working with you on future projects.

Sincerely,



Tazeen Dewan
Project Manager

Enclosure

I-10, I-19 to Kolb Rd and SR210, Golf Links Road to I-10**Response to Tucson Electric Power – April 19, 2017 DEA/IDCR Report Comment Letter****February 19, 2020****General**

On behalf of UNS Energy Corporation (UNS), thank you for the opportunity to comment on ADOT's proposed Interstate 10 (I-19 to SR90) and SR210 (Golf Links Rd to I-10) study. UNS reviewed ADOT's proposed system alternatives I & IV and assessed potential impacts to UNS' Irvington Campus (Campus) operations, which includes the H Wilson Sundt Generation Station, and existing transmission and distribution facilities in and around the Campus.

The H Wilson Sundt Generation Station is the main hub for electrical generation and distribution for UNS, which serves Tucson, the Nogales area, Kingman, and Lake Havasu. Operation and administration of the Campus facilities comprises approximately 2,000 employees and subcontractors. Currently, Irvington Road is the only east-west paved roadway leading to the Campus. The primary north-south travel corridor is Alvernon Way. The secondary north-south travel corridor is Contractors Way.

ADOT's 2015 Feasibility Report and Transportation Management System modeling estimates an increase in vehicles per day (vpd) in the area of the Campus by the year 2040. The anticipated increase in vpd on South Contractor's Way is anticipated to double from the current 6,651 vpd to 13,000 vpd. In addition, the vpd for Irvington Road is anticipated to increase between 14,000 vpd under SR210 - Alternative I and 18,000 vpd under SR210 - Alternative IV. These two alternatives were chosen to be further analyzed in the Decision Concept Report phase of the SR 210 study. Both alternatives assume that a system interchange will be constructed that will connect I-10 to SR 210. This system interchange will replace the existing I-10/Alvernon traffic interchange and remove direct access from SR 210 (currently Alvernon Way in the vicinity of the Campus) to Irvington Road, and thus the Campus.

Comment #1

Public Safety - Fire and Emergency response - Access and response time for fire and emergency personnel to the Campus and the nearby industrial area and UNS' ability to respond to emergencies throughout its service territory will be adversely impacted by ADOT's current plans. The anticipated increase in vpd at the intersection of East Irvington Road and South Contractor's Way, coupled with the existing Union Pacific Railroad crossing could potentially prevent fire and emergency response from being able to reach the Campus and could prevent UNS personnel from responding in a timely manner to emergencies. This is a significant issue that needs to be thoroughly addressed and mitigated prior to start of ADOT's construction.

Response

The Draft Environmental Assessment, available on ADOT's website, identifies coordination measures for emergency response providers affected by the recommended alternative, please see pages viii and 48-

49. The project team reviewed the projected traffic at the intersection of East Irvington Road and South Contractor's Way and concur that improvements to the intersection would be warranted to improve traffic flow. The improvements would include signalization that is coordinated with the Irvington Road railroad crossing signal. The Design Concept Report will identify the need for this improvement and include the cost for the improvement in the recommended alternative. When the final design for the section of SR210 from Ajo Road to I-10 is being prepared, the final design consultant will be required to obtain current traffic data for the design of the East Irvington Road/South Contractor Way intersection. Traffic counts would include changes to traffic patterns due to increases in traffic volumes from the UNS Campus.

Comment #2

Traffic Safety - Ingress/Egress to the Campus - ADOT's SR210 design and the anticipated increase in vpd along South Contractor's Way, will significantly increase traffic safety hazards in the area unless improvements to South Contractor's Way are completed in advance of the ADOT project. Alternatives I and IV do not incorporate an exit ramp from SR210 onto East Irvington Road, thereby eliminating direct access to the Campus. The absence of an exit ramp to East Irvington Road will require UNS' employees to use the East Ajo Way exit and continue to South Contractor's Way. South Contractor's Way is already a busy roadway, providing access to and from the industrial areas north of UNS' campus and East Irvington Road. Currently, South Contractor's Way is a two-lane north/south roadway that would not be able to handle the increased traffic volume that would result from ADOT's project. The following improvements could alleviate these safety concerns:

- *The addition of a center turn lane.*
- *A traffic light at the intersection of East Irvington Road and South Contractor's Way to account for the upsurge in vehicle conveyance and facilitate safe circulation of traffic.*
- *Hydrological improvements - South Contractor's Way currently experiences ponding of stormwater during rain events making it unsafe and, at times not travelable.*

Response

As discussed in the Initial Design Concept Report (DCR) the widening of I-10 and extension of SR 210 will be implemented with several projects spaced out over 20 years. The implementation plan to construct the new traffic interchange at Country Club Road (project number 1 or possibly number 2) will include a new southbound to westbound ramp from Alvernon Way to I-10. This ramp will improve UNS' access to I-10 for a number of years until SR210 is extended to I-10. The implementation plan shown in the Initial DCR identifies the extension of SR210 to I-10 as project number 9. When the final leg of SR210 is constructed, direct access to I-10 would shift to the Country Club Road traffic interchange. Access to the north would shift to Contractor's Way as mentioned in your letter or by Palo Verde Road which is an all-weather 4-lane/5-lane arterial.

The project team agrees with UNS' request for improvements to the intersection of East Irvington Road and South Contractor's Way. Improvements to the intersection are discussed in the response to Comment #1 above. Improvements to South Contractor's Way is beyond the scope of this project. The

project team will relay your requests to widen and improve Contractor's Way to Pima County for their consideration.

Comment #3

UNS Electrical Facilities - In addition to the impacts to the Campus, the proposed road improvements will have impacts to existing electrical facilities. Existing electrical facilities may include substations, distribution and transmission lines. These facilities provide electricity for heating, cooling, lighting and other services essential for public health and safety, as well as commerce. The map enclosed provides information for the location of Campus facilities and overhead/underground transmission lines.

Response

The project team responded to prior requests from planners with UNS for I-10 and SR210 roadway plan and profile information related to new routes for proposed and existing power transmission lines. ADOT understands there will be costs related to the relocation of overhead and underground power lines when roadway projects are being designed and scheduled for construction.

Comment #4

UNS is dedicated to providing safe and reliable electrical service to our residential and commercial customers throughout Arizona. ADOT improvements within the vicinity of these facilities will require close coordination. The relocation of electrical facilities would result in construction costs, potential outages, and additional right of way costs. UNS supports the roadway improvements for Interstate 10 and SR210 in principal, however we ask ADOT to reanalyze anticipated traffic concerns for Contractors Way and pursue additional design improvements as needed. Additionally, UNS recommends avoiding impacts to existing electrical facilities and requests that ADOT coordinate with UNS to that end. UNS would be happy to collaborate with your team to determine engineering requirements that have the lowest impact potential to these facilities.

Response

ADOT appreciates UNS's support for the proposed I-10 and SR210 roadway improvements. As mentioned above ADOT agrees to participate in improvements to the intersection of East Irvington Road and South Contractor's Way. With the selection of System Alternative I as the recommended concept, ADOT and the study team are available to meet with UNS. In the future, ADOT and the final design consultant for the implementation projects will be available for continued coordination. It is ADOT's desire to minimize potential impacts to UNS facilities. The Draft Environmental Assessment identifies mitigation measures for utility providers affected by the recommended alternative, please see pages 79 and 80.



December 12, 2019

John Halikowski, Director
Arizona Department of Transportation
2016 South 17th Avenue
Phoenix, Arizona 85007-3213

Re: Connecting State Route 210 and State Route 410

Dear Mr. Halikowski:

South Alvernon Way is an important regional arterial roadway that connects to the Tucson International Airport and the growing aerospace business park located south and west of the airport. It connects to the Aerospace Parkway, which was planned as a parkway to facilitate minimal interruption in the multi-modal commuter traffic to employers. Travel times, congestion and airport access are major factors when site selectors consider a location, so expediting commute times is an important factor in our current and future economic development attractiveness to large employers. As a growing major employment center, the areas around the airport need not only good access for airport users, but smooth traffic flow for employees. The Alvernon alignment in the Sonoran Corridor also serves the Town of Sahuarita by facilitating access to the airport area for travel and workforce as well as an alternative to congestion on Interstate 19 (I-19).

Tucson International Airport acquired land east and west of Alvernon from Howard Hughes decades ago, which was designated in the Master Plan as a "Special Planning Area" for a potential third parallel runway to support the growing air traffic. However, due to economic changes, air traffic forecasts have not grown as anticipated, and this area is now under consideration for other uses. As the Tucson Airport Authority prioritizes their land use options for industrial development around the airport, and seeks to improve circulation for its passengers and workforce, it is appropriate to maximize access to the airport from either an auxiliary freeway or parkway along the Alvernon alignment that connect State Route 210

Mr. Halikowski

Re: **Connecting State Route 210 and State Route 410**

December 12, 2019

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(SR210) and the planned State Route 410 (SR410). This alternative will also provide rapid access from Interstate 10 (I-10), and make the airport area more desirable for industrial development and improved passenger access. It may also reduce the demand on the planned Country Club Traffic Interchange at I-10.

As the Design Concept Report for the SR210/I-10 concludes, concurrent planning of the Sonoran Corridor (SR410) has evolved to the point that Alvernon Way has been identified as the preferred north-south alignment among all three alternatives. This new key decision, along with revised land-use priorities by the Tucson Airport Authority, suggests the need for further consideration of an improved connection between these two important regional facilities, SR210 and SR410. The SR210 study redesigns North Alvernon Way as a limited access parkway connecting downtown and the east side of Tucson to I-10. The connection south of I-10 to Tucson International Airport, rapidly growing employment centers and eventually to the Town of Sahuarita via SR410 currently remains proposed as a two-lane surface street. Now that Alvernon Way has become the preferred alignment of the Sonoran Corridor, it only makes sense to consider the extension of SR210 south to connect with SR410.


Pima County, the City of Tucson, the Tucson Airport Authority, the Town of Sahuarita, and The University of Arizona encourage the Arizona Department of Transportation to conduct a study to connect these two planned routes to provide improved north-south circulation between I-19 and Houghton Road, improve access to the airport, and provide a loop connection to the rapidly growing region south and east of the airport. This connector would be a complimentary addition to both planned routes.

The attached graphic demonstrates the regional importance of these transportation corridor improvements. This route extension would complement State Routes that have long been planned in the region – Golf Links (1983), Alvernon (1986), Houghton (1986), and Valencia (1986). Thank you for your assistance with this request.


Sincerely,



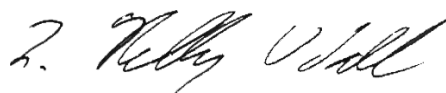
C.H. Huckelberry
County Administrator
Pima County



Michael Ortega
City Manager
City of Tucson



Danette M. Bewley, A.A.E.
President/CEO
Tucson Airport Authority



L. Kelly Udall
Town Manager
Town of Sahuarita

Mr. Halikowski

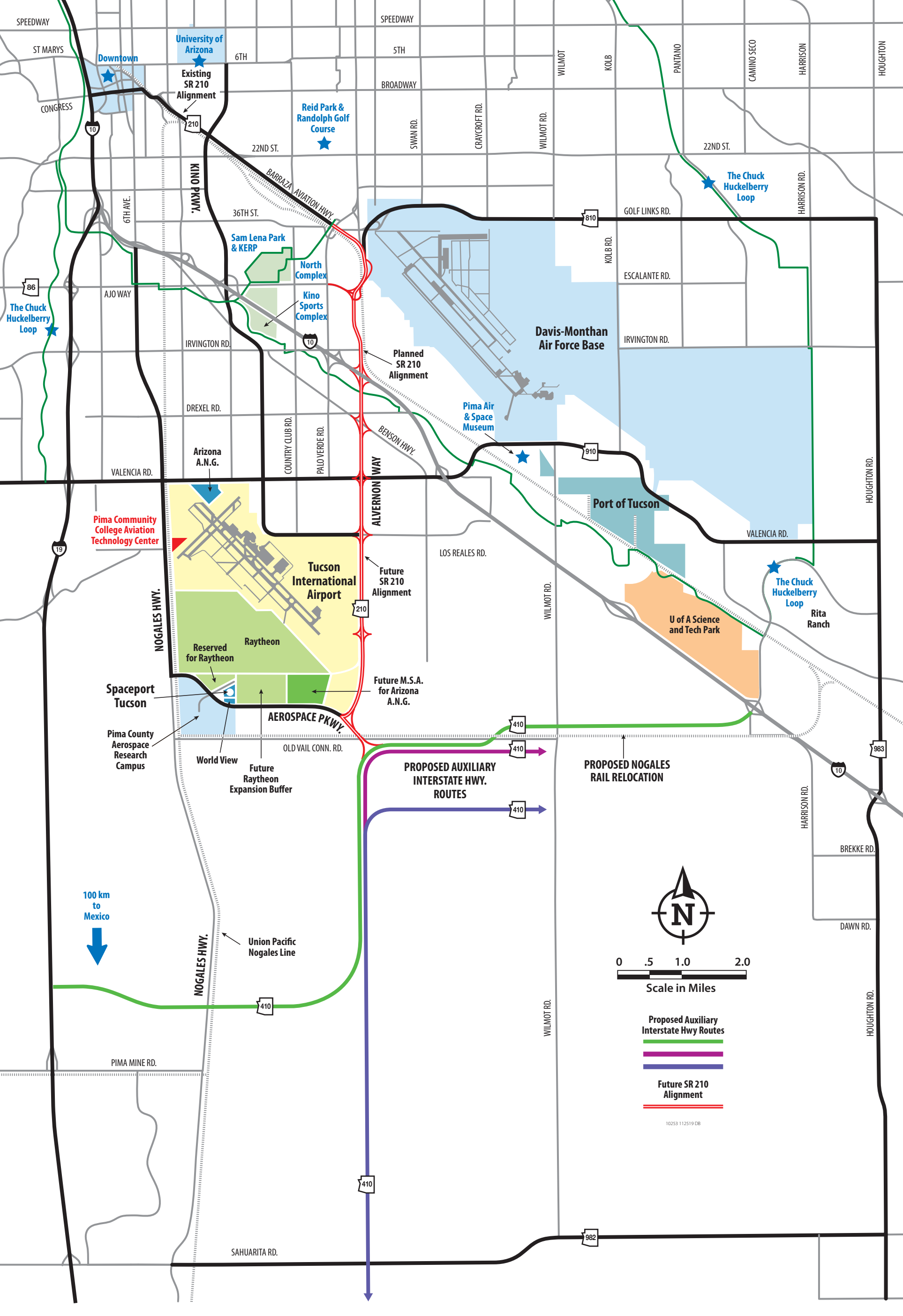
Re: **Connecting State Route 210 and State Route 410**

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Attachment

c: Michael S. Hammond, Vice Chairman, Arizona State Transportation Board
Farhad Moghimi, Executive Director, Pima Association of Government
Carlos Lopez, Project Manager, Arizona Department of Transportation
Samuel J. Patton, Project Manager, Arizona Department of Transportation
Roderick Lane, Southcentral District Engineer, Arizona Department of Transportation



I-10/SR210 Draft EA Initial DCR Public Hearing
Comment Report

Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
10/29/2019	Anthony	Castro			Email	The alternative route is probably the best idea. My only recommendation is doing at least 3 Lanes on I10 all the way to Houghton. There has been a huge increase in homes since the study and the highway can barely support traffic flow	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/18/2019
10/29/2019	Paul	Pedersen			Email	I highly support both making Alvernon SR-210 and connecting it with I-10 and the widening of I-10 from Kolb to Kino. Our ambulances transport patients from Cochise County to Tucson hospitals. These changes would expedite our travel time to Tucson. Paul A. Pedersen Jr. Managing Partner Arizona Ambulance Transport Office Cell	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/18/2019
10/31/2019	ROGER	ALVAREZ			Email	Hello, I was reaching out to see if you could tell me who the architect/GC are on this project (if selected)? Thanks. ROGER ALVAREZ Market Researcher BEX www.azbex.com bex-events.com	Thank you for your question. The I-10 and SR 210 project is a study and not a construction project. If all goes well, we could see acceptance of the study by next summer. Right now, no design consultants have been selected.	11/26/2019
11/4/2019	Neil	Kleinman			Voicemail	My name is Neil Kleinman, phone number is I am a property owner at Wilmot and Interstate 10 and I have a few questions. Thank you.	for. He says he has an interest in Union Financial property at the SW corner of I-10 and Wilmot (by the Shell). He didn't seem concerned about impacts to existing commercial properties (however, see #2 below). He had two concerns/questions: 1.The first is an awareness issue. He said that a developer, though WLB Engineers, is planning a residential development on a vacant 70 acre parcel west of his parcel(s). He said that it appears the plans for I-10 would require taking property that would affect the main loop roadway into the development and possibly a row of houses. He wanted to be sure the developer and engineering firm are aware of the study so that houses and roads wouldn't be built only to be torn down a few years later. He said he would forward me info he had regarding that development. He said the plan is being submitted to the City of Tucson for development. Basically, I think he wants to make sure their project is aware of our study and our study is aware of the proposed development--and perhaps sharing information would help both. 2. He is wondering about the possibility of advanced acquisition of some property. He says he has interest from a national chain, and he assumes they will do research and decide not to pursue building because of the proposed projects in the study. And so he says he will be stuck with some land that is basically unusable in a practical sense. He wants to know what, if any, options might be out there for a project that could be many years out--but yet will prevent him from leasing out the land to its full potential. I told him I would share anything he sent along with his concerns regarding issue #1. I think I need someone with more knowledge to reach out to him with regard to issue #2.	11/15/2019, 11/18/2019, 3/2/2020
11/6/2019	Adam	Carreon	(602) 712-2212	acarreon@azdot.gov	Website	Smart work zones should be considered during construction	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/18/2019
11/6/2019	Annie				Website	No action taken would be the best approach for this new potential construction plan. Existing ramps for entrance / exit to I-10 are in a place already and the focus should be placed elsewhere for much needed changes/ improvements within our city to be prioritize.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/18/2019

I-10/SR210 Draft EA Initial DCR Public Hearing
Comment Report

Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
11/6/2019	Robert	Mickelson			Email	<p>I came to work for ADOT in 1976. At that time there was an I-710 penetration route designated in nearly the same corridor as the proposed SR 210. The City of Tucson decided it wanted the route removed from the Interstate System so it could use the money designated for the route for other City transportation purposes. I was successful in getting the route removed, and Tucson got the money.</p> <p>My comment is that Tucson should pay the cost for SR 210 construction since it already received compensation for an Interstate quality route in essentially the same corridor.</p> <p>Robert Mickelson Retired ADOT</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p> <p>We appreciate your comment and past service to the state. Thank you for the valuable background information on past agreements.</p> <p>Research on the I-710 Tucson Penetration Route showed it followed the Kino/Campbell Boulevard alignment. The concept plans were developed back in 1972 and are available to view on the City of Tucson's website. Kino Boulevard was later developed as a parkway and not to interstate standards. The current SR 210 concept follows the Alvernon Way alignment and would not be subject to the past agreement.</p>	3/2/2020
11/6/2019	Mark D.	Jones			Email	<p>ADOT,</p> <p>After receiving your door tag and mailing, and reviewing the study online, I concur with your Recommended Alternative System Alternative I as the way to go forward and proceed with the project.</p> <p>My only comment is to be sure to advise the local population concerning access to Valencia Rd., Benson Highway and the Alvernon Way corridor during the construction and/or designed detours to avoid the area altogether. I live in Rancho Valencia and use Alvernon Way to go to DM and into town.</p> <p>Sincerely,</p> <p>Mark D. Jones</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p>	11/18/2019
11/7/2019	Jeffrey	Peters			Email	<p>I love on camino del Cerro and adot is staying the project that effects I-10 and Ruthroff Rd but the state should've have the residents information on the project do we will understand how to navigate the construction and get to and from our houses. Thx for you support.</p> <p>Sincerely,</p> <p>Jeffrey Peters</p>	<p>Thanks for contacting ADOT regarding the I-10/Ruthrauff Road project. I also left you a voicemail a short time ago.</p> <p>General information about the project is available online at the following link: https://azdot.gov/projects/southcentral-district-projects/interstate-10-ruthrauff-road-traffic-interchange</p> <p>ADOT is still waiting for the contract to be awarded to a prime contractor. After that happens, we will have a better idea of their expected project phasing. While some utility work is underway, major road work will not begin until after the holidays.</p> <p>If you have specific questions I can answer in the meantime, please let me know.</p> <p>Thanks, Jerimiah Sent Nov. 13</p> <p>Phone call - 11/14/19 Mr. Peters called to follow up. -I gave him the link to the project website -explained that the project will be awarded soon -traffic impacts will start after the holidays in 2020 -he also asked about other future projects -I explained there's nothing in the 5-year plan for Cortaro and I-10 but expanding I-10 from Ina to Ruthrauff is the next planned project -I-10 expansion from Casa Grande to Phoenix is currently being studied</p>	13-Nov

I-10/SR210 Draft EA Initial DCR Public Hearing Comment Report								
Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
11/7/2019	Katalin	Scherer			Website	<p>We are in a climate crisis. Phoenix and Tucson are amongst the fastest heating cities on the planet. The desert is fragile. You keep building more roads and WE WILL BURN. Here are the reasons we should not build any more roads:</p> <ol style="list-style-type: none">1. environmental. Roads destroy and divide habitats. Motor vehicle exhaust pollutes the air and heats the planet. This will continue to accelerate climate change, worsen our 20 year drought and result in more wildfires. Many species of plants and animals will die. We will run out of water, and our state and cities will decline into oblivion.2. economical. Roads to not pay back the investment. They are a huge liability, not an asset. They cost a lot of money to maintain and you already have a huge maintenance backlog you do not have the funds to clear. Adding more maintenance liability is financially irresponsible. The only people road expansion benefits is the rich owners of car companies, car dealers, and the asphalt contractors. The people of Arizona lose.3. social. Forcing people to drive everywhere in private vehicles as their primary mode of transportation has been the largest social engineering experiment of the 20th century. It is wrong and it has robbed the people of Arizona of their freedom. Our transportation system is stuck in the 20th century and the developed world has left us behind. It's time to build a transportation system that MOVES PEOPLE, not cars. We need to invest in buses, trains, walking and biking. It is then that we will have true freedom for ALL PEOPLE to travel where they want, when they want, how they want. Stop forcing people into cars.4. myth of the transport engineer: more lanes will reduce congestion. This is a myth. Study after study has shown this not to be true. More lanes cause more traffic, usually more than initially projected, and after a short initial period of improved traffic flow, worse congestion results. Traffic acts like gas, not liquid. It will expand to whatever space you give it, and contract if space is taken. It is called induced demand, and it is fact. If you deny it, you are either stupid, corrupt, ignorant, or all the above. Look at Phoenix. Have you solved traffic by adding lanes? No. Look at the 405 expansion in LA. Look at the Katy freeway in Houston. Please do NOT turn Tucson into Phoenix. We don't want it.	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p>	11/18/2019
11/7/2019	Richard	Sheperd			Website	<p>Arizona DOT must stop expanding highways. The Climate crisis is upon us, and Arizona is no exception. Longer droughts, more extreme temperatures, wildfires, and 80% less snow-pack threaten the lives of Arizona residents (https://19january2017snapshot.epa.gov/sites/production/files/2016-09/documents/climate-change-az.pdf).</p> <p>Transportation accounts for a significant amount of Arizona's carbon emissions, and very little is being spent on offering alternatives to driving. Arizona must focus on providing accessible, frequent transit with land-use patterns that encourage walking, and biking. Otherwise, Arizona's emissions will continue to increase, threatening the state and our entire human species.</p> <p>If you hesitate to believe me, please read the most recent IPCC report: https://www.ipcc.ch/sr15/</p> <p>The funds that would normally be used for this study should be used to address the climate crisis.</p> <p>This should include: banning single-family zoning, building a complete and protected bicycle network in every town and city, reallocating road space for bus-only lanes, and providing reduced fares for students and low-income transit riders.</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p>	11/18/2019

I-10/SR210 Draft EA Initial DCR Public Hearing
Comment Report

Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
11/8/2019	Murray	Hamilton			Email	<p>Hi Jeremiah,</p> <p>Yes....we did receive the e mail. Thank you.</p> <p>It is a massive amount of information (as I am sure you are aware!). The main PDF is 621 pages. As mentioned on our conference call, our main concerns are, of course pertaining to the Gem Show. This is the largest show in Tucson.</p> <p>The primary concerns are:</p> <ol style="list-style-type: none">1. The reduction in the amount of space available for parking. The show already runs out of parking on the busiest days.2. Ensuring that an appropriate drainage study has been completed. The added ramp looks like it will force water to a “pinch point” on Country Club. In addition the added median looks like it could cause issues with water. (the current site is already located on a flood plain).3. Ensuring that the Gem Show traffic is accounted for. Having “backups” on to the freeway would cause the exact issues the Country Club exit is trying to fix.4. Ensuring that any construction work is one in time frame to ensure the least impact to the Gem Show at this location. <p>If these items have been addressed could you please direct us to the appropriate documents please.</p> <p>Thanks</p> <p>Murray</p>	<p>Mr. Hamilton,</p> <p>Thank you for your note.</p> <p>These are exactly the type of comments we are looking for as we go from a high level planning document (the Draft EA/Initial DCR) to local specific project designs.</p> <p>I have forwarded your comments to the project team mailbox for response and inclusion in the final EA/DCR.</p> <p>If you would like more information about the process and future steps, you are more than welcome to attend the public hearing Wednesday, Nov. 20. And if you have additional points you would like addressed or included in the report, please feel free to submit more comments in one of the following ways:</p> <ul style="list-style-type: none">•Online: azdot.gov/i10sr210study•Email: i10SR210study@hdrinc.com•Phone: 888.692.2678 (Bilingual Study Line)•Mail: ADOT Community Relations, 1221 S. Second Ave., Tucson, AZ 85713 <p>Sincerely, Jerimiah</p> <p>Mr. Hamilton, We appreciate your comments related to access, parking, drainage and construction impacts near the northeast quadrant of I-10 and Country Club Road. This study is a high-level analysis of the corridor. As such, the study team looks at the big picture but</p>	11/13/2019 3/2/2020
11/10/2019	Abrana	Rediger			Email	Can u send me info on Hwy 11?	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. You can learn more about the I-11 Study on the study website at www.I11study.com/Arizona .	11/18/2019
11/12/2019	David	White			Online	Please complete this as soon as possible! Desperately needed. PLEASE connect the downtown end to I-10 as well!!	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/18/2019
11/14/2019	Murray	Hamilton			Email	<p>Hi Jeremiah,</p> <p>Unfortunately I will be out of the country on the 20th Nov (on a trip that booked prior to this) but my wife and a colleague will be there.</p> <p>Plus the folks from G And LW (The Gem Show).</p> <p>I have attached some aerial photographs of the Gem Show and the information I sent prior (which includes information about the size and financial impact of the Gem Show), sent by Jane Roxbury Director (Convention Services Visit Tucson) that I think should be included in any study.</p> <p>Thanks in advance</p> <p>Murray</p>	<p>Please see responses to Mr. Hamilton above.</p>	3/2/2020
11/18/2019	Jayme	Kahle			Online	I'm strongly in favor of System Alternative I. The sooner the better.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/18/2019	Jayme	Kahle			Online	I'm strongly in favor of System Alternative I. The sooner the better.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	Duplicate - see above

I-10/SR210 Draft EA Initial DCR Public Hearing
Comment Report

Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
11/18/2019	John	Howell			Email	<p>Thank you for informing the public about the I-10/SR 210 study.</p> <p>I live at . I am very concerned about two things related to this study.</p> <p>First, the level of noise adjacent to I-10 and my neighborhood (Corazon Del Pueblo) is expected to increase, according to my understanding of the I-10/SR 210 study this far. I formally request a buffer wall to be build along this neighborhood. It is already too loud at least from the layman's perspective.</p> <p>Second, the I-10/Craycroft intersection is already congested for passenger vehicles, due to the Pilot and TTT truck stops. I understand that any new road constructions at that intersection would require vehicles turning onto the I-10/Craycroft intersection from the Pilot area to turn right, as turning left would violate current road construction codes. Traffic plans for this intersection need to be created in such a way that big-rig trucks from the Pilot truck stop are separated from passenger vehicles turning onto the I-10/Craycroft intersection. I propose that an exit road be created at the back of the Pilot truck stop to allow big-rig trucks the option of turning onto an I-10 ramp via that exit, to prevent congestion with passenger vehicles at the I-10/Craycroft intersection. Forcing big-rig trucks from the Pilot truck stop to exit onto I-10 via the I-10/Craycroft intersection is not fair to passenger vehicles.</p> <p>Thank you for your consideration.</p> <p>Sincerely, John Howell</p>	<p>11/25/2019 Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p> <p>12/20/2019 Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. The entire project area has been surveyed for noise impacts, but the locations for noise walls (if any) will be determined in the final design once qualifying landowners have an opportunity to comment.</p>	11/25/2019, 12/20/2019
11/18/2019	Paul	Lotsof			Email	<p>11/18/2019 5:54:12 PM I was under the impression that there was a long term plan to connect Aviation Parkway with I-10 with the new interchange being either in Downtown Tucson or just north of downtown. Is such a plan still under consideration? Aviation Parkway presently ends near Broadway just west of Euclid. My impression was that the plan was to extend the parkway in a generally westerly direction.</p>	<p>Mr. Lotsof,</p> <p>Thanks for reaching out to regarding the proposed connection between Aviation Parkway and I-10 near downtown Tucson.</p> <p>The proposal you are referring to is the Downtown Links project, managed by the City of Tucson. I'm forwarding a link to a city website that may be helpful: https://www.tucsonaz.gov/projects/downtown-links-interstate-10-church-avenue-roadway-improvements</p> <p>It also includes links to another project-specific site.</p> <p>ADOT is in the middle of a comment period which, in part, proposes a connection between I-10 and Aviation Pkwy (SR 210) along Alvernon Way. In fact, we are planning a public hearing tomorrow evening. I invite you to take a look at that website and provide any comments you may have on that study, as well. The comment period runs through Dec. 12.</p> <p>https://azdot.gov/planning/transportation-studies/interstate-10-and-state-route-210-study</p> <p>Sincerely, Jerimiah ☺</p>	By Jerimiah - 11/19/2019
11/18/2019	Mrs.	Patel			Phone	<p>Good afternoong, I am Mrs. Patel. I got a letter from the Arizona Department of Transportation. Can you please call me back my number is and this is regarding I-10, like I-19 interchange to Kolb Rd. Please call me my number</p>	N/A	Returned call 11/26/2019; left a message. Mrs. Patel never called back. It doesn't show that she signed in at the public meeting.
11/19/2019	Andy	Carpio			Email	<p>Sounds like a good idea, I'm all for it.</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p>	11/25/2019
11/19/2019	Andy	Carpio			Email	<p>We really need an east /west freeway, but any traffic improvements to the flow of traffic is a good idea.</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p>	11/25/2019

I-10/SR210 Draft EA Initial DCR Public Hearing
Comment Report

Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
11/19/2019	Michael				Online	Why only from Kolb Road and not starting from Houghton Road?	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study. A new traffic interchange Houghton Road at I-10 is currently under design. Construction is scheduled for 2020. Our understanding is that new highway is planned (called the Sonoran Corridor) to connect I-19 to I-10. After a connection point for the Sonoran Corridor to I-10 has been determined then a Design Concept Report / Environmental Assessment study for I-10 from Kolb Road to SR 83 will be initiated.	12/16/2019
11/19/2019	Andre Richard	Newcomb			Online	Extend I-19 to Oracle Junction and then to Queen Creek. Extend St. Rte. 210 to I-10 over the Rillito River/Santa Cruz River. Extend St. Rte. 210 east to 'new' freeway connecting I-10 & I-19 along Pantano Wash & Rillito River & Sahuarita. You definitely need to get in front of east side growth. I used to drive a cab in Phoenix in the late 70's and the difference created on existing streets as opposed to what used to be is phenomenal. Safety. Air quality. Road rage. Car insurance.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/19/2019	Richard				Online	Its already been proven that widening interstates does not improve traffic flow. Drivers are the cause of all traffic backups rubbernecking is one of the biggest causes of traffic backups. In Europe all interstate accidents are cover by giant screens to block off all visuals of an accident so traffic keeps moving. L.A. has some of the widest freeways ive ever seen and traffic can still be at a standstill for hours	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/19/2019	Michael	Schoephoerster			Online	Tucson needs some sort of roadway that runs East to West. Going around the perimeter of town is ridiculous. Speedway Blvd runs the longest stretch from east to west. It a centrally locates road in the middle of town. If a design could be created to turn the existing road into a freeway. Add on/off ramps at alternating blocks. Remove all the medians and signals... it would be a huge project but it would help with traffic flow tremendously.... Phoenix is a big city, but has a great freeway system. No matter whether your in Goodyear in the West or East Mesa, you're no more than 15 minutes from a freeway. Nice and convenient transportation system... here if your at Swan & Sunrise you are no where near a freeway!!!!... crazy!!!!... when they expanded Speedway 30 years ago, they should've done the expansion to a freeway then!!!	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/19/2019	Joleen	Detor			Online	Yes, change is needed! There are simply too many cars, especially during rush hour and also when snowbirds are here, to get around easily. Downtown should be made more accessible for east-siders. Also, I-19 is ridiculous because you have people going anywhere between 45 and 85 MPH in a 75 MPH and two lanes in each direction are just not enough to let things flow nicely. The amount of traffic merging from Irvington and Ajo onto I-19 is slowing things down too so I'm glad to see the construction and hope that will alleviate it.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/19/2019	Kelile	Hernandez			Online	More lanes need to be added between Kolb and Kino and the on ramps need to be redesigned. Traffic always comes to a standstill in this area due to the short on ramps not providing people with enough time to accelerate and there not being enough lanes for all the vehicles.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/19/2019	Douglas	Kuiper			Online	This is desperately needed. Any of the cloverleaf entrances and exits on i-10 are very dangerous and difficult to merge. I typically avoid those access points to i-10. Even the remaining exits are barely better - there is just not enough room for traffic to adjust to traffic entering the highway. This is the worse part of i-10 through the Tucson Metro area. I support Alternative I and look forward to it's implementation.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/19/2019	Josh	Varela			Online	Yes!! But don't stop there. Run a highway parallel to river going through to Craycroft. Exiting at major points along the way. I.E. oracle Rd. Campbell Swan. It's time to catch up we're not little ol Tucson anymore.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/19/2019	Jacob	Gouge			Online	Please do anything to improve traffic flow!!!	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/19/2019	Michael	Gunnels			Online	I-10 from Ajo/Kino interchange to Kolb needs to be widened. It bottlenecks to two lanes each way and there are quite a few accidents. The rush hour traffic slows to a stop on a daily basis.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/19/2019	Corey	Spofford			Online	There is a high volume of cars entering Kolb going east on I10, ending a widening at Kolb would still result and maybe exaggerated backing up of multiple lanes are ending at this point. As a resident of Corona de Tucson, who commutes 5-6 times a week it would be highly beneficial for vail, Rita Ranch, Corona to extend it to at least Houghton. With the Houghton interchange improvements coming it makes sense to widen it all the way to benefit the rapidly expanding SE region.	11/25/2019 Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study. 12/20/2019 Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. A new traffic interchange at Houghton Road and I-10 is currently under design. Construction is scheduled for 2020. In the future a study for I-10, Kolb to SR 83 will be needed. The timing is currently not known.	11/25/2019, 12/20/2019

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Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
11/19/2019	Annie	M			Online	No build alternative`	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/19/2019					Online	Really? Connect the "east side" with downtown? Many of us would have to travel miles out of our way to "connect," as we live significantly north of Golf Links. Not sure whom this would benefit, but for us "east-siders," not so much. The Butterfield Connection that was being bandied about in the 1960s would have been the perfect answer. Obviously that's lonnnnng gone. Let's just patch up the potholes and repave some of the roads on the east side of Tucson. A goodly amount was done BEFORE this recent election. Now let's see what happens.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/19/2019	Eric	Rojas			Online	I love the idea of connecting I-10 and Aviation to Golf Links Road. It would make my commute so much faster.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/19/2019	Jon	Glenn			Online	My #1 option is to add lanes to I-10 through the east side. This is desperately needed due to the growth in East Tucson. #2 would be to connect golf links to aviation pkwy as a parallel alternative to I-10. Regards Jon Glenn	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/19/2019	Jim	Berry			Online	Making golf links a major Corredor would probably work as long as there is a viable connections to reach golf links. For instance Kolb Road across town As a north-south access the problem is for the people who live on the far east side like I do, it takes an extraordinary mount of time to reach the interstate or downtown. Something more in the middle to northern part of town that connects to the interstate would also work such as Grant Road or making River Road is significant Corredor to move traffic out to the freeway and northwest side of town	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/20/2019	Aaron	Phillips			Online	Adding an I10 to aviation highway connection would improve my commute to Davis Monthan from NW Tucson immensely. Especially the return trip closer to rush hour!	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/20/2019					Online	Would prefer to see a loop that went from I10 along Rillito wash then Pantano wash eventually turning south connecting back to i10.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/20/2019	Dale	Faulkner			Email	Good afternoon, Will there be additional public meetings regarding this proposed project ? Thank you, --	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. At this time, there are no additional public meetings or hearings planned. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/26/2019
11/20/2019	Dale	Faulkner			Online	Based upon the prior opportunities the City of Tucson has had regarding State Route 210 I feel it is critical that consideration of our Mobility Master Plan be part of the design process for at least the portion of the project within the City of Tucson boundaries. I would be pleased to have you make a presentation to our council appointed twenty member citizen committee. Thank you.	The study team would be pleased to make a presentation to the citizen's committee. However, because this is a City of Tucson committee, we will need an official request from the City to proceed.	3/2/2020
11/20/2019	S	Anony			Online	It would make more sense to add a highway that runs east to west, adding more lanes to aviation means we still have to go through the city not doing much for us. I live in the area of Golf Links and Harrison and to travel anywhere west is such a hassle.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/20/2019	Tim	Pouliot			Online	Please update me as to the traffic closures and patters for the area of Country Club Rd and Palo Verde exits.	The I-10/SR210 study is currently in a study phase. If and when the project moves into design and construction, there will be more information available about closures and traffic patterns. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019
11/20/2019	Luther	Hamilton			Online	Hwy 210 connecting to I-10 as an interstate exchange and not a surface road connection would be wonderful. I commute from I-10 to HWY 210 and back five days a week and see a lot of danger for pedestrians during the commuting hours in downtown Tucson. With a proper Interchange Tucson can become a safer city. Also, the amount of stand still traffic adds to the pollution in the Tucson metro that wouldn't have to be there. I doubt the traffic from the commuters add any economic value to the downtown district since most are just trying to get to work or home. Please fix it. I know people talk about trying to keep Tucson as 'Old' Tucson but every city needs to adapt to to the growth. We may not want to be Phoenix with all the freeways everywhere but there needs to have some balance and right now I don't see the balance.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019

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11/20/2019	Giesi	Gutierrez			Online	First of all I want to give thanks to ADOT and all of the companies who worked together in this project in an effort of making life easier for us Tucsonans. It was years of work and dedication and I a born and raised Tucsonan, greatly appreciate what you have done and want to do in the future. I understand that some companies, and people might be affected by this major project, but it is something that Tucson needs! We need to cut down on driving time we make from our homes to work or viceversa. We need a system in which we don't stop from our homes to work at least 10 times at every stop light. A freeway system would create less accidents, less pollution than sitting at stop lights. It would give us less time driving and more time being with our families, friends. Let's grow Tucson! Stop being so layed back, lets stop all of those frustrating moments while Stopping again for the 9th time at an intersection. We cant be afraid of change, we cant be afraid of growth because we live it everyday of our lives. Let's be the same old Pueblo but evolutionised. Let's leave the stone era and walk into civilization, forever Tucsonans walking into the future. I greatly approve this project.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/20/2019	Britton	Dornquast			Online	Love it! Glad you prefer alternative #1. Let's build it and get SR 210 early in the phasing.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/20/2019	Nancy	Page			Online	I would drive I10 from Wilmot to downtown (off at Congress-Broadway or frontage Rd) every M-F for 15 years. For the most part, unless there was bad weather or an accident it was a pretty good route to get downtown, sometimes right at Wilmot I10 would be backed up so I would take the frontage road in front of TTT truck stop and get on I10 from there. Now I live in Vail and take Cam. Loma Alta to Colossal Cave road to I10 (this access to I10 is its own disaster) but what I have been noticing in the last year or so is the increase in the amount of traffic and big rig trucks. Almost everyday I get from I10 at Colossal Cave to about Kolb and the traffic crawls to just after Valencia....most times coming to a complete stop (multiple times) or driving at a top speed or 15 mph then traffic breaks up a bit and we can go about 50 mph (posted 65) to about where the TEP plant is located (Alvernon area) and we stop (multiple times) or crawl and people are switching from one lane to another and then we pick up speed again by Kino Stadium where most people are rushing to get to the 3rd lane (on the left side of I10). I look for accidents, DPS, or some other reason for the stop and go traffic and often there is nothing visible. ...too much traffic for a 2 lane freeway. It can take me from 45 minutes to over 1 hour to get downtown depending on traffic which seems crazy since it is basically almost a straight shot down I10. More lanes are needed and/or some sort of off ramp for big rigs to bypass downtown . Something does need to done to help with the heavy load of traffic - doing nothing is NOT an option.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/25/2019
11/20/2019	Charles	Everson			Comment form	Very exciting project. Tucson is in need of additional infastructure. Connecting to exisly 210 and golf links roa d(both are currently fairly quick) should help out things a lot in the SE portion of the city. I would go with system alternative I since dividing the highway will likely cause confusion. I am concerned that the highway is changing in the number of lanes many times. I assume after this there may be plans to expand the area from Kolb Rd to Houghton Rod to 3 lanes in each direction in the future.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	N/A
11/20/2019	Raj	Kohli			Public Hearing Comments	happening in this area, and I live here at Valencia and I-10 in a big community and some of the questions I asked I didn't see on the map. The impact of the upcoming community that's going to be built right here at Valencia on I-10, it did not show on the maps that were demonstrated outside. Also, I'm not sure how this SR 210 -- if that's going to be an elevated road all the way connecting to I-10 above at Alvernon and going all the way in, because right now SR 210 ends at Broadway, so I was told by somebody that there is perhaps already an existing plan to connect it to I-10 around St. Mary's going through the downtown area, but I'm not sure -- I didn't see that, I don't know that, but that's what I was told. So I'm assuming that all of this will be elevated because otherwise you would be moving it down through the lights and everything else. That would negate the whole purpose of having the connection made because then you would be having bottlenecks. The other question I have is I have some friends here. They have two hotels, one at Palo Verde and another at the Kolb exit, and they would be negatively impacted because part of the land may be gone. But other than that, because the exit is gone, it will devastate some of those businesses and how does ADOT compensate them or what do they do or not do? Because maybe you can help us understand that part of the equation as well. It seems to me like you have two lanes coming from I-19/I-10 interchange up to Alvernon up to two, not two, but up to two lanes, and then there's four lanes going from Alvernon to Kolb, including perhaps but not a feeder lane. But the point is how come we don't have four lanes coming from I-19/I-10 interchange? Wouldn't that create a bottleneck of sorts? Because if people don't go through the downtown connection over to I-10, then if you are going towards I-19, then now you are jamming up the traffic because your number of lanes are going down. So maybe somebody can help me understand a lot of these questions. Because I really don't understand it. I'm not sure all the impact of the new development and of the upcoming -- because as a real estate guy, I know that a lot of the builders are going to build this way along I-10 towards Kolb and perhaps further down the road. So how much of that upcoming impact is taken into account when you are planning these expansions of these roadways? Because once you do it you are probably not going to touch it for 20, 30 years at least. That's my comment. Thank you.	Brad spoke with Raj Kohli (the first speaker) at the end of the meeting at the roll plot. He addressed his concerns related to the number of lanes starting at the I-19 interchange moving eastward through the project. Raj Kohli seemed quite satisfied after demonstrating how the I-10 lanes work will with the connection to SR 210. Why we have a reduction in the number of lanes to the west of Alvernon Way and the future flexibility built into the layout.	N/A

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11/20/2019	Tim	Pouliot			Public Hearing Comments	<p>My name is Tim Pouliot. And so we own a business at 4505 South Country Club, which is Country Club and I-10. And so we were concerned and had many questions about the impact that this construction, and past the construction, how it's going to affect our business. We have a significant amount of trucks that come in and out, and we are going to be right at the exit on the westbound section of I-10 at Country Club. We were concerned about that. We were concerned about having a center median that's going to be now in front of our building. We are concerned with the access during the construction because we are kind of surrounded by another property so we only have two entrances/exits that these trucks have to get in and out. And so how is that going to work? And then our biggest concern was the timeline of the construction, and there's also an effect on the Gem Show that happens right in our backyard, too, which is a big -- over 2,000 cars on a daily basis that will come in there to go to the show. So we were concerned about those things. We just noticed that we are No. 1 on the construction list for Country Club and so it sounds like it's going to be coming sooner than later, so obviously I think this needs to be brought up quicker, sooner than later. So another thing. Is there a point of contact when the construction is going on for us to call as this process goes on and can we call somebody up and say we are having issues with this, is there a response to that, is it just the way it is, or how that all works also. Another point is the drainage going across Country Club. So there is a wash that goes through Country Club and it goes right along our property. How is that going to be taken into account with all the new construction and how the road is going to be developed to make sure that the drainage continues on and doesn't back up into our property also? I think that's all I've got. Thank you.</p>	<p>impacts near the northeast quadrant of I-10 and Country Club Road. This study is a high-level analysis of the corridor. As such, the study team looks at the big picture but not necessarily issues related to individual parcels. When final design teams begin their work, they will look closely at impacts to individual parcels. When property is needed for the roadway project, ADOT has right-of-way specialists that will work with you. We know that parking is essential to your business. ADOT will work with you to come up with a solution to replace the lost parking. Thank you very much for the aerial photographs of the Gem Show. Copies of the photographs and gem show documents you provided will be included in the Public Involvement Summary. We appreciate the information about flooding of your area during heavy rainstorms. A detailed drainage analysis will be prepared during final design so that the added median in Country Club Road will not become a drainage issue. The new Country Club Road TI design will look at storage requirements for the off-ramps to avoid traffic backing up onto the freeway. Storage will be based on 2040 traffic projections for the Country Club Road TI. While not ideal, additional storage needed for the Gem Show will utilize the auxiliary lane between Country Club Road and Alvernon Way. Storage will be in excess of ¼ of a mile. The final design team will also look closely at access (and median locations in relation) to individual parcels. The state has guidelines to follow related to access control at traffic interchanges. Left-turn access into a parcel is restricted within 660' of the ramp returns. This is needed to improve safety and reduce congestion. Maintaining traffic during construction is closely reviewed by the state. During construction there will be a project hot line phone number to call if there are any construction concerns you may have. The goal during construction will be to minimize access issues. This will be a greater concern during the Gem Show. Please note, when the Country Club TI construction begins, the Palo Verde TI will continue to be</p>	N/A
11/20/2019	Jason	Sheals			Public Hearing Comments	<p>My concern is just that with the Alvernon corridor specifically, it doesn't go anywhere. Putting more traffic on to that isn't going to help anybody, so dumping a bunch of people off of I-10 onto Alvernon to try to get onto the 210 to go downtown doesn't do anything. You can't do anything once you get downtown. There is nowhere to go. It's two lanes, stop and go, it's 15 miles an hour. Where are you going to go. If you are going the other way coming from downtown to I-10, you can get off on Alvernon and go the other way. You guys can do a lot more help with helping Tucson figure out its stoplights than trying to build anything new and expand or anything in there for that. It's a parking lot. Downtown is a parking lot. Aviation can turn into a parking lot. The freeway can turn into a parking lot. It's two roads. We definitely need your help with as far as expanding it, and I appreciate it. We definitely need the cloverleafs gone that are on the freeway. They are ancient history. The 25, 30 mile an hour interstate speeds is long gone. You have got people coming off doing 70, people trying to get on doing 35 and no where to go for it. In those regards I appreciate what you guys are doing and I think it needs to get done. You guys got to take it out further, though. You have got to take it all the way out to Houghton. Houghton's got thousands of homes going in on the north side of the road. You have who knows how many going in on the south side of the road. But running it straight into Kolb at four lanes, dropping at Alvernon, Country Club, wherever, the I-19 junction can't be expanded. It can't get any wider. We have got the lanes going through and that's it. We don't need any more 12th Street drop-offs of the interstate, millions of dollars spent for a two-lane road with two overhead bridges for traffic going to a one-lane road in each direction. Money needs to be spent right. We are paying \$55 a car now for road improvements. It just needs to be done right. It needs to be done in a way that makes sense and that we don't improve something just to put you in an end zone that you can't do anything in once you get down there. Getting into downtown is a cluster. It's a parking lot. If we get there -- we can put ten lanes of traffic in in each direction and it's not going to matter if you can't do anything when you get there. I hope that you guys take that into consideration when you are doing your planning and design work. I think it's a great idea to put a bypass lane in and get all the trucks off of the main area coming</p>	<p>STUDY TEAM: Summary needs to have a response to constituent regarding how improvements to SR-210 will impact connection to Downtown.</p> <p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p> <p>A new traffic interchange at Houghton Road and I-10 is currently under design. Construction is scheduled for 2020. In the future a study for I-10, Kolb to SR 83 will be needed. The timing is currently not known.</p>	N/A
11/21/2019	Lara	Dates			Online	<p>I live on Golflinks and Harrison. I would be in favor of connecting I-10 to aviation hwy at Golflinks.</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p>	11/25/2019
11/22/2019	Brian	Dutcher			Online	<p>IRT the I-10 and SR 210 Study, I believe that the Recommended Alternative is the best of the proposed solutions; however, it falls short it is not complete. It fails to address the continued expanse east of Kolb Road, specifically to Houghton Blvd, which has undergone significant upgrades to support 4-6x lanes of traffic. Updating the Recommended Alternative to extend to Houghton Blvd would provide a complete solution. The traffic and safety concerns between Houghton and Hwy 83 can be addressed by reducing the speed limit to 65 MPH coupled with enforcement.</p>	<p>11/25/2019 Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p> <p>12/20/2019 Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. A new traffic interchange at Houghton Road and I-10 is currently under design. Construction is scheduled for 2020. In the future a study for I-10, Kolb to SR 83 will be needed. The timing is currently not known.</p>	11/25/2019, 12/20/2019

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11/25/2019	Anissa	Taylor			Online	As a native of Tucson, I am thrilled about this study. The population of Tucson is thriving, and our city needs to accommodate the transportation logistics successfully. After reading the study, I prefer System Alternative I. I hope this opens up the opportunity to connect a northeast to northwest route in the future. I also hope these studies for community feedback are promoted over radio, television and social media to reach a more diverse population.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	11/26/2019
11/25/2019					Online	As someone who frequently travels to the southeast side of town and the Vail, AZ area as well as to Cananea, Sonora, Mexico, these improvements would make travel a lot easier and more importantly, safer. Connecting Alvernon Way to the I-10 freeway and making it so that is a part of SR 210 and Golf Links also makes getting to the east side of town a lot easier. My main comment is: can we fast track this to start construction as soon as possible? These improvements are essential to safe travel through southeast Tucson and the sooner these improvements are made the better.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/20/2019
11/26/2019	John				Online	Absolutely these improvements are needed, I10 is too congested between Houghton and Ajo making extremely dangerous to travel during peak hours of the day. I would suggest looking at all accidents on this strip of I10 and compare to I10 from Downtown to Twin Peaks where improvements have already been made. SE Tucson is one of the fastest growing areas in the area and we must keep with our infrastructure for our safety as commuters. Don't spend any money on the so called "art" that we see see around town and spend it on our safety first.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/20/2019
11/30/2019	Al	Bodaski	x801		Online	<p>To do nothing ought not be considered. The first alternative is my choice to best to help alleviate traffic congestion. Please get on with it before another funding for freeways in Metro Phoenix takes precedence . Traffic congestion in Metro Tucson will only get worse not just at the study site but everywhere. I am less than impressed with city's and county's traffic improvement plans.</p> <p>Later---- I hope ADOT can be involved with west extension of SR 210 trough downtown Tucson. I fear the city will extend SR 210 to I 10 with with traffic lights 2 lane roads with turns slowing traffic adding to congestion. Tucson city seems to prefer traffic light solutions and narrowing roads with middle turn lanes on many of it's busy roads. My sense of it is downtown Tucson needs an underground freeway with entrances and exists to city streets to extend SR 210 to I 10. Could Wacker Dr. downtown Chicago be a model?</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p> <p>The study team is working to finalize the study this summer. Acceptance of the study recommendations will allow the first project from the implementation plan to move forward into final design.</p>	12/16/2019
12/2/2019	Richardd	Cresss			Online	You've got to be kidding! Where Barraza-Aviation Parkway needs to connect to I-10 is all the way at the other end, NEAR DOWN TOWN! What a waste of a "study". Did they even talk to anyone who lives in east Tucson?	<p>12/16/2019</p> <p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. You can view public meeting information and notices at https://azdot.gov/node/14426. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p> <p>12/30/2019</p> <p>Thank you for reaching out to regarding the proposed connection between Aviation Parkway and I-10 near downtown Tucson. The proposal you are referring to is the Downtown Links project, managed by the City of Tucson. I'm forwarding a link to a city website that may be helpful: https://www.tucsonaz.gov/projects/downtown-links-interstate-10-church-avenue-roadway-improvements. It also includes links to another project-specific site.</p>	12/16/2019, 12/30/2019
12/2/2019	Griffin	Howell			Email	<p>Hurry up and build this. I support it. I cant believe you've been having meetings on this since 2016. This shouldn't take 4 years of drafts. And has been talked about since the 80s. Buy the businesses and land you need and start it for goodness sake. I've never lived in a town that is slow as molasses to build like 1 mile of a freeway.</p> <p>-GH</p>	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019

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Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
12/2/2019	Jeff	Howell			Online	I'm 100% in favor of this. My only complaint is the amount of time to build it. This shouldn't take more than 5-10 years to build. Forget all this public input nonsense. Skip it. You dont need all the stupid environmental reports either. Buy the 25 businesses and BUILD the damn thing. ADOT also needs to start planning and buying property along Alvernon Way south of I-10 to extend the 210 to TIA and link with the Sonoran Corridor. You have to start building and planning NOW. Not in another 50 years. You're all too late in your planning of everything. Its ridiculous how long it takes for Tucson to build a road. In Phoenix they plan and build a freeway in like 3 years.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019
12/4/2019	robert	fabio			Online	The Barraza-Aviation proposed project article in the AZ Star was very confusing and after going to the AZDOT website I find the justification lacking. 1. Currently there doesn't seem to be a problem with I19 to I10 East, other then the drive around Tucson. 2. The Golf Links Rd display is not accurate where AZ210 links up. 3. Alvernon Way needs improvement, but not to get to I10, but to get to Valencia and the airport. 4. Accessing I10 East from Eastside Tucson is better accomplished via Kolb or Houghton Rds. 5. What is truly needed is connecting AZ210 to I10 at Congress. That would facilitate Golf Links and AZ210 users to bypass downtown traffic on the way north on I10, and improve access to DM Airbase from Northern AZ.. 6. A Northbound I19 to I10 Eastn route would be better accomplished south of Aerospace Parkway.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study. The basis for making the proposed improvements to I-10 and SR 210 is handling projected traffic for the year 2040. Future growth in the Tucson area will primarily be to the south of I-10 and to the east of Davis-Monthan AFB. The current I-10 highway and traffic interchanges will not be able to handle the growth in traffic volumes. Connecting I-10 to SR 210 will provide a high capacity route into the downtown area. The City of Tucson has plans to connect the west end of SR 210 to I-10 in the near future. Please visit the following website for more information on this important project. http://www.downtownlinks.info/project	12/16/2019
12/4/2019	Marge				Online	Hi: First, thank you for making the Park Ave/ I-10 interchange less hazardous for bicyclists. Cyclists northbound on Park have to be constantly on guard for errant drivers cutting across to get to the WB I-10 on-ramp-loop, and the proposed redesign looks like this hazard will be eliminated. Thank you. However, it is not clear what will happen with Aviation Bikeway at the Aviation/ Golf Links/ 210 interchange. Currently it runs along the north side of Aviation and Golf Links to connect the east side with mid- and down-town, and this connection can not be diminished. Also, I do not see where the Bikeway would be extended alongside AZ-210 to the I-10 area to connect the south side with the rest of Tucson. I-10 (and the railroad tracks) already cut off almost all safe bicycle connections between the southwest and northeast parts of Tucson, and having the Aviation Bikeway come down to join the neighborhoods south of I-10 with those in midtown would be a tremendous help. Thank you, Marge.	12/10/2019 Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study. 12/20/2019 Thank you for your comments on the bike routes. With the loop ramps removed at the I-10 / Palo Verde Road Traffic Interchange, Palo Verde Road will provide a safe north-south bike route under I-10. The Aviation Bikeway currently parallels to the north of the westbound Golf Links off-ramp and crosses Alvernon Way just north of the Golf Links bridge. The Aviation Bikeway will be diverted north along Alvernon Way up to 37th Street (near the entrance to the new Woods 100-acre Bike Park) . The Bikeway will cross Alvernon Way at 37th Street, follow the 37th Street alignment and cross Palo Verde Road at the signalized intersection. The Bikeway will follow E. Golf Links Road east to a connection with existing Aviation Bikeway. SR210 south of Palo Verde Road to I-10 will be a high-speed limited access roadway. SR210 will exclude bicycles for safety reasons.	12/10/2019, 12/20/2019
12/5/2019	Shanny	Pelton			Online	I feel expanding I 10 from two lanes to four would be a good idea it will help with the congestion. I feel if adding another exit off Alvernon way it could just make that whole section a bit congested and could potentially cause more accidents. Already from the Irvington exit to Kino exit (Irvington, Palo Verde, Ajo and Kino) gets pretty bad in my opinion unless you hit that area at the right time. The reason I think it gets bad is because there is several exits that are so close together, even though they don't look like it on the map. This is one of the reasons I try to avoid that area of I-10 especially going westbound. At some parts of the morning and afternoon its backs up traffic with people trying to get off and get on. I feel if adding another exit within that stretch could potentially back up traffic more and potentially more accidents regardless how many lanes I-10 is. Since at certain times from Alvernon area starts to get really slow after hitting Palo Verde its starts to get faster only to slow back down once you hit Ajo.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019

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Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
12/5/2019	Carl	Welch			Email	<p>The improvement to Tucson traffic could be better if not best served by a I-10 bypass from the northwest to southeast along the Rillito River and the Pantano River to I-10.</p> <p>Many of the freeways in California are located along concrete rivers deeper and wider than ours and most would be on land already owned by a government entity.</p> <p>Carl Welch Tucson Native</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p>	12/10/2019
12/5/2019	Michael				Online	<p>I would like the option of "No Build" to be selected. individual automotive drivers have proven to be very expensive, damaging, and to scale poorly with population and city growth. Of course it is tempting to do this project with federal highway dollars mot likely involved...but that is not a good reason to build the wrong infrastructure. We should not just build whatever infrastructure is easiest to build around a mostly disinterested population. Exactly because the population is for the most part disinterested, is why the city should take the initiative to prioritize improvements to the safety, efficiency, and environment associated with riding public transportation. Mutli-tiered parking lots with shuttle stations at the edges of the historic parts of our city could supply a method for getting to downtown for suburban commuters. Parking structures are already being built but the city is lacking in any uniquely good public transportation to incentive people to operate in that manner.</p> <p>Don't increase the proportion of infrastructure for cars at any point, all money spent should be focused on improving bike paths and public transportation as well as the infrastructure for those forms of transportation. Increasing the proportion of infrastructure for cars encourages people to live outside of the tax base and then slowly deteriorate the infrastructure driving into town for work and out of town with all of their income.</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p>	12/10/2019
12/5/2019	Gene	Biernat			Email	<p>These improvements are definitely need now and for the future. The sooner the better, my vote is Yes.</p> <p>Gene Biernat</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p>	12/10/2019
12/5/2019	Sarah	More			Online	<p>Overall, this seems like a good idea.</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p>	12/10/2019

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Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
12/5/2019	Helmer	Heghesan			Email	<p>Very needed, 100% in agreement for this project. Tucson is growing fast.</p> <p>Adding a beltway would serve the east, west and northwest sides of Tucson. If we don't start seriously planning for a beltway before we know it we will regret the gridlock which will ensue without one.</p> <p>Thank you for the present project. We've been in Tucson for only 22 years and have witness growth in all directions of the city.</p> <p>Helmer (a satisfied citizen of the city)</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p>	12/10/2019
12/5/2019	Kevin	Burke			Online	<p>Alvernon / Palo Verde currently provides important cycling connectivity between Midtown bike routes/bike boulevards, Palo Verde Greenway/The Loop/Julian Wash Greenway, and the Aviation Bikeway. Please maintain and enhance these on- and off-street cycling connections. Thank you.</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p>	12/10/2019
12/5/2019	Raymond	Pinette			Online	<p>Think this is a great idea. Be a lot safer for I-10 & Kino, I-10 & Irvington I-10 & Pala Verde, which all of these are deadly intersections.</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p>	12/10/2019
12/6/2019	Janet	Danyfield			Online	<p>This needs to be done. But I am not sure why you are stopping at Kolb Rd. The plan for increasing lanes on I-10 should go as far as Rita Rd.</p>	<p>12/10/2019 Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p> <p>12/20/2019 Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. A new traffic interchange at Houghton Road and I-10 is currently under design. Construction is scheduled for 2020. In the future a study for I-10, Kolb to SR 83 will be needed. The timing is currently not known.</p>	12/10/2019, 12/20/2019

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Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
12/6/2019	Lauren Anne	Beasley			Online	Ideally, I-10 road improvements are always good. the On-Off ramp situations along with widening all of I-10 in the Tucson/Vail/Marana area all needs to be done. A 25 minute trip from Marana to South Tucson now takes 40 and the same for going back. So if you improve in those areas, you must improve further north also or all traffic headed north will also get another set back.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019
12/6/2019	Richard	Roberts			Online	I drive Alvernon about 3 times a week from Green Valley (Old Nogales, Aerospace Pky, Alvernon, to Golf Links to Davis-Monthan AFB). Alvernon north from Valencia really carries a lot of traffic and the road is not in good condition. Needs the added lane.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019
12/6/2019	Kim	Okada			Online	<p>also realign the short on-ramps of WB Irvington and WB Palo Verde such as eliminate the WB Palo Verde on-ramp and extend the Irvington on-ramp as a "4th" lane with the merge point where the WB Palo Verde one was.</p> <p>EB Palo Verde on-ramp eliminate. Straighten the end of Exit 264A with a light a Palo Verde onto the access road and use the EB Alvernon on-ramp.</p> <p>Summary, these short-ramps and clovers need to go away.</p> <p>The proposals to add lanes to I-10 in area of Kino Parkway should help. Below I suggest two concerns.</p> <p>(1) If heading West on Ajo approaching Kino and then getting on to I-10 headed West, one turns South at Kino and then loops to the West to get on to I-10. As it exists now, this entrance on to I-10 should immediately be closed before a bad accident happens. The merge on to I-10 is way too short. The traffic on I-10 is heavy and unless an I-10 traveler, headed West, is polite enough to allow a merge, this is very hazardous. I note that most folks wanting to merge on I-10, headed West, will go North on Kino, past the Kino/Ajo intersection, and do a U-turn on Kino at the first cut in the median switching from heading North to heading South. This merge on to I-10 West is much longer and safer than the one off of Ajo.</p> <p>(2)At the Ajo/Kino intersection, when one wants to go East off of Kino, one turns East, at the light on Kino and does a loop to get to Ajo. There is currently a left turn lane to get on to Ajo headed East. The line for this turn is often very long and backs up through several light cycles. When headed into this intersection on the loop, there are three lanes. One is a left turn, the middle lane goes straight South to merge on to I-10 , and the right lane is for turning West on Ajo. I urge that the middle land to changed to allow a left (East bound turn) on to Ajo as well as continuing to use it to go straight South to merge on to I-10. This will allow two lanes to turn left (East) on to Ajo and eliminate the often long wait to turn.</p>	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019
12/6/2019	Fredric	Kay		Fredric.Kay@pima.gov	Email		Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019

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Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
12/6/2019	Scott	Morin			Online	All the state projects in the state....seems like all the freeways are being widen - new interchanges - etc, etc but way over due is the widening of I10 from Chandler to Casa Grande - it is a very crowded dangerous section of the freeway yet nothing is getting done on this section...Tucson can wait	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019
12/7/2019	Dave				Online	Get it done already... someone is going to get killed off the Rita Rd. Exit!	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019
12/8/2019	Cynthia	Henkel			Online	My thought is that Option IV is enough of a solution. I believe there are more pressing problems on I-19 between Valencia and I-10. There are not enough lanes to support current traffic and with all the building going on in that area, it's only going to get worse. Another alternative would be to build a I-19 bypass somewhere to relieve the congestion of the booming Sahuarita area heading north to I-10.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019
12/8/2019	Glenn	Taylor			Online	One comment I would inject is to extend the I10 corridor widening to Houghton Road. With the growth of the South East section of Pima county, only widening I10 to Kolb only delays the inevitable for future traffic congestion. Please give consideration on widening I10 to Houghton Rd for forward growth outlook.	<p>12/10/2019 Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p> <p>12/20/2019 Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. A new traffic interchange at Houghton Road and I-10 is currently under design. Construction is scheduled for 2020. In the future a study for I-10, Kolb to SR 83 will be needed. The timing is currently not known.</p>	12/10/2019, 12/20/2019

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Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
12/8/2019	Cesar O	Rios			Online	The expansion of I10 to 3 lanes each way is so desperately needed. We travel that road each weekday from our house in Rita Ranch (I10 and Rita) to the University of Arizona and back, and just about once a week there is some kind of incident that slows or stops traffic. Southeast Tucson and Vail are growing very quickly and the volume of traffic is also growing. I10 is pretty much at capacity and needs to be expanded.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019
12/8/2019	Luis	Villalobos			Online	No build alternative	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019
12/8/2019	Danae	Michael			Online	No, to the route. We do not want this going anywhere near or through Green Valley !! There is enough pollution as it is. I live 2 blocks from I-19 and I see the fuel filth on the windows and sides of the house. Enough is enough...	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019
12/9/2019	Thomas	Moga			Online	Get it done ASAP. Tucson is the largest city in the country to have all the cars and big trucks going through downtown clogging the streets with no bypass to the interstate. It is absurd.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019

I-10/SR210 Draft EA Initial DCR Public Hearing
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Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
12/9/2019	Ken	Zablotny			Online	As mentioned in an earlier comment, build this badly needed expansion to alleviate traffic backups and increase flow throughout and the central core of Tucson. I-10 is outdated dramatically and with 2 lanes in each direction, it is grossly overcrowded almost all day. Use the ADOT and Federal money to build this and do not build the I-11 debacle. This highway is for the benefit of the few and the bypass will not make the necessary improvements to the main core of Tucson.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019
12/9/2019	Joel	Smith			Email	<p>Hello, as a homeowner, new parent, and UA employee, I think we need to be ambitious about this and go for the light rail / streetcar option as opposed to express buses. Let's make Tucson an aspirational place, with future-oriented vision.</p> <p>I sympathize with concerns about gentrification, but Tucson is a poor city, and while I don't want to necessarily make this the next Portland, Boulder, or Austin, I think we can preserve what makes Tucson unique while thinking long term and sustainably.</p> <p>A streetcar from the airport to the Tucson Mall would be a watershed event in the city's history. Let's go for it!</p> <p>-Joel</p>	<p>12/10/2019 Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p> <p>12/30/2019 Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. The newspaper article that included detailed information about the street car also included information about ADOT's I-10/SR 210 study. Unfortunately, the street car project is being managed by the city of Tucson, not ADOT.</p> <p>If you would like to share comments about the street car, please contact: Steve Spade at Steve.Spade@tucsonaz.gov.</p>	12/10/2019, 12/30/2019
12/9/2019	Moir	Silverman			Online	Yes do it! It's about time!	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019
12/9/2019	Ted	Bell			Online	<p>The proposed road expansion is an out-of-date "solution" that does not adequately recognize today's transit, bicycling and micro-mobility transportation solutions rapidly coming to the forefront as the automobile era comes to and end.</p> <p>The negative environmental impacts of road expansion outweigh the benefits. Those negative impacts include impacts on historical and cultural resources due to air, noise and traffic diversion; and constructing expanded roadway that present barriers to pedestrian, bicycle and micro-mobility travel.</p>	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/10/2019

I-10/SR210 Draft EA Initial DCR Public Hearing
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Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
12/9/2019	Stacia & Terry	Moore			Email	<p>Hi There:</p> <p>I'm not sure to whom this should be directed so please feel free to pass this on. ☺</p> <p>We moved here a year ago and are finding the property taxes to be VERY high compared to what we are used to in Kalispell, MT. But, maybe that is just the way it is here. We live at 3420 W. Moore Rd in a large house on 4.25 acres and pay around \$10k per year.</p> <p>The reason for this email, however, is to learn about what the plans are for Moore Rd (between Thornydale and La Cholla) as it is in VERY poor condition. I'm also wondering if there are any plans to lower the speed limit as it is lower on the other stretches of the road. Traffic is way too fast on this stretch and speeding is the norm.</p> <p>Anyway, thank you for directing me to the proper departments to learn more about the plans for improving Moore Rd. (emails are preferred contact for me is possible).</p> <p>Thank you! Stacia & Terry Moore</p>	Welcome to Pima County! Questions regarding improvements to Moore Road can be directed to the Pima County Transportation Department. Moore Road is included in Pima County's Major Streets Plan. The department should be able to identify future plans for the roadway. Their phone number is: (520) or you can visit their website at: https://webcms.pima.gov/government/transportation/ .	12/16/2019
12/9/2019					Online	<p>I am a staunch supporter of roads improvement in Arizona, especially in Pima county where I live. I support the System I alternative, but would like to also see I10 widened to three lanes in each direction from Kolb to Houghton or even one or two exits east of Houghton. There seems to be a lot of traffic in that area from far southeast to downtown . I also like the gradual widening of the highway from two lanes to three and then to four.</p>	<p>12/10/2019 Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p> <p>12/20/2019 Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. A new traffic interchange at Houghton Road and I-10 is currently under design. Construction is scheduled for 2020. In the future a study for I-10, Kolb to SR 83 will be needed. The timing is currently not known.</p>	12/10/2019, 12/20/2019
12/9/2019					Online	<p>Expanding I-10 east of Tucson is long overdue. A lot of development is taking place in Vail causing increase traffic to commute to employment centers. The 2 lanes in each direction are poorly inadequate. Vehicles force their way onto the traveling lane with total disregard for the vehicles already on the interstate. The yield requirement is never enforced. Instead of 6 lanes in each direction only east to Kolb Rd the road should be widened at least to 3 lanes each direction all the way to Colossal Cave Rd. Vail is where the development is going wild and this is adding additional commuters to an already over taxed roadway into the employment centers.</p>	<p>12/10/2019 Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p> <p>12/20/2019 Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. A new traffic interchange at Houghton Road and I-10 is currently under design. Construction is scheduled for 2020. In the future a study for I-10, Kolb to SR 83 will be needed. The timing is currently not known.</p>	12/10/2019, 12/20/2019
12/9/2019					Online	<p>I am in favor of moving forward with the recommended alternative. It will make things much safer and bring this part of Tucson into the 21st century. I am a bit mystified and concerned about the roughly \$1.2 billion price tag for this project, though. That seems pretty steep, and I realize it's over 20 years, but this project needs to be completed much sooner than 20 years. Where would the funding come from? Tucson needs this type of project, and I am willing to pay for it, but I would hope it could be done quicker and more cost effectively than what is currently planned.</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.</p> <p>We appreciate your comments and concerns for implementing the highway improvements. Most of the funding to improve Interstate 10 and SR 210 will come from the federal government. Pima Association of Governments (PAG) is the local agency that allocates the funding to different projects within the Pima County area. The Regional Transportation Authority (managed by PAG) is currently drafting a new 20-year plan for the area. They would enjoy hearing from you.</p>	12/16/2019
12/9/2019	Mary	Anderson			Phone	<p>This is the I-10 thing or the thing about the proposed extension of the street car to go from the airport to the Tucson mall or a bus rapid transit but that's what I'm calling about. I am hoping that the city does get the federal funding and goes with the not another bus line that has too many rude people and doesn't go where it's supposed to and only runs Monday through Friday. I'm in favor of that extension of the street car to run the 15 miles from the Tucson airport to the Tucson mall. My name is Mary Rose Anderson and my landline from which I am calling is . Bye.</p>	<p>Left voicemail saying the newspaper article that included detailed information about the street car also included information about ADOT's I-10/SR 210 study. Unfortunately, the street car project is being managed by the city of Tucson, not ADOT. If you would like to share comments about the street car, please contact: Steve Spade at Steve.Spade@tucsonaz.gov.</p>	12/30/2019

I-10/SR210 Draft EA Initial DCR Public Hearing
Comment Report

Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
12/9/2019	Thalia	Alvarado			Online	I am adding my comment in agreement for this proposal for System Alternative I. This project implementation is long overdue as safety on I-10 is currently beyond comprised. Please move forward with this as this is desperately needed for travelers ans workday commuters driving into Tucson from the east.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/17/2019
12/9/2019	Jadwin	Reese			Phone	I have just completed the article regarding Tucson's plans for a transit line between the airport and the Tucson Mall. I read this article in the Arizona Daily Star. I am opposed to it because I think they're jumping to another subject entirely and we are faced with a problem, all of us who drive the streets of Tucson, and that problem as you well know is that we have pot holes and streets that need repair work done and they've been like this for over a decade since we have been in this city. As citizens of this city and tax payers of the country, if you are going to ask for financial assistance for anything, this city needs help repairing our streets. That first. What a laugh to put a street car on the streets that so need repair for the thousands of automobiles that are driven daily. This is a city, it has streets, they are not being considered first and they should be. Your conlusions should be obvious. We need city to repair the streets and we need it so badly. Just open your eyes. Thank you. Goodbye.	Returned call and was told they hadn't left a voicemail regarding the transit line between the airport and the Tucson mall.	12/30/2019
12/10/2019	Hanson	Fotherby			Email	<p>I live in the Miracle Mile Historic District and am working to revitalize the area. I heard about the streetcar you are proposing from the Tucson International Airport to the Tucson mall and feel excited about it because it will run through the Miracle Mile. It will also make it much more convenient for travelers arriving at the airport to get around Tucson to find a hotel, shop or go to a conference. This should increase business and improve the Tucson economy. It looks like it will go by Banner Hospital and the Veteran's Hospital which will also be good for travelers. I hope eventually, the streetcar could reach Raytheon too so that recent University of Arizona graduates could easily start work there after graduation. Many of them do not have an automobile while attending the University.</p> <p>I believe a streetcar will be a boon to my area and I would like to continue to hear any new information and news about it as you proceed so if you can keep me on your contact list I will appreciate it. I heard of the idea of running a streetcar line to the Airport back when the first street car was built and I am glad you are now pursuing it. Thank you very much.</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. The newspaper article that included detailed information about the street car also included information about ADOT's I-10/SR 210 study. Unfortunately, the street car project is being managed by the city of Tucson, not ADOT.</p> <p>If you would like to share comments about the street car, please contact: Steve Spade at Steve.Spade@tucsonaz.gov.</p>	12/30/2019
12/10/2019	Candace J	McNamara			Online	<p>Gem & Lapidary Wholesalers, Inc's property is located on I-10 and South Country Club Road which is used twice a year for the Gem Show location. The Gem Show entrance for attendees is I-10 to the Palo Verde exit then left on Michigan Street and left on South Country Club Road. The January/February Gem Show lasts nine days with two days for loading in and two days for loading out. The September show is smaller and does not have the same impact on traffic but any traffic detours would greatly impact attendance.</p> <p>Our attendance is approximately 30,000 guests, many who attend several days. The parking lot remains full for 1/3 of the gem show and accommodates 2,310 parking spaces.</p> <p>We currently place directional signage on I-10, Palo Verde Road, Michigan Street, and South Country Club Road to help with traffic flow. We foresee traffic backing up on the new South Country Club Road and I-10 exit ramp.</p> <p>Additionally, most of the water drainage from our property is pass-through from the other surrounding properties. In heavy rains South Country Club floods. With the new proposed concrete median on South Country Club, water will back up and flood our property. The information given at the November 20, 2019 Public Hearing was that the Palo Verde exit (264B) was to be closed as the first stage of the construction. Then the construction on the exit ramp to South Country Club will begin. Diverting normal every day heavy traffic then adding the 30,000+ vehicles attending the gem show will be detrimental to the neighborhoods the traffic is detoured through.</p>	<p>Please take info account the following info when responding: as part of the location-specific study, the team will take into account the Gem Show attendance numbers you have provided, as they are difficult to capture in our standard Traffic Studies. We will also be reviewing the changes to the drainage and coordinating with Pima County Flood Control Management for each segment of the Study corridor.We appreciate your comments related to access, parking, drainage and construction impacts near the northeast quadrant of I-10 and Country Club Road. This study is a high-level analysis of the corridor. As such, the study team looks at the big picture but not necessarily issues related to individual parcels. When final design teams begin their work, they will look closely at impacts to individual parcels.</p> <p>When property is needed for the roadway project, ADOT has right-of-way specialists that will work with you. We know that parking is essential to your business. ADOT will work with you to come up with a solution to replace the lost parking. Thank you very much for the aerial photographs of the Gem Show. Copies of the photographs and gem show documents you provided will be included in the Public Involvement Summary.</p> <p>We appreciate the information about flooding of your area during heavy rainstorms. A detailed drainage analysis will be prepared during final design so that the added median in Country Club Road will not become a drainage issue. The new Country Club Road TI design will look at storage requirements for the off-ramps to avoid traffic backing up onto the freeway. Storage will be based on 2040 traffic projections for the Country Club Road TI. While not ideal, additional storage needed for the Gem Show will utilize the auxiliary lane between Country Club Road and Alvernon Way. Storage will be in excess of ¾ of a mile. The final design team will also look closely at access (and median locations in relation) to individual parcels. The</p>	3/2/2020
12/11/2019	Pius	Malsom			Email	<p>Don't you think its time to "finish the road to no-where"...</p> <p>Aviation Park-way is a waist...before you consider other project, ie . Street car to airport, why not finish</p> <p>Aviation Park-Way to I-10 ???</p> <p>P.J. Malsom</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. The newspaper article that included detailed information about the street car also included information about ADOT's I-10/SR 210 study. Unfortunately, the street car project is being managed by the city of Tucson, not ADOT.</p> <p>If you would like to share comments about the street car, please contact: Steve Spade at Steve.Spade@tucsonaz.gov.</p>	12/30/2019

I-10/SR210 Draft EA Initial DCR Public Hearing
Comment Report

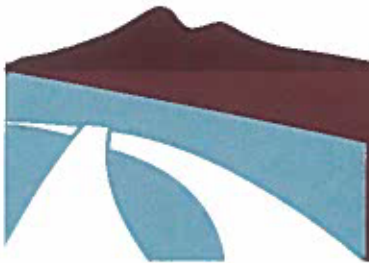
Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
12/11/2019	Amanda	Worthey			Online	I am in support of System Alternative I. We have lived at Wilmot Rd and I-10 for 18 years. We spend a lot of our time driving to the NW side of Tucson (I-10/Cortaro) where our families live and our child goes to school. In the past 18 years, our drive has gone from quick and pleasant to long and dangerous. Traffic congestion has increased 10-fold. Traffic starts and stops constantly. The on/off ramps between Alvernon and Park Avenue are a hazard. Traffic is always affected by people trying to get on and off the freeway. The on/off ramps are way too short and several of them serve as ramps for both on and off traffic which is a disaster. More and more developments are coming in. It is already past time to to fix this but you have the chance to fix it before traffic just stops altogether. Please approve this and get it started ASAP!	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/17/2019
12/11/2019	C.H.	Huckelberry		Lois.Burlingham@pima.gov	Email	See Appendix C for comment from Pima County.	See Appendix C for response to comment from Pima County.	
12/11/2019					Online	<p>No-build alternative should be chosen. The current level of congestion, being far from perfect, is still largely tolerable, and it doesn't really warrant the scale of capital investment as this project would require. It would invoke more public outcry and complaints from the disruption caused by the construction than had nothing been built.</p> <p>No one would even realize that they're spending a couple more minutes on their daily commute, but when there is a gigantic construction that seems to be never ending (in the eyes of an average Joe), everyone would start noticing and writing their legislators. It's not worth it to carry on a boondoggle project that would taint the reputation of your state DOT for years to come.</p> <p>The last thing millions of Arizonians would want is for Arizona's highways to be looking like those in California, full of construction projects both large and small that drag on for years. Do nothing is better than take the fall for something that's technically not your fault.</p>	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/17/2019
12/12/2019	Karen	Dada		kdada@azland.gov	Online	Please note recommended corrections on two pages: The State Land Department was named "The Bureau of Land Management", p. 33 and p. 35 under title "I-10/Kolb TI (MP 270.58)"	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/17/2019
12/12/2019	Donna	Jones			Phone	My name is Donna Jones. My phone number is My comment is that the proposed study, either way it goes, will not really serve my needs. I am an eastside Tucson resident, I use SR 210, I also use Ajo Way to get on interstate, I beg your pardon, Irvington Road to get on to interstate 10 eastbound and I exit when I'm coming from downtown on to Alvernon Way. I chose that route because using SR 210 to go from the east side of Tucson to downtown dumps you into total traffic congestion. The fact that SR 210 doesn't end anywhere that leaves you with many traffic choices, makes it difficult to use. It's just an unfortunante design that dumps you on to roads that can't handle the traffic that's on them already and there's no room for potential growth. SR 210 is functionally not worth much. Thank you.	N/A	
12/12/2019	Jim	Miller			Online	I am the owner of parcel #140-06-2800 at the SW corner of I-10 and Alvernon Way. Can ADOT move the intersection of the off and on ramp with Alvernon (east bound off ramp and east bound on ramp) further north on Alvernon closer to I-10? There is substantial right-of-way at this location but having that intersection as shown in the proposed location will restrict my options for ingress and egress from my property for both north and south bound Alvernon traffic. Please consider moving this intersection closer to the freeway.	<p>Thank you for your comments.</p> <p>Access to your property is important to the study team and this information will be passed along for the final design team. The concept design moves the ramp approximately 100 feet further to the north. However, the exact location will be determined during the final design. The state has interstate guidelines to follow related to property access near traffic interchanges. Access control guidelines restrict left-turn access within 660' of the ramp returns. Right-in and right-out access is allowed within 100' of the ramp return. Access Control guidelines can be found on ADOT's website in the Roadway Design Guidelines, Section 506.</p>	
12/12/2019	Diana W.	Alarcon		Diana.Alarcon@tucsonaz.gov	Email	See Appendix C for comment from the City of Tucson.	See Appendix C for response to comment from the City of Tucson.	
12/12/2019	Renee	Darling			Email		See Appendix C for response to comment from Tucson Electric Power Company.	

I-10/SR210 Draft EA Initial DCR Public Hearing
Comment Report

Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
12/12/2019	Dr. Clarence	Moore			Online	An important consideration here is the preference of the people and the potential of the system to draw riders. In the minds and actions of the people, rail is considered "first class!" It is smooth, comfortable and safer. Buses are viewed as "poverty class!" They are rough, provide an uncomfortable ride, and are similar to riding a working washing machine. Many examples around the world exist where rail was replaced by buses, and the buses failed. One example is in France where two or three rail routes were replaced by buses. The people refused to ride the uncomfortable buses and they failed. The trains were started again and the people now ride them again. In cities all over Europe, streetcar and LRT lines carry proportionately far more passengers than buses, unless the people have never been able to experience rail transit. Streetcar and LRT lines may cost a little more to build, but they can be much higher capacity, provide a smooth and comfortable ride, are truly "first class," and are far more attractive to riders. In cities such as Brussels and Budapest, streetcars and LRT systems run high-capacity cars with up to seven sections, moving multiplied thousands around their cities constantly.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. The newspaper article that included detailed information about the street car also included information about ADOT's I-10/SR 210 study. Unfortunately, the street car project is being managed by the city of Tucson, not ADOT. If you would like to share comments about the street car, please contact: Steve Spade at Steve.Spade@tucsonaz.gov.	12/30/2019
12/12/2019	Charles	Balser			Online	Sheet 13, Golf Links Rd WB Golf Links has 4 lanes approaching Alvernon. The #4/curb lane is a mile long but is only for NB Alvernon/Contractor's traffic. The #3 lane carries traffic for SB Alvernon and the WB Aviation exit. It would be nice to have #4 for all exiting traffic, then it can split to either 210 or Contractor's. Maybe even 2 lanes to exit WB Golf Links to WB 210, with an additional exit to Contractor's/Alvernon. Sheet 14, Ajo Way It's not clear how WB Golf Links reaches the exit lanes for Ajo, but a major traffic pattern is for people to turn WB Ajo. Would like an exit not requiring a stop. Traffic from the east side of 210/Alvernon is minimal and can be kept in one lane. The other major flow is WB Ajo with its triple left-turn lane to Alvernon/Golf Links. With 210 having an overpass, Ajo won't have to stop as often and there won't be a backup requiring 3 lanes, but it's still a lot of cars to move through that turn. This one might do well as a system interchange. Sheet 15, Irvington No exit? Another major traffic flow is SB Alvernon to WB Irvington and EB Irvington to NB Alvernon. This may put more local traffic on I-10 or Ajo. Sheet 16, Kolb The fly-over through-traffic bridges are interesting but is there enough traffic to justify them? Might be a good fit for the Houghton DDI. Sheet 8, Craycroft I don't understand the need for the connector road that takes out the back lot of the TTT.	Initial DCR, Appendix C available on-line at ADOTs website: Sheet 13 Golf Links Road response - The #4 WB Golf Links lane/curb lane contains the exit traffic for NB Alvernon Way and WB SR210 (Aviation) traffic. The lane then splits for NB Alvernon Way and WB SR210. There are three WB Golf Links lanes that split into two lanes for SB SR210 (Alvernon Way) and one lane (#3) for the Ajo Way exit. The Palo Verde Road bridge restricts the number of WB lanes under the bridge to three. Two lanes are from SR210 and one lane from WB Golf Links Road. The 2040 traffic model for Alternative I shows this lane configuration will work well. Thank you for your comments. The responses below refer to the System Alternative I, Initial DCR, Appendix C available on-line at ADOTs website: Sheet 13 Golf Links Road response - The #4 WB Golf Links lane/curb lane contains the exit traffic for NB Alvernon Way and WB SR210 (Aviation) traffic. The lane then splits for NB Alvernon Way and WB SR210. There are three WB Golf Links lanes that split into two lanes for SB SR210 (Alvernon Way) and one lane (#3) for the Ajo Way exit. The Palo Verde Road bridge restricts the number of WB lanes under the bridge to three. Two lanes are from SR210 and one lane from WB Golf Links Road. The 2040 traffic model for Alternative I shows this lane configuration will work well. Sheet 14, Ajo Way response – The #3 WB Golf Links Road lane is the exit lane for Ajo Way. The EB SR210 to Ajo Way ramp merges with the #3 WB Golf Links Road lane. Traffic modeling shows the Ajo Way TI intersections handling the 2040 turning movements very well (SB ramp LOS C/C and NB ramp LOS B/B) with the SR210 through traffic separated from the turning movements. Separating the through movement allows more time for the EB to NB turning movement.	12/30/2019
12/13/2019	Harriet Ann	Edwards			Phone	Yes, my name is Harriet Ann Edwards. My phone is . And this is a comment about having a transit go to the Tucson airport from the Tucson mall and I think this is a great idea, I would use it but it would have to be a direct bus route and not have stops along the way. So that's my input. Thanks.	Left voicemail saying the newspaper article that included detailed information about the street car also included information about ADOT's I-10/SR 210 study. Unfortunately, the street car project is being managed by the city of Tucson, not ADOT. If you would like to share comments about the street car, please contact: Steve Spade at Steve.Spade@tucsonaz.gov.	12/30/2019
12/13/2019	James	Daniel			Online	With so many houses being built in Corona and along MAC, why would this project terminate at Kolb? Houghton is a major point of ingress/egress, and its use is only growing. Widening should occur to at least Houghton Rd.	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study. A new traffic interchange at Houghton Road and I-10 is currently under design. Construction is scheduled for 2020. In the future a study for I-10, Kolb to SR 83 will be needed. The timing is currently not known.	12/20/2019
12/13/2019	Joe	Hornat			Email	After spending some time considering the reasons and alternatives, I agree. The recommended alternative is the best for this project. Thanks Joe Hornat Sent from my iPad	Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.	12/17/2019
12/20/2019	John	Howell			Email	Thank you Mr. Ryerson. When will the final design be completed?	This corridor study is anticipated to be finalized in the summer of 2020. An implementation plan was included in the EA as part of the study and will provide a guideline for when each future, project-specific final design will occur. The exact timing of each project is subject to funding availability.	1/13/2020

I-10/SR210 Draft EA Initial DCR Public Hearing
Comment Report

Date	First Name	Last Name	Constituent Phone	Email Address	Method of Contact	Constituent Comment/Question	Suggested Response (Standard Reply or Study Team Reply)	Response Sent:
12/29/2019	David	Fisher			Email	<p>drove the route, my recommendations for the expansion is an BRT system using double deck buses.</p> <p>I prefer to see streetcars in place of buses for a better smooth ride for the rider, but ridership and density doesn't justify the building of a streetcar line over the next 20 years. The BRT system must be built to allow it to be converted to LRT down the road.</p> <p>Streetcars have a higher return on each dollar spent building the line if density and development is there to support it not only now, but up to 20 years down the road. Streetcars can see \$10-\$20 return for every dollar spent compared to a BRT that generates less than \$8 per \$1. It also fast tracks development as well it raises property taxes.</p> <p>Over the course of a 30 year life cycle of a streetcar and the ridership, streetcars can save between \$15 million to a \$100 million compared to buses on the operation cost and capital side. This includes cost of rebuilding or replacing sections of tracks where the cost of replacing roads for buses is not, unless they have their own lanes and not used by traffic.</p> <p>The figure used for the maximum number of riders for a vehicle can carry on it is too high by 25%, as we are not one size fit all and come in many forms. You need to allow for people using walkers, scooters, have strollers, have luggage, doing shopping and the list goes on.</p> <p>A 40 foot bus seats 38, 66' streetcar seats 45, a 60 foot articulated bus seats 55 and a double deck bus can seats up to 86. These numbers vary from system to system on how they want the seating arranged.</p> <p>Quality of service is the selling point and anything over 15 minutes for rapid transit line is not. Even 15 minutes is a breaking point to the point 10 minutes is preferred or less. Using a fixed 10</p>	<p>Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. The newspaper article that included detailed information about the street car also included information about ADOT's I-10/SR 210 study. Unfortunately, the street car project is being managed by the city of Tucson, not ADOT.</p> <p>If you would like to share comments about the street car, please contact: Steve Spade at Steve.Spade@tucsonaz.gov.</p>	12/30/2019



Interstate 10 and State Route 210 Public Hearing Comment Form

WEDNESDAY, NOV. 20, 2019 | 5:30-7:30 P.M.

BILLY L. LAUFFER MIDDLE SCHOOL | 5385 E. Littletown Road | Tucson, AZ 85756

Thank you for participating in the Interstate 10 (I-10) and State Route 210 (SR210) Draft Environmental Assessment (EA) and Initial Design Concept Report (DCR) public comment process. The Arizona Department of Transportation (ADOT) encourages all interested parties to submit comments on any aspect of the Draft EA and Initial DCR. ADOT will consider all comments in preparing the Final EA and DCR, which will include responses to all comments received during the Draft EA and Initial DCR comment period.

When submitting comments, please be as specific as possible and provide details on your concerns and recommendations. Please comment in the space provided below. You may use the additional comment forms as needed. Please print clearly.

- Very exciting project. Tucson is in need of additional infrastructure. Connecting to existing 210 and Golf Links road (both are currently fairly quiet) should help out things a lot in the SE portion of the city.
- I would go with System Alternative I, since dividing the highway will likely cause confusion.
- I am concerned that the highway is changing in the number of lanes many times. I assume after this there may be plans to expand the area from Kolb Rd to Houghton Rd to 3 lanes in each direction in the future.

Contact Information (optional)

Name: Charles Everson

Address: [REDACTED]

Phone: [REDACTED]

Email Address: [REDACTED]

Thank you for your participation.

Turn in your form during tonight's meeting or send in completed form by email or mail by December 12, 2019 to:

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

Submit comments by: 1.888.692.2678 | i10SR210study@hdrinc.com | azdot.gov/i10SR210study

Completion of this form is completely voluntary and helps the study team keep an accurate record of comments. Under state law, any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Audiencia pública interestatal 10 y ruta estatal 210

Formulario de comentarios

MIÉRCOLES 20 DE NOVIEMBRE DE 2019 | 5:30–7:30 P.M.

BILLY L. LAUFFER MIDDLE SCHOOL | 5385 E. Littleton Road | Tucson, AZ 85756

Gracias por participar en el proceso de comentarios públicos del Borrador de Evaluación Ambiental (EA) e Informe de Concepto de Diseño Inicial (DCR) de la Ruta Interestatal 10 (I-10) y la Ruta 210 (SR210). El Departamento de Transporte de Arizona (ADOT) alienta a todas las partes interesadas a enviar comentarios sobre cualquier aspecto del Borrador EA y DCR Inicial. ADOT considerará todos los comentarios al preparar el EA Final y el DCR, que incluirá respuestas a todos los comentarios recibidos durante el Borrador del EA y el período de comentarios DCR Inicial.

Quando envíe comentarios, sea lo más específico posible y brinde detalles sobre sus inquietudes y recomendaciones. Por favor comente en el espacio provisto a continuación. Puede usar los formularios de comentarios adicionales según sea necesario. Por favor imprime claramente.

[illegible]

Contact Information (optional)

Name: _____

Address: _____

Phone: _____

Email Address: _____

Gracias por su participación.

Entregue su formulario durante la reunión de esta noche o envíe el formulario completo por correo electrónico o correo antes del 12 de diciembre de 2019 a: ADOT Community Relations, 1221 S. Second Ave., Tucson, AZ 85713

Enviar comentarios por: 1.888.692.2678 | i10SR210study@hdrinc.com | azdot.gov/i10SR210study

Completar este formulario es completamente voluntario y ayuda al equipo de estudio a mantener un registro preciso de los comentarios. Según la ley estatal, cualquier información de identificación provista se convertirá en parte del registro público y, como tal, debe divulgarse a cualquier persona que lo solicite.

From: [PIUS MALSOM](#)
To: ilOSR210STUDY@hdrinc.com
Subject: Airport Project
Date: Wednesday, December 11, 2019 7:23:01 AM

Don't you think its time to **"finish the road to no-where"...**

Aviation Park-way is a waist...before you consider other project, ie . Street car to airport, why not finish

Aviation Park-Way to I-10 ???

P.J. Malsom

From: [Dale Faulkner](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Aviation corridor-Tucson
Date: Wednesday, November 20, 2019 2:40:11 PM

Good afternoon,

Will there be additional public meetings regarding this proposed project ?

Thank you,

--

Inline image

Dale Faulkner
The Hampton Company

p:

e:

From: [GENE BERNAT](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: AZ210 - I10 Improvements Comment
Date: Thursday, December 5, 2019 12:32:56 PM

These improvements are definitely need now and for the future.
The sooner the better, my vote is Yes.
Gene Biernat

From: [Bob Mickelson](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Comment on Draft EA and Initial DCR
Date: Wednesday, November 6, 2019 10:11:28 PM

I came to work for ADOT in 1976. At that time there was an I-710 penetration route designated in nearly the same corridor as the proposed SR 210. The City of Tucson decided it wanted the route removed from the Interstate System so it could use the money designated for the route for other City transportation purposes. I was successful in getting the route removed, and Tucson got the money.

My comment is that Tucson should pay the cost for SR 210 construction since it already received compensation for an Interstate quality route in essentially the same corridor.

Robert Mickelson
Retired ADOT

Sent from [Mail](#) for Windows 10

From: [Anthony Castro](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Comment
Date: Tuesday, October 29, 2019 3:53:03 PM

The alternative route is probably the best idea. My only recommendation is doing at least 3 Lanes on I10 all the way to Houghton. There has been a huge increase in homes since the study and the highway can barely support traffic flow

From: [Fredric Kay](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Comments: Kino Parkway on to I-10 headed West.
Date: Friday, December 6, 2019 11:35:04 AM

The proposals to add lanes to I-10 in area of Kino Parkway should help. Below I suggest two concerns.

- (1) If heading West on Ajo approaching Kino and then getting on to I-10 headed West, one turns South at Kino and then loops to the West to get on to I-10. As it exists now, this entrance on to I-10 should immediately be closed before a bad accident happens. The merge on to I-10 is way too short. The traffic on I-10 is heavy and unless an I-10 traveler, headed West, is polite enough to allow a merge, this is very hazardous. I note that most folks wanting to merge on I-10, headed West, will go North on Kino, past the Kino/Ajo intersection, and do a U-turn on Kino at the first cut in the median switching from heading North to heading South. This merge on to I-10 West is much longer and safer than the one off of Ajo.
- (2) At the Ajo/Kino intersection, when one wants to go East off of Kino, one turns East, at the light on Kino and does a loop to get to Ajo. There is currently a left turn lane to get on to Ajo headed East. The line for this turn is often very long and backs up through several light cycles. When headed into this intersection on the loop, there are three lanes. One is a left turn, the middle lane goes straight South to merge on to I-10, and the right lane is for turning West on Ajo. I urge that the middle lane be changed to allow a left (East bound turn) on to Ajo as well as continuing to use it to go straight South to merge on to I-10. This will allow two lanes to turn left (East) on to Ajo and eliminate the often long wait to turn.

\FK

From: [Joel Smith](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Feedback
Date: Monday, December 9, 2019 8:48:32 AM

Hello, as a homeowner, new parent, and UA employee, I think we need to be ambitious about this and go for the light rail / streetcar option as opposed to express buses. Let's make Tucson an aspirational place, with future-oriented vision.

I sympathize with concerns about gentrification, but Tucson is a poor city, and while I don't want to necessarily make this the next Portland, Boulder, or Austin, I think we can preserve what makes Tucson unique while thinking long term and sustainably.

A streetcar from the airport to the Tucson Mall would be a watershed event in the city's history. Let's go for it!

-Joel

Sent from my iPhone

From: [andy carpio](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Freeway Improvements
Date: Tuesday, November 19, 2019 12:19:34 PM

We really need an east /west freeway, but any traffic improvements to the flow of traffic is a good idea.

From: [Helmer Heghesan](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: From 19 to Kolb Rd.
Date: Thursday, December 5, 2019 2:40:46 PM

Very needed, 100% in agreement for this project. Tucson is growing fast.

Adding a beltway would serve the east, west and northwest sides of Tucson. If we don't start seriously planning for a beltway before we know it we will regret the gridlock which will ensue without one.

Thank you for the present project. We've been in Tucson for only 22 years and have witness growth in all directions of the city.

Helmer (a satisfied citizen of the city)

From: [PIUS MALSOM](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fw: Airport Project
Date: Wednesday, December 11, 2019 7:30:13 AM

Don't you think its time to **"finish the road to no-where"...** First
Aviation Park-way is a waist...before you consider other project, ie . Street car to airport, why
not finish

Aviation Park-Way to I-10 ???

P.J. Malsom

From: [PIUS MALSOM](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fw: Airport Project
Date: Wednesday, December 11, 2019 7:37:04 AM

Don't you think its time to **"finish the road to no-where"...** First
Aviation Park-way is a waist...before you consider other project, ie . Street car to airport, why
not finish

Aviation Park-Way to I-10 ???

P.J. Malsom

From: PIUS MALSOM <[REDACTED]>
Sent: Wednesday, December 11, 2019 6:22 AM
To: i10SR210Study@hdrinc.com
Subject: Airport Project

Don't you think its time to **"finish the road to no-where"...**
Aviation Park-way is a waist...before you consider other project, ie . Street car to airport, why
not finish

Aviation Park-Way to I-10 ???

P.J. Malsom

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Friday, December 13, 2019 8:49:25 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Thu, Dec 12, 2019 at 5:30 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Charles Balser

Company/Organization:

Email: [REDACTED]

Phone:

Comments: Comments on Option 1, IDC Appendix C:

Sheet 13, Golf Links Rd

WB Golf Links has 4 lanes approaching Alvernon. The #4/curb lane is a mile long but is only for NB Alvernon/Contractor's traffic. The #3 lane carries traffic for SB Alvernon and the WB Aviation exit. It would be nice to have #4 for all exiting traffic, then it can split to either 210 or Contractor's. Maybe even 2 lanes to exit WB Golf Links to WB 210, with an additional exit to Contractor's/Alvernon.

Sheet [14, Ajo Way](#)

It's not clear how WB Golf Links reaches the exit lanes for Ajo, but a major traffic pattern is for people to turn WB Ajo. Would like an exit not requiring a stop. Traffic from the east side of 210/Alvernon is minimal and can be kept in one

lane.

The other major flow is WB Ajo with its triple left-turn lane to Alvernon/Golf Links. With 210 having an overpass, Ajo won't have to stop as often and there won't be a backup requiring 3 lanes, but it's still a lot of cars to move through that turn. This one might do well as a system interchange.

Sheet 15, Irvington

No exit? Another major traffic flow is SB Alvernon to WB Irvington and EB Irvington to NB Alvernon. This may put more local traffic on I-10 or Ajo.

Sheet 16, Kolb

The fly-over through-traffic bridges are interesting but is there enough traffic to justify them? Might be a good fit for the Houghton DDI.

Sheet 8, Craycroft

I don't understand the need for the connector road that takes out the back lot of the TTT.

Sheet 16, Palo Verde

No clear path for travelers on EB I-10, who spot a business and didn't know to exit earlier at Country Club, to return to Palo Verde Rd or Irvington Rd.

How does EB Irvington get to 210 or SB Alvernon without going back to Country Club? Could the ramp from I10 WB to Irvington be retained, but instead be an exit from Alvernon Wy Ramp B?

This submission came from the ADOT internet website.

Submitted: Thursday, 12 December, 2019 - 17:30

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Jerimiah Moerke

Community Relations Project Manager

Arizona Department of Transportation

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jmoerke@azdot.gov



Our True North: ***Safely Home***

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, December 12, 2019 4:06:58 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Thu, Dec 12, 2019 at 3:47 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: DR CLARENCE W MOORE
Company/Organization: Self-Employed
Email: [REDACTED]
Phone: (989) [REDACTED]

Comments: An important consideration here is the preference of the people and the potential of the system to draw riders. In the minds and actions of the people, rail is considered "first class!" It is smooth, comfortable and safer. Buses are viewed as "poverty class!" They are rough, provide an uncomfortable ride, and are similar to riding a working washing machine. Many examples around the world exist where rail was replaced by buses, and the buses failed. One example is in France where two or three rail routes were replaced by buses. The people refused to ride the uncomfortable buses and they failed. The trains were started again and the people now ride them again. In cities all over Europe, streetcar and LRT lines carry proportionately far more passengers than buses, unless the people have never been able to experience rail transit. Streetcar and LRT lines

may cost a little more to build, but they can be much higher capacity, provide a smooth and comfortable ride, are truly "first class," and are far more attractive to riders. In cities such as Brussels and Budapest, streetcars and LRT systems run high-capacity cars with up to seven sections, moving multiplied thousands around their cities constantly.

This submission came from the ADOT internet website.

Submitted: Thursday, 12 December, 2019 - 15:47

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, December 12, 2019 1:59:20 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Thu, Dec 12, 2019 at 1:02 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

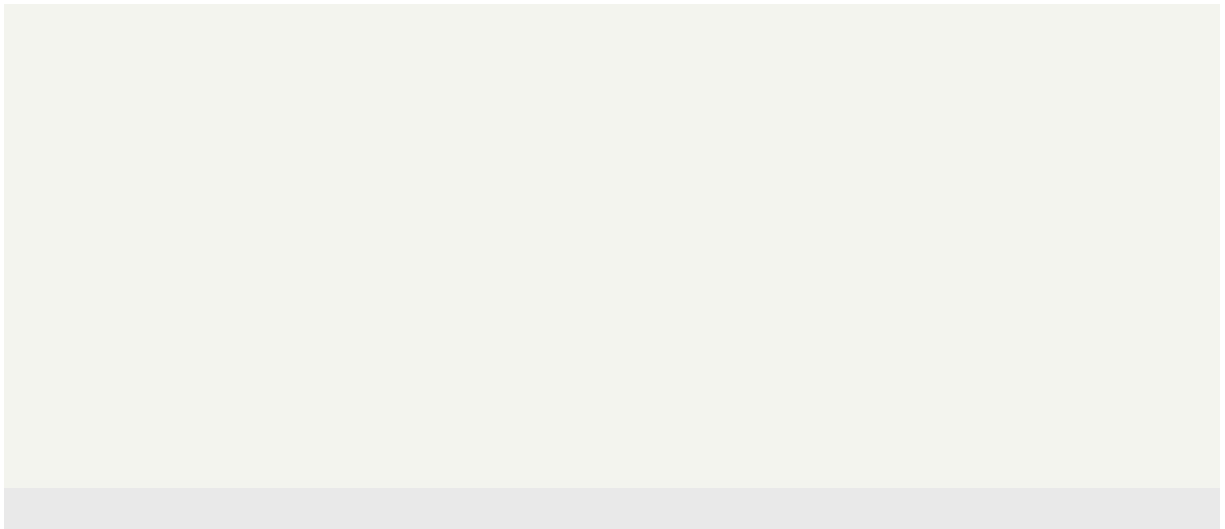
Comments Submitted by:

Name: Jim Miller
Company/Organization: Alvernon & I-10 Partners LLC
Email: [REDACTED]
Phone: (520) [REDACTED]

Comments: I am the owner of parcel #140-06-2800 at the SW corner of I-10 and Alvernon Way. Can ADOT move the intersection of the off and on ramp with Alvernon (east bound off ramp and east bound on ramp) further north on Alvernon closer to I-10? There is substantial right-of-way at this location but having that intersection as shown in the proposed location will restrict my options for ingress and egress from my property for both north and south bound Alvernon traffic. Please consider moving this intersection closer to the freeway.

This submission came from the ADOT internet website.

Submitted: Thursday, 12 December, 2019 - 13:02



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Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, December 12, 2019 8:48:51 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Thu, Dec 12, 2019 at 8:47 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Karen Dada
Company/Organization: Arizona State Land Department
Email: [REDACTED]
Phone: (602) [REDACTED]
Comments: Please note recommended corrections on two pages:
The State Land Department was named "The Bureau of Land Management", p. 33 and p. 35 under title "I-10/Kolb TI (MP 270.58)"

This submission came from the ADOT internet website.

Submitted: Thursday, 12 December, 2019 - 08:47

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, December 12, 2019 8:16:24 AM

----- Forwarded message -----

From: **ADOT** <webupdates@azdot.gov>
Date: Wed, Dec 11, 2019 at 11:17 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name:

Company/Organization: **University of Arizona**

Email: [REDACTED]

Phone:

Comments: **No-build alternative should be chosen. The current level of congestion, being far from perfect, is still largely tolerable, and it doesn't really warrant the scale of capital investment as this project would require. It would invoke more public outcry and complaints from the disruption caused by the construction than had nothing been built.**

No one would even realize that they're spending a couple more minutes on their daily commute, but when there is a gigantic construction that seems to be never ending (in the eyes of an average Joe), everyone would start noticing and writing their legislators. It's not worth it to carry on a boondoggle project that would taint the reputation of your state DOT for years to come.

The last thing millions of Arizonians would want is for Arizona's highways to be looking like

**those in California, full of construction projects
both large and small that drag on for years.
Do nothing is better than take the fall for
something that's technically not your fault.**

This submission came from the ADOT internet website.

Submitted: Wednesday, 11 December, 2019 - 23:17

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Wednesday, December 11, 2019 9:23:06 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Wed, Dec 11, 2019 at 8:24 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Amanda Worthey

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: I am in support of System Alternative I. We have lived at Wilmot Rd and I-10 for 18 years. We spend a lot of our time driving to the NW side of Tucson (I-10/Cortaro) where our families live and our child goes to school. In the past 18 years, our drive has gone from quick and pleasant to long and dangerous. Traffic congestion has increased 10-fold. Traffic starts and stops constantly. The on/off ramps between Alvernon and Park Avenue are a hazard. Traffic is always affected by people trying to get on and off the freeway. The on/off ramps are way too short and several of them serve as ramps for both on and off traffic which is a disaster. More and more developments are coming in. It is already past time to to fix this but you have the chance to fix it before traffic just stops altogether. Please approve this and get it started ASAP!

This submission came from the ADOT internet website.

Submitted: Wednesday, 11 December, 2019 - 08:24

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Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Tuesday, December 10, 2019 3:09:35 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Tue, Dec 10, 2019 at 3:04 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Candace J McNamara
Company/Organization: Gem & Lapidary Wholesalers, Inc
Email: [REDACTED]
Phone: (601) [REDACTED]

Comments:

Gem & Lapidary Wholesalers, Inc's property is located on I-10 and South Country Club Road which is used twice a year for the Gem Show location. The Gem Show entrance for attendees is I-10 to the Palo Verde exit then left on Michigan Street and left on South Country Club Road. The January/February Gem Show lasts nine days with two days for loading in and two days for loading out. The September show is smaller and does not have the same impact on traffic but any traffic detours would greatly impact attendance.

Our attendance is approximately 30,000 guests, many who attend several days. The parking lot remains full for 1/3 of the gem show and accommodates 2,310 parking spaces.

We currently place directional signage on I-10, Palo Verde Road, Michigan Street, and South Country Club Road to help with traffic flow. We foresee traffic backing up on the new South Country Club Road and I-10 exit ramp.

Additionally, most of the water drainage from our property is pass-through from the other surrounding properties. In heavy rains South Country Club floods. With the new proposed concrete median on South Country Club, water will back up and flood our property.

The information given at the November 20, 2019 Public Hearing was that the Palo Verde exit (264B) was to be closed as the first stage of the construction. Then the construction on the exit ramp to South Country Club will begin. Diverting normal every day heavy traffic then adding the 30,000+ vehicles attending the gem show will be detrimental to the neighborhoods the traffic is detoured through.

This submission came from the ADOT internet website.

Submitted: Tuesday, 10 December, 2019 - 15:04

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Jerimiah Moerke

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Arizona Department of Transportation

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Tuesday, December 10, 2019 6:38:45 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Mon, Dec 9, 2019 at 8:41 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Thalia Alvarado

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: I am adding my comment in agreement for this proposal for System Alternative I. This project implementation is long overdue as safety on I-10 is currently beyond comprised. Please move forward with this as this is desperately needed for travelers ans workday commuters driving into Tucson from the east.

This submission came from the ADOT internet website.

Submitted: Monday, 9 December, 2019 - 20:41

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Jerimiah Moerke

Community Relations Project Manager

Arizona Department of Transportation

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, December 9, 2019 3:22:21 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Mon, Dec 9, 2019 at 3:21 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name:

Company/Organization:

Email: [REDACTED]

Phone:

Comments: I am in favor of moving forward with the recommended alternative. It will make things much safer and bring this part of Tucson into the 21st century. I am a bit mystified and concerned about the roughly \$1.2 billion price tag for this project, though. That seems pretty steep, and I realize it's over 20 years, but this project needs to be completed much sooner than 20 years. Where would the funding come from? Tucson needs this type of project, and I am willing to pay for it, but I would hope it could be done quicker and more cost effectively than what is currently planned.

This submission came from the ADOT internet website.

Submitted: Monday, 9 December, 2019 - 15:20

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Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, December 9, 2019 3:07:58 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Mon, Dec 9, 2019 at 3:05 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name:

Company/Organization:

Email: [REDACTED]

Phone:

Comments: **Expanding I-10 east of Tucson is long overdue. A lot of development is taking place in Vail causing increase traffic to commute to employment centers. The 2 lanes in each direction are poorly inadequate. Vehicles force their way onto the traveling lane with total disregard for the vehicles already on the interstate. The yield requirement is never enforced.**
Instead of 6 lanes in each direction only east to Kolb Rd the road should be widened at least to 3 lanes each direction all the way to Colossal Cave Rd. Vail is where the development is going wild and this is adding additional commuters to an already over taxed roadway into the employment centers.

This submission came from the ADOT internet website.

Submitted: Monday, 9 December, 2019 - 15:05

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Jerimiah Moerke

Community Relations Project Manager

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, December 9, 2019 1:44:05 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Mon, Dec 9, 2019 at 1:38 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name:

Company/Organization:

Email: [REDACTED]

Phone:

Comments: I am a staunch supporter of roads improvement in Arizona, especially in Pima county where I live. I support the System I alternative, but would like to also see I10 widened to three lanes in each direction from Kolb to Houghton or even one or two exits east of Houghton. There seems to be a lot of traffic in that area from far southeast to downtown . I also like the gradual widening of the highway from two lanes to three and then to four.

This submission came from the ADOT internet website.

Submitted: Monday, 9 December, 2019 - 13:38

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Jerimiah Moerke

Community Relations Project Manager

Arizona Department of Transportation

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jmoerke@azdot.gov



Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, December 9, 2019 9:27:55 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Mon, Dec 9, 2019 at 9:21 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Ted Bell

Company/Organization:

Email: [REDACTED]

Phone:

Comments: The proposed road expansion is an out-of-date "solution" that does not adequately recognize today's transit, bicycling and micro-mobility transportation solutions rapidly coming to the forefront as the automobile era comes to and end.

The negative environmental impacts of road expansion outweigh the benefits. Those negative impacts include impacts on historical and cultural resources due to air, noise and traffic diversion; and constructing expanded roadway that present barriers to pedestrian, bicycle and micro-mobility travel.

This submission came from the ADOT internet website.

Submitted: Monday, 9 December, 2019 - 09:21

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Jerimiah Moerke

Community Relations Project Manager

Arizona Department of Transportation

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, December 9, 2019 9:06:48 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Mon, Dec 9, 2019 at 8:37 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: **Moira Silverman**

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: **Yes do it! It's about time!**

This submission came from the ADOT internet website.

Submitted: Monday, 9 December, 2019 - 08:37

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Jerimiah Moerke

Community Relations Project Manager

Arizona Department of Transportation

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jmoerke@azdot.gov



Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, December 9, 2019 8:28:31 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Mon, Dec 9, 2019 at 6:48 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Ken Zabloutny
Company/Organization: Zabloutny & Associates
Email: [REDACTED]
Phone: (303) [REDACTED]

Comments: As mentioned in an earlier comment, build this badly needed expansion to alleviate traffic backups and increase flow throughout and the central core of Tucson. I-10 is outdated dramatically and with 2 lanes in each direction, it is grossly overcrowded almost all day. Use the ADOT and Federal money to build this and do not build the I-11 debacle. This highway is for the benefit of the few and the bypass will not make the necessary improvements to the main core of Tucson.

This submission came from the ADOT internet website.

Submitted: Monday, 9 December, 2019 - 06:48

--

Jerimiah Moerke

Community Relations Project Manager

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, December 9, 2019 8:28:19 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Mon, Dec 9, 2019 at 5:27 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Thomas Moga

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: **Get it done ASAP. Tucson is the largest city in the country to have all the cars and big trucks going through downtown clogging the streets with no bypass to the interstate. It is absurd**

This submission came from the ADOT internet website.

Submitted: Monday, 9 December, 2019 - 05:27

--

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, December 9, 2019 8:28:11 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Sun, Dec 8, 2019 at 2:55 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Danae Michael

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: No, to the route. We do not want this going anywhere near or through Green Valley !! There is enough pollution as it is. I live 2 blocks from I-19 and I see the fuel filth on the windows and sides of the house. Enough is enough...

This submission came from the ADOT internet website.

Submitted: Sunday, 8 December, 2019 - 14:54

--

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, December 9, 2019 8:27:56 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Sun, Dec 8, 2019 at 10:17 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Luis Villalobos

Company/Organization:

Email: [REDACTED]

Phone: (480) [REDACTED]

Comments: No build alternative

This submission came from the ADOT internet website.

Submitted: Sunday, 8 December, 2019 - 22:17

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Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, December 9, 2019 8:27:45 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Sun, Dec 8, 2019 at 5:54 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Cesar O Rios

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: The expansion of I10 to 3 lanes each way is so desperately needed. We travel that road each weekday from our house in Rita Ranch (I10 and Rita) to the University of Arizona and back, and just about once a week there is some kind of incident that slows or stops traffic. Southeast Tucson and Vail are growing very quickly and the volume of traffic is also growing. I10 is pretty much at capacity and needs to be expanded.

This submission came from the ADOT internet website.

Submitted: Sunday, 8 December, 2019 - 17:54

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Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, December 9, 2019 8:27:35 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Sun, Dec 8, 2019 at 1:28 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: GLENN TAYLOR

Company/Organization: South East Regional Council (SERC) Corona de Tucson Chair

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: One comment I would inject is to extend the I10 corridor widening to Houghton Road. With the growth of the South East section of Pima county, only widening I10 to Kolb only delays the inevitable for future traffic congestion. Please give consideration on widening I10 to Houghton Rd for forward growth outlook.

This submission came from the ADOT internet website.

Submitted: Sunday, 8 December, 2019 - 13:28

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, December 9, 2019 8:27:18 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Sun, Dec 8, 2019 at 8:04 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Cynthia Henkel

Company/Organization:

Email: [REDACTED]

Phone: (616) [REDACTED]

Comments: My thought is that Option IV is enough of a solution. I believe there are more pressing problems on I-19 between Valencia and I-10. There are not enough lanes to support current traffic and with all the building going on in that area, it's only going to get worse. Another alternative would be to build a I-19 bypass somewhere to relieve the congestion of the booming Sahuarita area heading north to I-10.

This submission came from the ADOT internet website.

Submitted: Sunday, 8 December, 2019 - 08:04

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, December 9, 2019 8:27:04 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Sat, Dec 7, 2019 at 10:31 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Dave

Company/Organization:

Email: [REDACTED]

Phone:

Comments: **Get it done already... someone is going to get killed off the Rita Rd. Exit!**

This submission came from the ADOT internet website.

Submitted: Saturday, 7 December, 2019 - 22:31

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Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Friday, December 6, 2019 3:12:33 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Fri, Dec 6, 2019 at 11:27 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Scott Morin

Company/Organization:

Email: [REDACTED]

Phone: (623) [REDACTED]

Comments: All the state projects in the state....seems like all the freeways are being widen - new interchanges - etc, etc but way over due is the widening of I10 from Chandler to Casa Grande - it is a very crowded dangerous section of the freeway yet nothing is getting done on this section...Tucson can wait

This submission came from the ADOT internet website.

Submitted: Friday, 6 December, 2019 - 11:26

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Friday, December 6, 2019 11:24:02 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Fri, Dec 6, 2019 at 11:02 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Kim Okada

Company/Organization:

Email: [REDACTED]

Phone:

Comments: also realign the short on-ramps of WB Irvington and WB Palo Verde such as eliminate the WB Palo Verde on-ramp and extend the Irvington on-ramp as a "4th" lane with the merge point where the WB Palo Verde one was.

EB Palo Verde on-ramp eliminate. Straighten the end of Exit 264A with a light a Palo Verde onto the access road and use the EB Alvernon on-ramp.

Summary, these short-ramps and clovers need to go away.

This submission came from the ADOT internet website.

Submitted: Friday, 6 December, 2019 - 11:02

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Friday, December 6, 2019 11:23:22 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Fri, Dec 6, 2019 at 11:17 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Richard Roberts
Company/Organization: Air Force Assn at DM
Email: [REDACTED]
Phone: (520) [REDACTED]
Comments: I drive Alvernon about 3 times a week from Green Valley (Old Nogales, Aerospace Pky, Alvernon, to Golf Links to Davis-Monthan AFB). Alvernon north from Valencia really carries a lot of traffic and the road is not in good condition. Needs the added lane.

This submission came from the ADOT internet website.

Submitted: Friday, 6 December, 2019 - 11:17

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jmoerke@azdot.gov



Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Friday, December 6, 2019 8:58:33 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Fri, Dec 6, 2019 at 8:48 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Lauren Anne Beasley

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: Ideally, I-10 road improvements are always good. the On-Off ramp situations along with widening all of I-10 in the Tucson/Vail/Marana area all needs to be done. A 25 minute trip from Marana to South Tucson now takes 40 and the same for going back. So if you improve in those areas, you must improve further north also or all traffic headed north will also get another set back.

This submission came from the ADOT internet website.

Submitted: Friday, 6 December, 2019 - 08:48

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Friday, December 6, 2019 8:57:51 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Fri, Dec 6, 2019 at 8:56 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Janet Danyfield
Company/Organization: I Live in Rancho Valencia
Email: [REDACTED]
Phone: (520) [REDACTED]
Comments: This needs to be done. But I am not sure why you are stopping at Kolb Rd. The plan for increasing lanes on I-10 should go as far as Rita Rd.

This submission came from the ADOT internet website.

Submitted: Friday, 6 December, 2019 - 08:56

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, December 5, 2019 3:56:57 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Thu, Dec 5, 2019 at 3:55 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Raymond Pinette

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: Think this is a great idea. Be a lot safer for I-10 & Kino, I-10 & Irvington I-10 & Pala Verde, which all of these are deadly intersections.

This submission came from the ADOT internet website.

Submitted: Thursday, 5 December, 2019 - 15:55

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Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, December 5, 2019 2:42:00 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Thu, Dec 5, 2019 at 2:38 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Kevin Burke

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: Alvernon / Palo Verde currently provides important cycling connectivity between Midtown bike routes/bike boulevards, Palo Verde Greenway/The Loop/Julian Wash Greenway, and the Aviation Bikeway. Please maintain and enhance these on- and off-street cycling connections. Thank you.

This submission came from the ADOT internet website.

Submitted: Thursday, 5 December, 2019 - 14:38

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Jerimiah Moerke

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jmoerke@azdot.gov



Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, December 5, 2019 1:19:14 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Thu, Dec 5, 2019 at 1:13 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Sarah S More
Company/Organization: n/a
Email: [REDACTED]
Phone:
Comments: Overall, this seems like a good idea.

This submission came from the ADOT internet website.

Submitted: Thursday, 5 December, 2019 - 13:13

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Jerimiah Moerke

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Arizona Department of Transportation

1221 S. 2nd Ave.

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, December 5, 2019 12:19:14 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Thu, Dec 5, 2019 at 12:14 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Michael

Company/Organization: University of Arizona

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: I would like the option of "No Build" to be selected. individual automotive drivers have proven to be very expensive, damaging, and to scale poorly with population and city growth. Of course it is tempting to do this project with federal highway dollars not likely involved...but that is not a good reason to build the wrong infrastructure. We should not just build whatever infrastructure is easiest to build around a mostly disinterested population. Exactly because the population is for the most part disinterested, is why the city should take the initiative to prioritize improvements to the safety, efficiency, and environment associated with riding public transportation. Mutli-tiered parking lots with shuttle stations at the edges of the historic parts of our city could supply a method for getting to downtown for suburban commuters. Parking structures are already being built but the city is

lacking in any uniquely good public transportation to incentive people to operate in that manner.

Don't increase the proportion of infrastructure for cars at any point, all money spent should be focused on improving bike paths and public transportation as well as the infrastructure for those forms of transportation. Increasing the proportion of infrastructure for cars encourages people to live outside of the tax base and then slowly deteriorate the infrastructure driving into town for work and out of town with all of their income.

This submission came from the ADOT internet website.

Submitted: Thursday, 5 December, 2019 - 12:14

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Jerimiah Moerke

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Arizona Department of Transportation

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, December 5, 2019 10:07:30 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Thu, Dec 5, 2019 at 10:06 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Shanny Pelton

Company/Organization:

Email:

Phone:

Comments: I feel expanding I 10 from two lanes to four would be a good idea it will help with the congestion.

I feel if adding another exit off Alvernon way it could just make that whole section a bit congested and could potentially cause more accidents. Already from the Irvington exit to Kino exit (Irvington, Palo Verde, Ajo and Kino) gets pretty bad in my opinion unless you hit that area at the

right time. The reason I think it gets bad is because there is several exits that are so close together, even though they don't look like it on the map. This is one of the reasons I try to avoid that area of I-10 especially going westbound. At some parts of the morning and afternoon its backs up traffic with people trying to get off and get on. I feel if adding another exit within that stretch could potentially back up traffic more and potentially more accidents regardless how many lanes I-10 is. Since at certain times from Alvernon area starts to get really slow after hitting Palo Verde its starts to get faster only to slow back down once you hit Ajo.

This submission came from the ADOT internet website.

Submitted: Thursday, 5 December, 2019 - 10:06

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Jerimiah Moerke

Community Relations Project Manager

Arizona Department of Transportation

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, December 5, 2019 8:36:41 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Wed, Dec 4, 2019 at 9:26 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Marge

Company/Organization:

Email: [REDACTED]

Phone:

Comments: Hi:

First, thank you for making the Park Ave/ I-10 interchange less hazardous for bicyclists. Cyclists northbound on Park have to be constantly on guard for errant drivers cutting across to get to the WB I-10 on-ramp-loop, and the proposed redesign looks like this hazard will be eliminated. Thank you.

However, it is not clear what will happen with Aviation Bikeway at the Aviation/ Golf Links/ 210 interchange. Currently it runs along the north side of Aviation and Golf Links to connect the east side with mid- and down-town, and this connection can not be diminished. Also, I do not see where the Bikeway would be extended alongside AZ-210 to the I-10 area to connect the south side with the rest of Tucson. I-10 (and the railroad tracks) already cut off almost all safe bicycle connections between the southwest and

**northeast parts of Tucson, and having the Aviation Bikeway come down to join the neighborhoods south of I-10 with those in midtown would be a tremendous help.
Thank you,
Marge.**

This submission came from the ADOT internet website.

Submitted: Wednesday, 4 December, 2019 - 21:26

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Jerimiah Moerke

Community Relations Project Manager

Arizona Department of Transportation

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, December 5, 2019 8:36:29 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Wed, Dec 4, 2019 at 9:11 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: robert fabio

Company/Organization: none

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: The Barraza-Aviation proposed project article in the AZ Star was very confusing and after going to the AZDOT website I find the justification lacking.

1. Currently there doesn't seem to be a problem with I19 to I10 East, other then the drive around Tucson.
2. The Golf Links Rd display is not accurate where AZ210 links up.
3. Alvernon Way needs improvement, but not to get to I10, but to get to Valencia and the airport.
4. Accessing I10 East from Eastside Tucson is better accomplished via Kolb or Houghton Rds.
5. What is truly needed is connecting AZ210 to I10 at Congress. That would facilitate Golf Links and AZ210 users to bypass downtown traffic on the way north on I10, and improve access to DM Airbase from Northern AZ..
6. A Northbound I19 to I10 Eastn route would be

**better accomplished south of Aerospace
Parkway.**

This submission came from the ADOT internet website.

Submitted: Wednesday, 4 December, 2019 - 21:11

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Jerimiah Moerke

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jmoerke@azdot.gov



Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Tuesday, December 3, 2019 8:39:48 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Mon, Dec 2, 2019 at 10:29 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Jeff Howell

Company/Organization:

Email: [REDACTED]

Phone: (619) [REDACTED]

Comments: I'm 100% in favor of this. My only complaint is the amount of time to build it. This shouldn't take more than 5-10 years to build. Forget all this public input nonsense. Skip it. You dont need all the stupid environmental reports either. Buy the 25 businesses and BUILD the damn thing. ADOT also needs to start planning and buying property along Alvernon Way south of I-10 to extend the 210 to TIA and link with the Sonoran Corridor. You have to start building and planning NOW. Not in another 50 years. You're all too late in your planning of everything. Its ridiculous how long it takes for Tucson to build a road. In Phoenix they plan and build a freeway in like 3 years.

This submission came from the ADOT internet website.

Submitted: Monday, 2 December, 2019 - 22:29

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Jerimiah Moerke

Community Relations Project Manager

Arizona Department of Transportation

1221 S. 2nd Ave.

Tucson, AZ 85713

520.388.4233 (office)

520.237.7605 (cell)

jmoerke@azdot.gov



Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, December 2, 2019 1:57:30 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Mon, Dec 2, 2019 at 1:56 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Richardd Cresss

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: **You've got to be kidding! Where Barraza-Aviation Parkway needs to connect to I-10 is all the way at the other end, NEAR DOWN TOWN! What a waste of a "study". Did they even talk to anyone who lives in east Tucson?**

This submission came from the ADOT internet website.

Submitted: Monday, 2 December, 2019 - 13:56

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, December 2, 2019 10:13:12 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Sat, Nov 30, 2019 at 2:33 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Al Bodaski

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED] x801

Comments: To do nothing ought not be considered. The first alternative is my choice to best to help alleviate traffic congestion. Please get on with it before another funding for freeways in Metro Phoenix takes precedence . Traffic congestion in Metro Tucson will only get worse not just at the study site but everywhere. I am less than impressed with city's and county's traffic improvement plans.

Later---- I hope ADOT can be involved with west extension of SR 210 trough downtown Tucson. I fear the city will extend SR 210 to I 10 with with traffic lights 2 lane roads with turns slowing traffic adding to congestion. Tucson city seems to prefer traffic light solutions and narrowing roads with middle turn lanes on many of it's busy roads. My sense of it is downtown Tucson needs an underground freeway with entrances

and exists to city streets to extend SR 210 to I 10. Could Wacker Dr. downtown Chicago be a model?

This submission came from the ADOT internet website.

Submitted: Saturday, 30 November, 2019 - 14:33

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Tuesday, November 26, 2019 8:26:24 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Mon, Nov 25, 2019 at 9:26 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name:

Company/Organization:

Email: [REDACTED]

Phone:

Comments: As someone who frequently travels to the southeast side of town and the Vail, AZ area as well as to Cananea, Sonora, Mexico, these improvements would make travel a lot easier and more importantly, safer. Connecting Alvernon Way to the I-10 freeway and making it so that is a part of SR 210 and Golf Links also makes getting to the east side of town a lot easier. My main comment is: can we fast track this to start construction as soon as possible? These improvements are essential to safe travel through southeast Tucson and the sooner these improvements are made the better.

This submission came from the ADOT internet website.

Submitted: Monday, 25 November, 2019 - 21:26

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Tuesday, November 26, 2019 8:26:16 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Tue, Nov 26, 2019 at 6:16 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: John

Company/Organization:

Email: [REDACTED]

Phone:

Comments: Absolutely these improvements are needed, I10 is too congested between Houghton and Ajo making extremely dangerous to travel during peak hours of the day. I would suggest looking at all accidents on this strip of I10 and compare to I10 from Downtown to Twin Peaks where improvements have already been made. SE Tucson is one of the fastest growing areas in the area and we must keep with our infrastructure for our safety as commuters. Don't spend any money on the so called "art" that we see around town and spend it on our safety first.

This submission came from the ADOT internet website.

Submitted: Tuesday, 26 November, 2019 - 06:16

--

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, November 25, 2019 3:49:47 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Mon, Nov 25, 2019 at 11:41 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Anissa Taylor

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: As a native of Tucson, I am thrilled about this study. The population of Tucson is thriving, and our city needs to accommodate the transportation logistics successfully. After reading the study, I prefer System Alternative I. I hope this opens up the opportunity to connect a northeast to northwest route in the future. I also hope these studies for community feedback are promoted over radio, television and social media to reach a more diverse population.

This submission came from the ADOT internet website.

Submitted: Monday, 25 November, 2019 - 11:41

--

Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Friday, November 22, 2019 12:46:56 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Fri, Nov 22, 2019 at 12:45 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Brian Dutcher
Company/Organization: Vail resident
Email: [REDACTED]
Phone: (402) [REDACTED]
Comments: IRT the I-10 and SR 210 Study,
I believe that the Recommended Alternative is the best of the proposed solutions; however, it falls short it is not complete. It fails to address the continued expanse east of Kolb Road, specifically to Houghton Blvd, which has undergone significant upgrades to support 4-6x lanes of traffic. Updating the Recommended Alternative to extend to Houghton Blvd would provide a complete solution. The traffic and safety concerns between Houghton and Hwy 83 can be addressed by reducing the speed limit to 65 MPH coupled with enforcement.

This submission came from the ADOT internet website.

Submitted: Friday, 22 November, 2019 - 12:45

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Friday, November 22, 2019 8:30:10 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Thu, Nov 21, 2019 at 7:04 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Lara Dates

Company/Organization:

Email: [REDACTED]

Phone:

Comments: I live on Golflinks and Harrison. I would be in favor of connecting I-10 to aviation hwy at Golflinks.

This submission came from the ADOT internet website.

Submitted: Thursday, 21 November, 2019 - 19:04

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, November 21, 2019 8:30:01 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Wed, Nov 20, 2019 at 9:31 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Nancy Page

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: I would drive I10 from Wilmot to downtown (off at Congress-Broadway or frontage Rd) every M-F for 15 years. For the most part, unless there was bad weather or an accident it was a pretty good route to get downtown, sometimes right at Wilmot I10 would be backed up so I would take the frontage road in front of TTT truck stop and get on I10 from there. Now I live in Vail and take Cam. Loma Alta to Colossal Cave road to I10 (this access to I10 is its own disaster) but what I have been noticing in the last year or so is the increase in the amount of traffic and big rig trucks. Almost everyday I get from I10 at Colossal Cave to about Kolb and the traffic crawls to just after Valencia....most times coming to a complete stop (multiple times) or driving at a top speed of 15 mph then traffic breaks up a bit and we can go about 50 mph (posted 65) to about where the TEP plant is

located (Alvernon area) and we stop (multiple times) or crawl and people are switching from one lane to another and then we pick up speed again by Kino Stadium where most people are rushing to get to the 3rd lane (on the left side of I10). I look for accidents, DPS, or some other reason for the stop and go traffic and often there is nothing visible. ...too much traffic for a 2 lane freeway. It can take me from 45 minutes to over 1 hour to get downtown depending on traffic which seems crazy since it is basically almost a straight shot down I10. More lanes are needed and/or some sort of off ramp for big rigs to bypass downtown . Something does need to be done to help with the heavy load of traffic - doing nothing is NOT an option.

This submission came from the ADOT internet website.

Submitted: Wednesday, 20 November, 2019 - 21:31

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, November 21, 2019 8:29:45 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Wed, Nov 20, 2019 at 7:26 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Britton Dornquast
Company/Organization: RTA/MainStreet
Email: [REDACTED]
Phone: (520) [REDACTED]
Comments: Love it! Glad you prefer alternative #1. Let's build it and get SR 210 early in the phasing.

This submission came from the ADOT internet website.

Submitted: Wednesday, 20 November, 2019 - 19:26

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Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, November 21, 2019 8:29:32 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Wed, Nov 20, 2019 at 7:21 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Giesi Gutierrez

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: First of all I want to give thanks to ADOT and all of the companies who worked together in this project in an effort of making life easier for us Tucsonans. It was years of work and dedication and I a born and raised Tucsonan, greatly appreciate what you have done and want to do in the future. I understand that some companies, and people might be affected by this major project, but it is something that Tucson needs! We need to cut down on driving time we make from our homes to work or viceversa. We need a system in which we don't stop from our homes to work at least 10 times at every stop light. A freeway system would create less accidents, less pollution than sitting at stop lights. It would give us less time driving and more time being with our families, friends. Let's grow Tucson! Stop being so layed back, lets stop all of those frustrating moments while Stoping again for the

9th time at an intersection. We cant be afraid of change, we cant be afraid of growth because we live it everyday of our lives. Let's be the same old Pueblo but evolutionised. Let's leave the stone era and walk into civilization, forever Tucsonans walking into the future. I greatly approve this project.

This submission came from the ADOT internet website.

Submitted: Wednesday, 20 November, 2019 - 19:20

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, November 21, 2019 8:29:20 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Wed, Nov 20, 2019 at 6:57 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Luther Hamilton
Company/Organization: USBP
Email: [REDACTED]
Phone:

Comments: Hwy 210 connecting to I-10 as an interstate exchange and not a surface road connection would be wonderful. I commute from I-10 to HWY 210 and back five days a week and see a lot of danger for pedestrians during the commuting hours in downtown Tucson. With a proper Interchange Tucson can become a safer city. Also, the amount of stand still traffic adds to the pollution in the Tucson metro that wouldn't have to be there. I doubt the traffic from the commuters add any economic value to the downtown district since most are just trying to get to work or home. Please fix it. I know people talk about trying to keep Tucson as 'Old' Tucson but every city needs to adapt to the growth. We may not want to be Phoenix with all the freeways everywhere but there needs to have some balance and right now I don't see the balance.

This submission came from the ADOT internet website.

Submitted: Wednesday, 20 November, 2019 - 18:56

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Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, November 21, 2019 8:29:04 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Wed, Nov 20, 2019 at 5:33 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Tim Pouliot
Company/Organization: 616GC LLC
Email: [REDACTED]
Phone: (520) [REDACTED]
Comments: Please update me as to the traffic closures and patters for the area of Country Club Rd and Palo Verde exits.

This submission came from the ADOT internet website.

Submitted: Wednesday, 20 November, 2019 - 17:33

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, November 21, 2019 8:28:46 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Wed, Nov 20, 2019 at 4:07 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: S Anony

Company/Organization:

Email: [REDACTED]

Phone:

Comments: It would make more sense to add a highway that runs east to west, adding more lanes to aviation means we still have to go through the city not doing much for us. I live in the area of Golf Links and Harrison and to travel anywhere west is such a hassle.

This submission came from the ADOT internet website.

Submitted: Wednesday, 20 November, 2019 - 16:07

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, November 21, 2019 8:28:29 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Wed, Nov 20, 2019 at 3:25 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Dale Faulkner

Company/Organization: City of Tucson Complete Streets Coordinating Council

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: Based upon the prior opportunities the City of Tucson has had regarding State Route 210 I feel it is critical that consideration of our Mobility Master Plan be part of the design process for at least the portion of the project within the City of Tucson boundaries. I would be pleased to have you make a presentation to our council appointed twenty member citizen committee. Thank you.

This submission came from the ADOT internet website.

Submitted: Wednesday, 20 November, 2019 - 15:25

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Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Wednesday, November 20, 2019 10:19:22 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Wed, Nov 20, 2019 at 10:18 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name:

Company/Organization:

Email: [REDACTED]

Phone:

Comments: **Would prefer to see a loop that went from I10 along Rillito wash then Pantano wash eventually turning south connecting back to i10.**

This submission came from the ADOT internet website.

Submitted: Wednesday, 20 November, 2019 - 10:18

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Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Wednesday, November 20, 2019 8:36:11 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Tue, Nov 19, 2019 at 5:34 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Jim berry

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: Making golf links a major Corredor would probably work as long as there is a viable connections to reach golf links. For instance Kolb Road across town As a north-south access the problem is for the people who live on the far east side like I do, it takes an extraordinary mount of time to reach the interstate or downtown. Something more in the middle to northern part of town that connects to the interstate would also work such as Grant Road or making River Road is significant Corredor to move traffic out to the freeway and northwest side of town

This submission came from the ADOT internet website.

Submitted: Tuesday, 19 November, 2019 - 17:34

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Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Wednesday, November 20, 2019 8:35:55 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Tue, Nov 19, 2019 at 7:04 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Jon Glenn

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: My #1 option is to add lanes to I-10 through the east side. This is desperately needed due to the growth in East Tucson. #2 would be to connect golf links to aviation pkwy as a parallel alternative to I-10.

Regards
Jon Glenn

This submission came from the ADOT internet website.

Submitted: Tuesday, 19 November, 2019 - 19:04

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Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Wednesday, November 20, 2019 8:35:03 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Tue, Nov 19, 2019 at 7:06 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Eric Rojas

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: I love the idea of connecting I-10 and Aviation to Golf Links Road. It would make my commute so much faster.

This submission came from the ADOT internet website.

Submitted: Tuesday, 19 November, 2019 - 19:06

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Jerimiah Moerke

Community Relations Project Manager

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Wednesday, November 20, 2019 8:34:51 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Tue, Nov 19, 2019 at 7:25 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name:

Company/Organization:

Email: [REDACTED]

Phone:

Comments: **Really? Connect the "east side" with downtown? Many of us would have to travel miles out of our way to "connect," as we live significantly north of Golf Links. Not sure whom this would benefit, but for us "east-siders," not so much. The Butterfield Connection that was being bandied about in the 1960s would have been the perfect answer. Obviously that's lonnnnng gone. Let's just patch up the potholes and repave some of the roads on the east side of Tucson. A goodly amount was done BEFORE this recent election. Now let's see what happens.**

This submission came from the ADOT internet website.

Submitted: Tuesday, 19 November, 2019 - 19:25

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Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Wednesday, November 20, 2019 8:34:36 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Tue, Nov 19, 2019 at 7:44 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Annie M

Company/Organization:

Email: [REDACTED]

Phone: (480) [REDACTED]

Comments: No Build alternative

This submission came from the ADOT internet website.

Submitted: Tuesday, 19 November, 2019 - 19:44

--

Jerimiah Moerke

Community Relations Project Manager

Arizona Department of Transportation

1221 S. 2nd Ave.

Tucson, AZ 85713

520.388.4233 (office)

520.237.7605 (cell)

jmoerke@azdot.gov



Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Wednesday, November 20, 2019 8:34:23 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Tue, Nov 19, 2019 at 7:56 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Corey Spofford

Company/Organization:

Email: [REDACTED]

Phone: (562) [REDACTED]

Comments: There is a high volume of cars entering Kolb going east on I10, ending a widening at Kolb would still result and maybe exaggerated backing up of multiple lanes are ending at this point. As a resident of Corona de Tucson, who commutes 5-6 times a week it would be highly beneficial forvail, Rita Ranch, Corona to extend it to at least Houghton. With the Houghton interchange improvements coming it makes sense to widen it all the way to benefit the rapidly expanding SE region.

This submission came from the ADOT internet website.

Submitted: Tuesday, 19 November, 2019 - 19:56

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Wednesday, November 20, 2019 8:34:11 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Tue, Nov 19, 2019 at 8:22 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Michael Gunnels
Company/Organization: TUSD
Email: [REDACTED]
Phone: (520) [REDACTED]
Comments: I-10 from Ajo/Kino interchange to Kolb needs to be widened. It bottlenecks to two lanes each way and there are quite a few accidents. The rush hour traffic slows to a stop on a daily basis.

This submission came from the ADOT internet website.

Submitted: Tuesday, 19 November, 2019 - 20:22

--

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Wednesday, November 20, 2019 8:33:52 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Tue, Nov 19, 2019 at 9:41 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Jacob Gouge

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: Please do anything to improve traffic flow!!!

This submission came from the ADOT internet website.

Submitted: Tuesday, 19 November, 2019 - 21:40

--

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Wednesday, November 20, 2019 8:33:36 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Tue, Nov 19, 2019 at 10:13 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Josh Varela

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: Yes!! But don't stop there. Run a highway parallel to river going through to Craycroft. Exiting at major points along the way. I.E. oracle Rd. Campbell Swan. It's time to catch up we're not little ol Tucson anymore.

This submission came from the ADOT internet website.

Submitted: Tuesday, 19 November, 2019 - 22:13

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Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Wednesday, November 20, 2019 8:33:19 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Wed, Nov 20, 2019 at 4:40 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Aaron Phillips
Company/Organization: Usaf
Email: [REDACTED]
Phone:

Comments: Adding an I10 to aviation highway connection would improve my commute to Davis Monthan from NW Tucson immensely. Especially the return trip closer to rush hour!

This submission came from the ADOT internet website.

Submitted: Wednesday, 20 November, 2019 - 04:40

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Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Wednesday, November 20, 2019 8:33:09 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Wed, Nov 20, 2019 at 5:02 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Douglas Kuiper

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: This is desperately needed. Any of the cloverleaf entrances and exits on i-10 are very dangerous and difficult to merge. I typically avoid those access points to i-10. Even the remaining exits are barely better - there is just not enough room for traffic to adjust to traffic entering the highway. This is the worse part of i-10 through the Tucson Metro area. I support Alternative I and look forward to it's implementation.

This submission came from the ADOT internet website.

Submitted: Wednesday, 20 November, 2019 - 05:02

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Tuesday, November 19, 2019 4:31:43 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Tue, Nov 19, 2019 at 4:30 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Kellie Hernandez

Company/Organization:

Email: [REDACTED]

Phone:

Comments: More lanes need to be added between Kolb and Kino and the on ramps need to be redesigned. Traffic always comes to a standstill in this area due to the short on ramps not providing people with enough time to accelerate and there not being enough lanes for all the vehicles.

This submission came from the ADOT internet website.

Submitted: Tuesday, 19 November, 2019 - 16:30

--

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Tuesday, November 19, 2019 2:24:58 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Tue, Nov 19, 2019 at 2:24 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Joleen Detor

Company/Organization:

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: Yes, change is needed! There are simply too many cars, especially during rush hour and also when snowbirds are here, to get around easily. Downtown should be made more accessible for east-siders. Also, I-19 is ridiculous because you have people going anywhere between 45 and 85 MPH in a 75 MPH and two lanes in each direction are just not enough to let things flow nicely. The amount of traffic merging from Irvington and Ajo onto I-19 is slowing things down too so I'm glad to see the construction and hope that will alleviate it.

This submission came from the ADOT internet website.

Submitted: Tuesday, 19 November, 2019 - 14:24

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Tuesday, November 19, 2019 2:20:53 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Tue, Nov 19, 2019 at 2:10 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Michael Schoephoerster
Company/Organization: Work for Pima County Juvenile Probation
Email: [REDACTED]
Phone:
Comments: Tucson needs some sort of roadway that runs East to West. Going around the perimeter of town is ridiculous. Speedway Blvd runs the longest stretch from east to west. It centrally locates road in the middle of town. If a design could be created to turn the existing road into a freeway. Add on/off ramps at alternating blocks. Remove all the medians and signals... it would be a huge project but it would help with traffic flow tremendously.... Phoenix is a big city, but has a great freeway system. No matter whether your in Goodyear in the West or East Mesa, you're no more than 15 minutes from a freeway. Nice and convenient transportation system... here if your at Swan & Sunrise you are no where near a freeway!!!... crazy!!!... when they expanded Speedway 30 years ago, they should've done the expansion to a freeway then!!!

This submission came from the ADOT internet website.

Submitted: Tuesday, 19 November, 2019 - 14:10

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Tuesday, November 19, 2019 1:31:37 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Tue, Nov 19, 2019 at 1:30 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Richard

Company/Organization:

Email: [REDACTED]

Phone:

Comments: Its already been proven that widening interstates does not improve traffic flow. Drivers are the cause of all traffic backups rubbernecking is one of the biggest causes of traffic backups. In Europe all interstate accidents are cover by giant screens to block off all visuals of an accident so traffic keeps moving. L.A. has some of the widest freeways ive ever seen and traffic can still be at a standstill for hours

This submission came from the ADOT internet website.

Submitted: Tuesday, 19 November, 2019 - 13:30

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Tuesday, November 19, 2019 1:12:09 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Tue, Nov 19, 2019 at 12:31 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Andre Richard Newcomb
Company/Organization: citizen
Email: [REDACTED]
Phone:
Comments: **Extend I-19 to Oracle Junction and then to Queen Creek. Extend St. Rte. 210 to I-10 over the Rillito River/Santa Cruz River. Extend St. Rte. 210 east to 'new' freeway connecting I-10 & I-19 along Pantano Wash & Rillito River & Sahuarita. You definitely need to get in front of east side growth. I used to drive a cab in Phoenix in the late 70's and the difference created on existing streets as opposed to what used to be is phenomenal. Safety. Air quality. Road rage. Car insurance.**

This submission came from the ADOT internet website.

Submitted: Tuesday, 19 November, 2019 - 12:31

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Tuesday, November 19, 2019 1:11:57 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Tue, Nov 19, 2019 at 1:11 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Michael

Company/Organization:

Email: [REDACTED]

Phone:

Comments: Why only from Kolb Road and not starting from Houghton Road?

This submission came from the ADOT internet website.

Submitted: Tuesday, 19 November, 2019 - 13:11

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Jerimiah Moerke

Community Relations Project Manager

Arizona Department of Transportation

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, November 18, 2019 11:42:25 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Mon, Nov 18, 2019 at 11:22 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Jayme Kahle
Company/Organization: Rincon Valley Fire District
Email: [REDACTED]
Phone: (520) [REDACTED]
Comments: I'm strongly in favor of system alternative I. The sooner the better.

This submission came from the ADOT internet website.

Submitted: Monday, 18 November, 2019 - 11:22

--

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Monday, November 18, 2019 11:41:49 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Mon, Nov 18, 2019 at 11:22 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Jayme Kahle
Company/Organization: Rincon Valley Fire District
Email: [REDACTED]
Phone: (520) [REDACTED]
Comments: I'm strongly in favor of system alternative I. The sooner the better.

This submission came from the ADOT internet website.

Submitted: Monday, 18 November, 2019 - 11:22

--

Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Tuesday, November 12, 2019 9:48:35 AM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Sat, Nov 9, 2019 at 10:57 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: David White
Company/Organization: White Star Enterprises
Email: [REDACTED]
Phone: (520) [REDACTED]
Comments: **Please complete this as soon as possible!
Desperately needed. PLEASE connect the
downtown end to I-10 as well!!**

This submission came from the ADOT internet website.

Submitted: Saturday, 9 November, 2019 - 10:57

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Jerimiah Moerke

Community Relations Project Manager

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jmoerke@azdot.gov



Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, November 7, 2019 8:38:47 AM

For logging and response--from the website

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Wed, Nov 6, 2019 at 12:18 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Adam Carreon
Company/Organization: ADOT - TSMO
Email: ACarreon@azdot.gov
Phone: (602) [REDACTED]
Comments: Smart work zones should be considered during construction

This submission came from the ADOT internet website.

Submitted: Wednesday, 6 November, 2019 - 12:18

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Community Relations Project Manager

Arizona Department of Transportation

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, November 7, 2019 8:38:26 AM

For logging and response--from the website

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Wed, Nov 6, 2019 at 10:09 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Annie

Company/Organization: Individual

Email: [REDACTED]

Phone: (520) [REDACTED]

Comments: No action taken would be the best approach for this new potential construction plan. Existing ramps for entrance / exit to I-10 are in a place already and the focus should be placed elsewhere for much needed changes/ improvements within our city to be prioritize.

This submission came from the ADOT internet website.

Submitted: Wednesday, 6 November, 2019 - 22:09

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Jerimiah Moerke

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, November 7, 2019 8:36:05 AM

For logging and response--from the website

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Thu, Nov 7, 2019 at 8:34 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: Katalin Scherer

Company/Organization:

Email: [REDACTED]

Phone:

Comments: **Please do NOT build any more new roads. Please do NOT expand any highways. We are in a climate crisis. Phoenix and Tucson are amongst the fastest heating cities on the planet. The desert is fragile. You keep building more roads and WE WILL BURN. Here are the reasons we should not build any more roads:**

- 1. environmental. Roads destroy and divide habitats. Motor vehicle exhaust pollutes the air and heats the planet. This will continue to accelerate climate change, worsen our 20 year drought and result in more wildfires. Many species of plants and animals will die. We will run out of water, and our state and cities will decline into oblivion.**
- 2. economical. Roads to not pay back the investment. They are a huge liability, not an asset. They cost a lot of money to maintain and you already have a huge maintenance backlog**

you do not have the funds to clear. Adding more maintenance liability is financially irresponsible. The only people road expansion benefits is the rich owners of car companies, car dealers, and the asphalt contractors. The people of Arizona lose.

3. social. Forcing people to drive everywhere in private vehicles as their primary mode of transportation has been the largest social engineering experiment of the 20th century. It is wrong and it has robbed the people of Arizona of their freedom. Our transportation system is stuck in the 20th century and the developed world has left us behind. It's time to build a transportation system that MOVES PEOPLE, not cars. We need to invest in buses, trains, walking and biking. It is then that we will have true freedom for ALL PEOPLE to travel where they want, when they want, how they want. Stop forcing people into cars.

4. myth of the transport engineer: more lanes will reduce congestion. This is a myth. Study after study has shown this not to be true. More lanes cause more traffic, usually more than initially projected, and after a short initial period of improved traffic flow, worse congestion results. Traffic acts like gas, not liquid. It will expand to whatever space you give it, and contract if space is taken. It is called induced demand, and it is fact. If you deny it, you are either stupid, corrupt, ignorant, or all the above. Look at Phoenix. Have you solved traffic by adding lanes? No. Look at the 405 expansion in LA. Look at the Katy freeway in Houston. Please do NOT turn Tucson into Phoenix. We don't want it.

This submission came from the ADOT internet website.

Submitted: Thursday, 7 November, 2019 - 08:34

Jerimiah Moerke

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Our True North: ***Safely Home***

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Thursday, November 7, 2019 8:34:29 AM

For logging and response--from the website

----- Forwarded message -----

From: **ADOT** <webupdates@azdot.gov>
Date: Thu, Nov 7, 2019 at 12:33 AM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: **Richard Sheperd**

Company/Organization:

Email: [REDACTED]

Phone:

Comments: **Arizona DOT must stop expanding highways. The Climate crisis is upon us, and Arizona is no exception. Longer droughts, more extreme temperatures, wildfires, and 80% less snow-pack threaten the lives of Arizona residents**
(<https://19january2017snapshot.epa.gov/sites/production/files/2016-09/documents/climate-change-az.pdf>).

Transportation accounts for a significant amount of Arizona's carbon emissions, and very little is being spent on offering alternatives to driving. Arizona must focus on providing accessible, frequent transit with land-use patterns that encourage walking, and biking. Otherwise, Arizona's emissions will continue to increase, threatening the state and our entire human species.

If you hesitate to believe me, please read the most recent IPCC report: <https://www.ipcc.ch/sr15/>

The funds that would normally be used for this study should be used to address the climate crisis.

This should include: banning single-family zoning, building a complete and protected bicycle network in every town and city, reallocating road space for bus-only lanes, and providing reduced fares for students and low-income transit riders.

This submission came from the ADOT internet website.

Submitted: Thursday, 7 November, 2019 - 00:33

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Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: Comments on the I-10 and SR 210 Study
Date: Friday, December 13, 2019 2:47:30 PM

----- Forwarded message -----

From: ADOT <webupdates@azdot.gov>
Date: Fri, Dec 13, 2019 at 2:16 PM
Subject: Comments on the I-10 and SR 210 Study
To: <JMoerke@azdot.gov>

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: James Daniel

Company/Organization:

Email: [REDACTED]

Phone:

Comments: With so many houses being built in Corona and along MAC, why would this project terminate at Kolb? Houghton is a major point of ingress/egress, and its use is only growing. Widening should occur to at least Houghton Rd.

This submission came from the ADOT internet website.

Submitted: Friday, 13 December, 2019 - 14:16

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Jerimiah Moerke

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jmoerke@azdot.gov



Our True North: *Safely Home*


From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#); [Olbert, Brad](#); [Tazeen A. Dewan](#); [Sarah Karasz](#); [Estelle, Haley](#)
Subject: Fwd: Connecting Aviation Parkway with I-10 in Tucson #1932265372
Date: Tuesday, November 19, 2019 9:04:25 AM

See the short string below. The note came in via the general ADOT box, not the I-10/SR 210 study page.

I don't know if this should be included in the record or not, but you can see the questions and my reply below.

Thanks,
Jerimiah

----- Forwarded message -----

From: **Jerimiah Moerke** <jmoerke@azdot.gov>
Date: Tue, Nov 19, 2019 at 9:02 AM
Subject: Fwd: Connecting Aviation Parkway with I-10 in Tucson #1932265372
To: <

Mr. Lotsof,

Thanks for reaching out to regarding the proposed connection between Aviation Parkway and I-10 near downtown Tucson.

The proposal you are referring to is the Downtown Links project, managed by the City of Tucson. I'm forwarding a link to a city website that may be helpful:
<https://www.tucsonaz.gov/projects/downtown-links-interstate-10-church-avenue-roadway-improvements>

It also includes links to another project-specific site.

ADOT is in the middle of a comment period which, in part, proposes a connection between I-10 and Aviation Pkwy (SR 210) along Alvernon Way. In fact, we are planning a public hearing tomorrow evening. I invite you to take a look at that website and provide any comments you may have on that study, as well. The comment period runs through Dec. 12.

<https://azdot.gov/planning/transportation-studies/interstate-10-and-state-route-210-study>

Sincerely,
Jerimiah

11/18/2019 5:54:12 PM

I was under the impression that there was a long term plan to connect Aviation Parkway with I-10 with the new interchange being either in Downtown Tucson or just north of downtown. Is such a plan still under consideration? Aviation Parkway presently ends

near Broadway just west of Euclid. My impression was that the plan was to extend the parkway in a generally westerly direction.

Paul Lotsof

--

Jerimiah Moerke

Community Relations Project Manager

Arizona Department of Transportation

1221 S. 2nd Ave.

Tucson, AZ 85713

520.388.4233 (office)

520.237.7605 (cell)

jmoerke@azdot.gov



Our True North: *Safely Home*

--

Jerimiah Moerke

Community Relations Project Manager

Arizona Department of Transportation

1221 S. 2nd Ave.

Tucson, AZ 85713

520.388.4233 (office)

520.237.7605 (cell)

jmoerke@azdot.gov



Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#); [Estelle, Haley](#); [Olbert, Brad](#); [Tazeen A. Dewan](#); [Sarah Karasz](#)
Cc: [Roderick Lane](#)
Subject: Fwd: I-10/SR 210 Draft Environmental Assessment and Initial Design Concept Report
Date: Wednesday, December 11, 2019 4:11:51 PM
Attachments: [jm-Response Letter To ADOT on I-10 and SR 210.pdf](#)

Please see the attached comments from Pima County regarding the I-10/SR 210 study.

They sent them directly to me instead of the study email address.

Thanks,
Jerimiah

----- Forwarded message -----

From: **Lois Burlingham** <Lois.Burlingham@pima.gov>
Date: Wed, Dec 11, 2019 at 4:02 PM
Subject: I-10/SR 210 Draft Environmental Assessment and Initial Design Concept Report
To: JMoerke@azdot.gov <JMoerke@azdot.gov>
Cc: Carmine DeBonis <Carmine.DeBonis@pima.gov>, Yves Khawam <Yves.Khawam@pima.gov>, Ana Olivares <Ana.Olivares@pima.gov>, Monica Perez <Monica.Perez@pima.gov>, Juanita Garcia-Seiger <Juanita.Garcia-Seiger@pima.gov>, Diane Garcia <Diane.Garcia@pima.gov>

Good afternoon, Mr. Moerke.

Please see the attached correspondence from Mr. Huckelberry regarding this subject.

This letter will also be mailed to you via USPS.

Regards,

Lois Burlingham, Special Staff Assistant

Pima County Administrator's Office

130 W. Congress, 10th Floor

Tucson, AZ 85701

(520) 724-8781

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Jerimiah Moerke

Community Relations Project Manager

Arizona Department of Transportation

1221 S. 2nd Ave.

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520.388.4233 (office)

520.237.7605 (cell)

jmoerke@azdot.gov



Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Fwd: I-10/SR 210 study info
Date: Thursday, November 14, 2019 3:13:49 PM
Attachments: [image002.png](#)
[Tucson Gem Mineral Showcase 2-19 Exec Summary-final.pdf](#)
[4505 and 4475 S Country Club Property Map 2.pdf](#)
[4505 and 4475 S Country Club Property Map.pdf](#)
[gemshow-economicimpactstudyresults-6-19 show owners.docx](#)

For review and possible inclusion.
Jerimiah

----- Forwarded message -----

From: Murray Hamilton [REDACTED]
Date: Thu, Nov 14, 2019 at 1:59 PM
Subject: RE: I-10/SR 210 study info
To: Jerimiah Moerke <jmoerke@azdot.gov>
Cc: Kristin Hamilton [REDACTED] Candy McNamara <[REDACTED]>
Felicia Crigler <[REDACTED]> i10sr210study@hdrinc.com
<i10sr210study@hdrinc.com>, Tim Pouliot [REDACTED]

Hi Jerimiah,

Unfortunately I will be out of the country on the 20th Nov (on a trip that booked prior to this) but my wife and a colleague will be there.

Plus the folks from G And LW (The Gem Show).

I have attached some aerial photographs of the Gem Show and the information I sent prior (which includes information about the size and financial impact of the Gem Show), sent by Jane Roxbury Director (Convention Services Visit Tucson) that I think should be included in any study.

Thanks in advance

Murray

Murray Hamilton
616 PM LLC
cell: [REDACTED]

MHamilton@616pm.com | www.616pm.com

From: Jerimiah Moerke <jmoerke@azdot.gov>
Sent: Wednesday, November 13, 2019 3:01 PM
To: Murray Hamilton [REDACTED]>
Cc: Kristin Hamilton [REDACTED]; Candy McNamara
<[REDACTED]> Felicia Crigler <[REDACTED]>
i10sr210study@hdrinc.com
Subject: Re: I-10/SR 210 study info

Mr. Hamilton,

Thank you for your note.

These are exactly the type of comments we are looking for as we go from a high level planning document (the Draft EA/Initial DCR) to local specific project designs.

I have forwarded your comments to the project team mailbox for response and inclusion in the final EA/DCR.

If you would like more information about the process and future steps, you are more than welcome to attend the public hearing Wednesday, Nov. 20. And if you have additional points you would like addressed or included in the report, please feel free to submit more comments in one of the following ways:

- Online: azdot.gov/i10sr210study
- Email: i10SR210study@hdrinc.com
- Phone: 888.692.2678 (Bilingual Study Line)
- Mail: ADOT Community Relations, 1221 S. Second Ave., Tucson, AZ 85713

Sincerely,

Jerimiah

--

Jerimiah Moerke

Community Relations Project Manager

Arizona Department of Transportation

1221 S. 2nd Ave.

Tucson, AZ 85713

520.388.4233 (office)

520.237.7605 (cell)

jmoerke@azdot.gov



Our True North: *Safely Home*

From: [Jerimiah Moerke](#)
To: [Olbert, Brad](#); [Sarah Karasz](#); [Tazeen A. Dewan](#); [Interstate 10 State Route 210 Study](#)
Cc: [Roderick Lane](#)
Subject: Fwd: Interstate10: Junction Interstate 19 to Kolb Road/State Route 210: Golf Links Road to I-10
Date: Thursday, December 12, 2019 2:02:38 PM
Attachments: [12-12-19 Letter to ADOT - I10 Junction Interstate 19 to Kolb Rd-State Rte 210 - Golf Links Rd to I10.pdf](#)

See I10/SR210 comments from Tucson in the attached email.

Jerimiah

----- Forwarded message -----

From: **Helen Wheeler** <Helen.Wheeler@tucsonaz.gov>
Date: Thu, Dec 12, 2019 at 1:01 PM
Subject: Interstate10: Junction Interstate 19 to Kolb Road/State Route 210: Golf Links Road to I-10
To: <jmoerke@azdot.gov>
CC: Albert Elias <Albert.Elias@tucsonaz.gov>, Cynthia Lopez <Cynthia.Lopez@tucsonaz.gov>, Diana Alarcon <Diana.Alarcon@tucsonaz.gov>, Helen Wheeler <Helen.Wheeler@tucsonaz.gov>, Robin Raine <Robin.Raine@tucsonaz.gov>, Sam Credio <Sam.Credio@tucsonaz.gov>, Shellie Ginn <Shellie.Ginn@tucsonaz.gov>

Good afternoon Mr. Moerke,

On behalf of City of Tucson Department of Transportation Director Diana W. Alarcon, please see the attached letter in reference to Interstate10: Junction Interstate 19 to Kolb Road/State Route 210: Golf Links Road to I-10.

Thank you,

Helen Wheeler

Administrative Assistant | Director's Office
City of Tucson | Department of Transportation
Office: 791-4371
Direct: 837-6584

--

Jerimiah Moerke

Community Relations Project Manager

Arizona Department of Transportation

1221 S. 2nd Ave.

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520.237.7605 (cell)

jmoerke@azdot.gov



Our True North: ***Safely Home***

From: [Abrana Rediger](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Hi whats happening with Hwy 11? i own land off SR 85 n Patton Rd by Lewisville Prison
Date: Sunday, November 10, 2019 2:49:22 PM

Can u send me info on Hwy 11?

From: [Jeff Peters](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: How can I get information on a project?
Date: Thursday, November 7, 2019 10:07:49 AM

I live on Camino del Cerro and ADOT is staying the project that affects I-10 and Ruthroff Rd but the state should've have the residents information on the project so we will understand how to navigate the construction and get to and from our houses. Thx for your support.

Sincerely,

Jeffrey Peters



From: [andy carpio](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: I 10 Kolb connection
Date: Tuesday, November 19, 2019 12:00:16 PM

Sounds like a good idea, I'm all for it.

From: [Griffin Howell](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: I-10/210 Study
Date: Monday, December 2, 2019 10:47:08 PM

Hurry up and build this. I support it. I cant believe you've been having meetings on this since 2016. This shouldn't take 4 years of drafts. And has been talked about since the 80s. Buy the businesses and land you need and start it for goodness sake. I've never lived in a town that is slow as molasses to build like 1 mile of a freeway.

-GH

From: [john Howell](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: I-10/SR 210 study
Date: Monday, November 18, 2019 1:59:08 PM

Dear ADOT:

Thank you for informing the public about the I-10/SR 210 study.

I live at [REDACTED]. I am very concerned about two things related to this study.

First, the level of noise adjacent to I-10 and my neighborhood (Corazon Del Pueblo) is expected to increase, according to my understanding of the I-10/SR 210 study this far. I formally request a buffer wall to be build along this neighborhood. It is already too loud at least from the layman's perspective.

Second, the I-10/Craycroft intersection is already congested for passenger vehicles, due to the Pilot and TTT truck stops. I understand that any new road constructions at that intersection would require vehicles turning onto the I-10/Craycroft intersection from the Pilot area to turn right, as turning left would violate current road construction codes. Traffic plans for this intersection need to be created in such a way that big-rig trucks from the Pilot truck stop are separated from passenger vehicles turning onto the I-10/Craycroft intersection. I propose that an exit road be created at the back of the Pilot truck stop to allow big-rig trucks the option of turning onto an I-10 ramp via that exit, to prevent congestion with passenger vehicles at the I-10/Craycroft intersection. Forcing big-rig trucks from the Pilot truck stop to exit onto I-10 via the I-10/Craycroft intersection is not fair to passenger vehicles.

Thank you for your consideration.

Sincerely,
John Howell

[REDACTED]

Cell Phone: [REDACTED]

From: [Mark D. Jones](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Interstate 10 State Route 210 Study Comment
Date: Wednesday, November 6, 2019 1:49:01 PM

ADOT,

After receiving your door tag and mailing, and reviewing the study online, I concur with your Recommended Alternative System Alternative I as the way to go forward and proceed with the project.

My only comment is to be sure to advise the local population concerning access to Valencia Rd., Benson Highway and the Alvernon Way corridor during the construction and/or designed detours to avoid the area altogether. I live in Rancho Valencia and use Alvernon Way to go to DM and into town.

Sincerely,

Mark D. Jones



From: [Roger Alvarez](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Interstate 10/State Route 210 Improvements, Tucson
Date: Thursday, October 31, 2019 9:21:31 AM
Attachments: [image001.png](#)

Hello,

I was reaching out to see if you could tell me who the architect/GC are on this project (if selected)?
Thanks.

ROGER ALVAREZ | Market Researcher
BEX | www.azbex.com | bex-events.com



From: [Paul Pedersen](#)
To: [Interstate 10 State Route 210 Study](#)
Date: Tuesday, October 29, 2019 10:54:15 AM

I highly support both making Alvernon SR-210 and connecting it with I-10 and the widening of I-10 from Kolb to Kino.

Our ambulances transport patients from Cochise County to Tucson hospitals. These changes would expedite our travel time to Tucson.

Paul A. Pedersen Jr.

Managing Partner
Arizona Ambulance Transport

[REDACTED]
Office [REDACTED]
Cell [REDACTED]

From: [Miracle Mile Gateway Association](#)
To: [Interstate 10 State Route 210 Study](#)
Date: Tuesday, December 10, 2019 12:26:03 PM

I live in the Miracle Mile Historic District and am working to revitalize the area. I heard about the streetcar you are proposing from the Tucson International Airport to the Tucson mall and feel excited about it because it will run through the Miracle Mile. It will also make it much more convenient for travelers arriving at the airport to get around Tucson to find a hotel, shop or go to a conference. This should increase business and improve the Tucson economy. It looks like it will go by Banner Hospital and the Veteran's Hospital which will also be good for travelers. I hope eventually, the streetcar could reach Raytheon too so that recent University of Arizona graduates could easily start work there after graduation. Many of them do not have an automobile while attending the University.

I believe a streetcar will be a boon to my area and I would like to continue to hear any new information and news about it as you proceed so if you can keep me on your contact list I will appreciate it. I heard of the idea of running a streetcar line to the Airport back when the first street car was built and I am glad you are now pursuing it. Thank you very much.

Hanson Fotherby


From: [REDACTED]
To: [Interstate 10 State Route 210 Study](#)
Subject: Moore Rd between Thornydale and LaCholla
Date: Monday, December 9, 2019 10:19:19 AM

Hi There:

I'm not sure to whom this should be directed so please feel free to pass this on.

We moved here a year ago and are finding the property taxes to be VERY high compared to what we are used to in Kalispell, MT. But, maybe that is just the way it is here. We live at [REDACTED] in a large house on 4.25 acres and pay around \$10k per year.

The reason for this email, however, is to learn about what the plans are for Moore Rd (between Thornydale and La Cholla) as it is in VERY poor condition. I'm also wondering if there are any plans to lower the speed limit as it is lower on the other stretches of the road. Traffic is way too fast on this stretch and speeding is the norm.

Anyway, thank you for directing me to the proper departments to learn more about the plans for improving Moore Rd. (emails are preferred contact for me is possible).

Thank you!
Stacia & Terry Moore
[REDACTED]

From: [Jerimiah Moerke](#)
To: [Olbert, Brad](#); [Tazeen A. Dewan](#); [Estelle, Haley](#); [Jerimiah Moerke](#)
Subject: Paul Oland call
Date: Thursday, November 21, 2019 3:26:56 PM

Good afternoon,

I received a phone call from Paul Oland this afternoon.

He primarily asked about the new signal system at I-10 and Wilmot and concerns from the neighborhood. I explained some adjustments that we've made recently.

He also, as an aside, mentioned the I-10/SR 210 study. He said he was in correspondence with Brad, but the potential timeline was not clear. I told him the best I could provide at this point is the sequence recommended in the draft Design Concept Report--and referred him to page 55 of the IDCR.

Jerimiah

--

Jerimiah Moerke

Community Relations Project Manager

Arizona Department of Transportation

1221 S. 2nd Ave.

Tucson, AZ 85713

520.388.4233 (office)

520.237.7605 (cell)

jmoerke@azdot.gov



Our True North: *Safely Home*

From: [michael.schoephoerster](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Re: Comments on the I-10 and SR 210 Study
Date: Monday, November 25, 2019 12:32:13 PM

thank you for the response to my feedback...

On Monday, November 25, 2019, 12:01:47 PM MST, Interstate 10 State Route 210 Study <i10sr210study@hdrinc.com> wrote:

Thank you for contacting the I-10, SR 210 Draft EA and Initial DCR study team. Your comments will be entered into the official public record. We encourage you to visit the study website at azdot.gov/i10SR210study for updated information related to the study.

Thank you,

I-10, SR210 Draft EA and Initial DCR Study Team
c/o ADOT Communications
1221 S. Second Ave. | Tucson, AZ 85713
Website: azdot.gov/i10SR210study | Email: i10SR210study@hdrinc.com | Bilingual Study
Voicemail: 888.692.2678

----- Forwarded message -----

From: **ADOT** <webupdates@azdot.gov>
Date: Tue, Nov 19, 2019 at 2:10 PM
Subject: Comments on the I-10 and SR 210 Study

I-10 AND SR 210 STUDY COMMENTS

Comments Submitted by:

Name: **Michael Schoephoerster**

Company/Organization: **Work for Pima County Juvenile Probation**

Email: [REDACTED]

Phone:

Comments: **Tucson needs some sort of roadway that runs**

East to West. Going around the perimeter of town is ridiculous. Speedway Blvd runs the longest stretch from east to west. It centrally locates road in the middle of town. If a design could be created to turn the existing road into a freeway. Add on/off ramps at alternating blocks. Remove all the medians and signals... it would be a huge project but it would help with traffic flow tremendously.... Phoenix is a big city, but has a great freeway system. No matter whether your in Goodyear in the West or East Mesa, you're no more than 15 minutes from a freeway. Nice and convenient transportation system... here if your at Swan & Sunrise you are nowhere near a freeway!!!... crazy!!!... when they expanded Speedway 30 years ago, they should've done the expansion to a freeway then!!!

This submission came from the ADOT internet website.

Submitted: Tuesday, 19 November, 2019 - 14:10

From: [Olbert, Brad](#)
To: [Estelle, Haley](#); [Tazeen A. Dewan](#); SKarasz@azdot.gov
Cc: [Jerimiah Moerke](#)
Subject: RE: I10 SR210 Comments
Date: Tuesday, November 26, 2019 9:19:18 AM

I spoke with Raj Kohli (the first speaker) at the end of the meeting at the roll plot. I addressed his concerns related to the number of lanes starting at the I-19 interchange moving eastward through the project. He seemed quite satisfied after demonstrating how the I-10 lanes work will with the connection to SR 210. Why we have a reduction in the number of lanes to the west of Alvernon Way and the future flexibility built into the layout.

From: Estelle, Haley <Haley.Estelle@hdrinc.com>
Sent: Tuesday, November 26, 2019 8:52 AM
To: Olbert, Brad <brad.olbert@jacobs.com>; Tazeen A. Dewan <TDewan@azdot.gov>; SKarasz@azdot.gov
Cc: Jerimiah Moerke <jmoerke@azdot.gov>
Subject: [EXTERNAL] RE: I10 SR210 Comments

[Here is the transcript from the public hearing for your reference.](#)

[Haley](#)

Haley Estelle
D 602.385.1619 **M** 602.245.3522

hdrinc.com/follow-us

From: Estelle, Haley
Sent: Monday, November 25, 2019 11:50 AM
To: 'Olbert, Brad' <brad.olbert@jacobs.com>; 'Tazeen A. Dewan' <TDewan@azdot.gov>; SKarasz@azdot.gov
Cc: 'Jerimiah Moerke' <jmoerke@azdot.gov>
Subject: RE: I10 SR210 Comments

Good morning,

Attached is the updated comment report. All comments that require a response will be replied to with the exception of those highlighted in red that require a study team reply; those are carryovers from previous weeks.

I would appreciate if you all would review the comment highlighted in yellow; please let me know if that reply is acceptable.

Please let me know if you have any questions.

[Haley](#)

Haley Estelle
D 602.385.1619 **M** 602.245.3522

From: Estelle, Haley
Sent: Monday, November 18, 2019 8:42 AM
To: 'Olbert, Brad' <brad.olbert@jacobs.com>; 'Tazeen A. Dewan' <TDewan@azdot.gov>;
SKaras@azdot.gov
Cc: 'Jerimiah Moerke' <jmoerke@azdot.gov>
Subject: RE: I10 SR210 Comments

Good morning,

Attached is the updated comment report. There were few new comments received. All comments that require a response have been replied to with the exception of those highlighted in red that require a study team reply; those are carryovers from last week.

Please let me know if you have any questions.

Haley

From: Estelle, Haley
Sent: Wednesday, November 13, 2019 8:15 AM
To: Olbert, Brad <brad.olbert@jacobs.com>; Tazeen A. Dewan <TDewan@azdot.gov>;
SKaras@azdot.gov
Cc: 'Jerimiah Moerke' <jmoerke@azdot.gov>
Subject: I10 SR210 Comments

Good morning,

Attached are the comments received through Monday of this week with proposed responses, as requested by Jerimiah. There are several comments that require a response from a study team member.

The Word document contains the comments that need a study team reply. I would like the study team to help respond in the following ways:

- a. Provide a written response to emails in the word document and I will send them out through the study email
- b. Please return the phone calls and send me the notes on how the calls went in the word document

I would greatly appreciate it if the study team works together to complete one iteration of the word document with responses to send back to me.

The PDF of all comments is attached. Many comments will be replied to with a generic, standard reply. This is for your reference. I will send out generic responses on Friday so if you have any comments on the generic responses, please let me know before then.

Let me know if you have any questions. I will send this report out every Monday through comment close.

Haley

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From: [Jerimiah Moerke](#)
To: [Murray Hamilton](#)
Cc: [Kristin Hamilton](#); [Candy McNamara](#); [Felicia Crigler](#); [Interstate 10 State Route 210 Study](#)
Subject: Re: I-10/SR 210 study info
Date: Wednesday, November 13, 2019 3:01:00 PM
Attachments: [image001.png](#)

Mr. Hamilton,

Thank you for your note.

These are exactly the type of comments we are looking for as we go from a high level planning document (the Draft EA/Initial DCR) to local specific project designs.

I have forwarded your comments to the project team mailbox for response and inclusion in the final EA/DCR.

If you would like more information about the process and future steps, you are more than welcome to attend the public hearing Wednesday, Nov. 20. And if you have additional points you would like addressed or included in the report, please feel free to submit more comments in one of the following ways:

- Online: azdot.gov/i10sr210study
- Email: i10SR210study@hdrinc.com
- Phone: 888.692.2678 (Bilingual Study Line)
- Mail: ADOT Community Relations, 1221 S. Second Ave., Tucson, AZ 85713

Sincerely,

Jerimiah

On Fri, Nov 8, 2019 at 10:41 AM Murray Hamilton <mhamilton@616pm.com> wrote:

Hi Jeremiah,

Yes....we did receive the e mail. Thank you.

It is a massive amount of information (as I am sure you are aware!). The main PDF is 621 pages.

As mentioned on our conference call, our main concerns are, of course pertaining to the Gem Show. This is the largest show in Tucson.

The primary concerns are:

1. The reduction in the amount of space available for parking. The show already runs out of parking on the busiest days.
2. Ensuring that an appropriate drainage study has been completed. The added ramp looks like it will force water to a "pinch point" on Country Club. In addition the added median looks like it could cause issues with water. (the current site is already located on a flood plain).
3. Ensuring that the Gem Show traffic is accounted for. Having "backups" on to the freeway would cause the exact issues the Country Club exit is trying to fix.
4. Ensuring that any construction work is one in time frame to ensure the least impact to the Gem Show at this location.

If these items have been addressed could you please direct us to the appropriate documents please.

Thanks

Murray

Murray Hamilton

616 PM LLC

cell: [REDACTED]

[REDACTED] | www.616pm.com

From: Jeremiah Moerke <jmoerke@azdot.gov>

Sent: Monday, November 4, 2019 1:48 PM

To: Murray Hamilton [REDACTED] >

Cc: Kristin Hamilton [REDACTED] Candy McNamara <[REDACTED]> Felicia Crigler <[REDACTED]> Jeremiah Moerke <jmoerke@azdot.gov>

Subject: I-10/SR 210 study info

Good afternoon,

I wanted to be sure you all received information about the comment period and public hearing related to the I-10/SR 210 study we spoke about last summer. I've pasted the alert that went out last week. I'm also attaching a copy of a letter that went out. Because it's only one sheet, I'm hoping it's OK to email it to you instead of mailing it by postal service. (You may also may receive a copy by postal mail, but the letters went only to addresses listed with the county.)

Thank you,
Jeremiah



Interstate 10/State Route 210 Draft Environmental Assessment and Initial Design Concept Report available for review

Formal comment period begins; public hearing set for Nov. 20

A proposal to make improvements to two important corridors in the Tucson area is now available for public review and comment.

The Draft Environmental Assessment and Initial Design Concept Report for Interstate 10 from I-19 to Kolb Road and State Route 210 from Golf Links Road to a future connection with I-10 along Alvernon Way are now available on the project website at azdot.gov/i10sr210study.

The Initial Design Concept Report refines and evaluates two build alternatives and a no-build ("do nothing") option. It recommends the following improvements:

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

The Draft Environmental Assessment examines potential impacts to the natural and human environments associated with the proposed improvements.

A public hearing on the I-10/SR 210 study is scheduled for Wednesday, Nov. 20, from 5:30 to 7:30 p.m. at Billy L. Lauffer Middle School, 5385 E. Littleton Road in Tucson. The hearing will include a presentation at 6 p.m. Members of the Arizona Department of Transportation study team will be available to answer questions. The public will have opportunities to make verbal comments, submit written comments or share their input with a court reporter.

Members of the public are encouraged to review the Draft Environmental Assessment and Initial Design Concept Report and provide input during the formal comment period, which begins Tuesday, Oct. 29, and continues through Thursday, Dec. 12, 2019. The documents can be viewed on the project website and at the following locations:

- Littleton Community Center, 6465 S. Craycroft Road, Tucson, AZ 85756
- Joel D. Valdez Main Library, 101 N. Stone Avenue, Tucson, AZ 85701
- Sam Lena-South Tucson Public Library, 1607 S. Sixth Avenue, Tucson, AZ 85713

All comments received during the public comment period will be documented and responded to in the final Environmental Assessment and Design Concept Report.

In addition to providing comments at the public hearing, there are several additional ways to submit comments:

- Online: azdot.gov/i10sr210study
- Email: i10SR210study@hdrinc.com

- Phone: 888.692.2678 (Bilingual Study Line)
- Mail: ADOT Community Relations, 1221 S. Second Ave., Tucson, AZ 85713

All comment methods are considered equal.

The purpose of the study is to relieve congestion and improve traffic flow on I-10 and to connect the east end of SR 210 with I-10 to provide an additional route into and out of the downtown Tucson area.

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, 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.

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. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

On Wed, Jun 26, 2019 at 3:36 PM Murray Hamilton [REDACTED] wrote:

Thanks for the feedback Jeremiah.

We look forward to chatting with you tomorrow.

Best

Murray

Murray Hamilton

616 PM LLC

[REDACTED]

| www.616pm.com

From: Jerimiah Moerke <jmoerke@azdot.gov>

Sent: Wednesday, June 26, 2019 3:29 PM

To: Murray Hamilton [REDACTED]

Cc: Kristin Hamilton <[REDACTED]> Candy McNamara <[REDACTED]> Felicia Crigler <[REDACTED]> Jerimiah Moerke <jmoerke@azdot.gov>

Subject: Re: NEW ADOT link

Mr. Hamilton,

We look forward to meeting with you this Thursday morning for a phone conference to discuss the I-10/SR 210 study.

At this point, the study is still in a draft/preliminary stage, but we are happy to share and explain the current status of it. I am also attaching a piece of the layout focusing on Country Club.

In the interest of getting quick responses to you before the call, here are some preliminary answers to your questions--

1. Can you confirm how notifications were sent to owners? As I have said we both haven't received anything. Properties potentially impacted by possible right of way changes received a mailer in advance of the November public meeting. I am attaching the information included in that mailer. The mailers were sent to the following addresses: GEM & LAPIDARY WHOLESALERS INC PO BOX 98 FLORA MS 39071-0098 & PEG PROPERTIES LLC, ATTN: BOICE BOOKKEEPING PO BOX 22 VAIL AZ 85641-0022.
2. Is there a place where we can see the proposed elevations on the plans? If a build option is chosen, Country Club Road would remain at ground level and Interstate 10 (I-10) would remain elevated above Country Club Road. New on and off ramps from I-10 to Country Club Road would be constructed to connect the two roadways.
3. Is there a scheduled date and timeline for these works. How do we minimize the impact on the Gem Show and 616 Operations from our warehouse? We are currently in the study phase and are planning a public hearing later this year. If the final Design Concept Report recommends a build option, it would include a recommended order for the various potential projects along the corridor. That has not been determined at this time. ADOT and the Pima Association of Governments (PAG) would work closely together to develop a schedule. Money noted in ADOT's current five year plan is preliminary.
4. I would like to discuss the median outside the 4505/616GC warehouse? This can be discussed during the call.
5. The current proposed layout impacts the Gem Show site and parking (in addition to one of the current parking egress points). The show already runs out of parking on its busiest days. What is proposed in order to accommodate this loss? This can be discussed during the call, as well.

We look forward to speaking on Thursday.

Jerimiah

On Tue, Jun 25, 2019 at 2:25 PM Murray Hamilton [REDACTED] wrote:

Hi Jerimiah,

I am just following up on the e mail you sent to Kristin (below). And I am in looping in Felicia Crigler and Candy McNamara who own the land adjacent to our warehouse property at 4505 S. Country Club where the G & LW Show is held.

I have attached the recent Gem Show Impact study showing the economic impact of the Tucson Gem

Show (\$130 Million dollars plus). The Gem Show at this location is the largest show in Tucson.

Neither G & LW or us have any confirmed record of receiving correspondence on this project and it is imperative for both of our businesses that we are brought up to speed on the plans and impacts this may bring.

Ahead of our call I would like to ask the following:

(I am sure there will be other questions in addition to these)

1. Can you confirm how notifications were sent to owners? As I have said we both haven't received anything.
2. Is there a place where we can see the proposed elevations on the plans?
3. Is there a scheduled date and timeline for these works. How do we minimize the impact on the Gem Show and 616 Operations from our warehouse?
4. I would like to discuss the median outside the 4505/616GC warehouse?
5. The current proposed layout impacts the Gem Show site and parking (in addition to one of the current parking egress points). The show already runs out of parking on its busiest days. What is proposed in order to accommodate this loss?

Thanks in advance and we will be on the 9.00 am Thursday call. Let me know if you have any questions in the interim.

Best

Murray

Murray Hamilton

616 PM LLC

cell: [REDACTED] | www.616pm.com

From: Kristin Hamilton [REDACTED]
Sent: Tuesday, June 25, 2019 12:12 PM
To: Murray Hamilton <m[REDACTED]>
Subject: NEW ADOT link

Begin forwarded message:

From: Jerimiah Moerke <jmoerke@azdot.gov>

Subject: Re: ADOT link

Date: June 25, 2019 at 12:08:18 PM MST

To: Kristin Hamilton [REDACTED]

Cc: Jerimiah Moerke <jmoerke@azdot.gov>

Good morning,

It turns out the tentative plan was just approved last Friday, so I think they happen to be updating the website--and it takes a little time for everything to show up.

Try this link later today or tomorrow--and click on the "Current Program."

<https://www.azdot.gov/planning/transportation-programming/overview>

It should bring you to the latest document. I see that it still shows last year's right now on my computer.

Also, I want to be sure you have this link for the I-10/SR 210 study and documents.

<https://www.azdot.gov/planning/transportation-studies/i-10-and-sr-210-study>

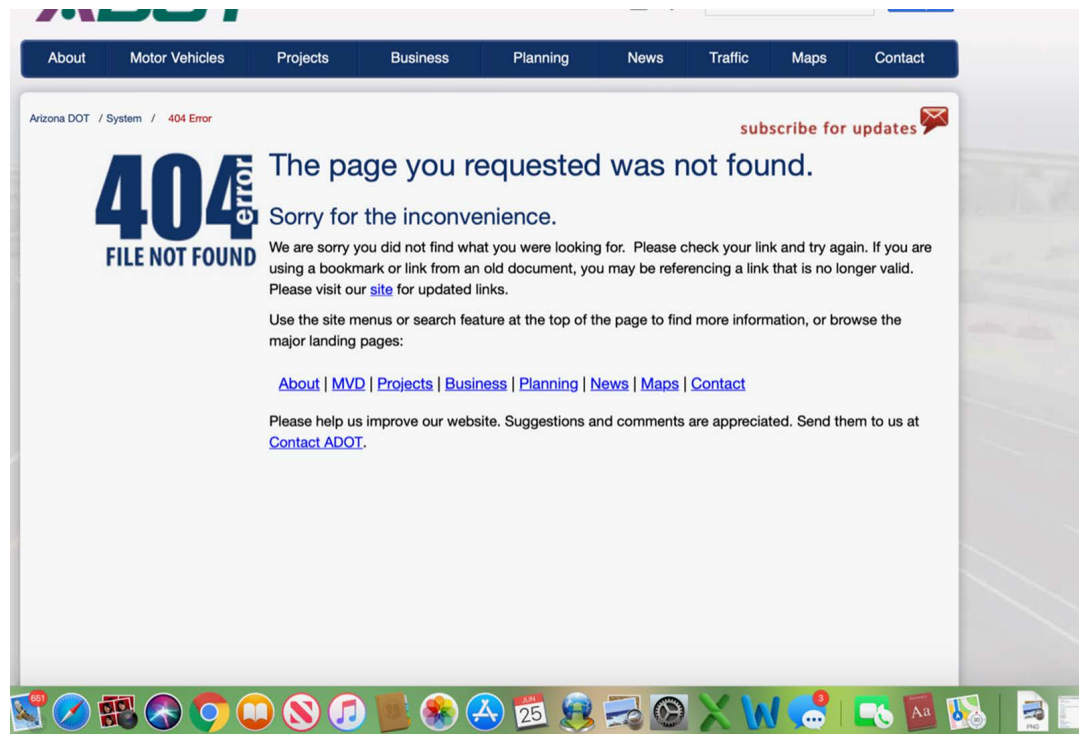
Thanks,

Jerimiah

On Tue, Jun 25, 2019 at 12:04 PM Kristin Hamilton [REDACTED] wrote:

Hello Jerimiah

In preparing for our call I tried to access this link but got this error:



can you help me?

Kristin Hamilton

616 GC LLC

[REDACTED]

[REDACTED]

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On May 23, 2019, at 2:08 PM, Jerimiah Moerke <jmoerke@azdot.gov> wrote:

<https://www.azdot.gov/planning/transportation-programming/tentative-program>

--

Jerimiah Moerke

Community Relations Project Manager

Arizona Department of Transportation

1221 S. 2nd Ave.

Tucson, AZ 85713

Cell: 520.237.7605

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Our True North: *Safely Home*

--

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520.237.7605 (cell)

jmoerke@azdot.gov



Our True North: *Safely Home*

From: [Jeff Peters](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Study not available
Date: Wednesday, November 6, 2019 10:10:11 AM


Adot,

Someone should ensure the hyperlinks work before sending out for public view. Please let me know when it's working and available for review.

From: [Carl Welch](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: Tucson traffic improvement
Date: Thursday, December 5, 2019 10:46:10 AM

The improvement to Tucson traffic could be better if not best served by a I-10 bypass from the northwest to southeast along the Rillito River and the Pantano River to I-10.

Many of the freeways in California are located along concrete rivers deeper and wider than ours and most would be on land already owned by a government entity.

Carl Welch

Tucson Native

From: [REDACTED]
To: [Interstate 10 State Route 210 Study](#)
Cc: [REDACTED]
Subject: UNS Energy Comments to Interstate 10 and State Route 210 Draft Environmental Assessment and Initial Design Concept Report
Date: Thursday, December 12, 2019 2:52:23 PM
Attachments: [UNS Comments to ADOT I-10 SR210 Draft EA Design Concept Report.pdf](#)

To Whom It May Concern:

Please see the attached file concerning the *Interstate 10 and State Route 210 Draft Environmental Assessment and Initial Design Concept Report* comment period.

Brian Pugh, AICP

Environmental & Land Use Planner III

Tucson Electric Power Company

Land Resources – RC131


3950 E. Irvington Road

Tucson, AZ 85714


Phone: [REDACTED] *Mobile:* [REDACTED]


[REDACTED]

From: [Mary Couture](#)
To: [Interstate 10 State Route 210 Study](#)
Subject: website not found
Date: Wednesday, November 6, 2019 10:23:48 AM
Attachments: [BULK I-10SR 210 Draft Environmental Assessment available for review.msg](#)




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 The page you requested does not exist. For your convenience, a search was performed using the query i10sr10study.

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Enter your keywords






Your search yielded no results


- Check if your spelling is correct.
- Remove quotes around phrases to search for each word individually. *bike shed* will often show more results than *"bike shed"*.
- Consider loosening your query with *OR*. *bike OR shed* will often show more results than *bike shed*.


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Mary L. Couture

Program Manager
Pima County Facilities Management Department
Phone 520.724.2432

In The Matter Of:
In Re: I-10 AND SR 210 v.
Public Comments

November 20, 2019



**G R I F F I N G R O U P
I N T E R N A T I O N A L**

2398 East Camelback Road, Suite 260
Phoenix, Arizona 85016

Original File PH112019.txt
Min-U-Script® with Word Index

IN RE:)
)
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I-10 AND SR 210)
)
PUBLIC HEARING)
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)

Billy Lauffer Middle School
5385 E. Littletown Road
Tucson, Arizona 85756

PUBLIC COMMENTS

November 20, 2019
6:30 p.m.

REPORTED BY:
WILMA A. WEINREICH, CSR, RPR
Certified Reporter
Certificate No. 50530

PREPARED FOR:
HDR

(Original)

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PUBLIC COMMENTS

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1 MR. KOHLI: My name is Raj Kohli. I'm
2 actually a real estate agent so I know a little bit about
3 what's happening in this area, and I live here at Valencia
4 and I-10 in a big community and some of the questions I
5 asked I didn't see on the map.

6 The impact of the upcoming community that's
7 going to be built right here at Valencia on I-10, it did
8 not show on the maps that were demonstrated outside.

9 Also, I'm not sure how this SR 210 -- if
10 that's going to be an elevated road all the way connecting
11 to I-10 above at Alvernon and going all the way in,
12 because right now SR 210 ends at Broadway, so I was told
13 by somebody that there is perhaps already an existing plan
14 to connect it to I-10 around St. Mary's going through the
15 downtown area, but I'm not sure -- I didn't see that, I
16 don't know that, but that's what I was told.

17 So I'm assuming that all of this will be
18 elevated because otherwise you would be moving it down
19 through the lights and everything else. That would negate
20 the whole purpose of having the connection made because
21 then you would be having bottlenecks.

22 The other question I have is I have some
23 friends here. They have two hotels, one at Palo Verde and
24 another at the Kolb exit, and they would be negatively
25 impacted because part of the land may be gone.

1 But other than that, because the exit is
2 gone, it will devastate some of those businesses and how
3 does ADOT compensate them or what do they do or not do?
4 Because maybe you can help us understand that part of the
5 equation as well.

6 It seems to me like you have two lanes
7 coming from I-19/I-10 interchange up to Alvernon up to
8 two, not two, but up to two lanes, and then there's four
9 lanes going from Alvernon to Kolb, including perhaps but
10 not a feeder lane.

11 But the point is how come we don't have four
12 lanes coming from I-19/I-10 interchange? Wouldn't that
13 create a bottleneck of sorts? Because if people don't go
14 through the downtown connection over to I-10, then if you
15 are going towards I-19, then now you are jamming up the
16 traffic because your number of lanes are going down. So
17 maybe somebody can help me understand a lot of these
18 questions. Because I really don't understand it.

19 I'm not sure all the impact of the new
20 development and of the upcoming -- because as a real
21 estate guy, I know that a lot of the builders are going to
22 build this way along I-10 towards Kolb and perhaps further
23 down the road.

24 So how much of that upcoming impact is taken
25 into account when you are planning these expansions of

1 these roadways? Because once you do it you are probably
2 not going to touch it for 20, 30 years at least. That's
3 my comment. Thank you.

4 MR. POULIOT: My name is Tim Pouliot. And
5 so we own a business at 4505 South Country Club, which is
6 Country Club and I-10.

7 And so we were concerned and had many
8 questions about the impact that this construction, and
9 past the construction, how it's going to affect our
10 business.

11 We have a significant amount of trucks that
12 come in and out, and we are going to be right at the exit
13 on the westbound section of I-10 at Country Club. We were
14 concerned about that.

15 We were concerned about having a center
16 median that's going to be now in front of our building.
17 We are concerned with the access during the construction
18 because we are kind of surrounded by another property so
19 we only have two entrances/exits that these trucks have to
20 get in and out. And so how is that going to work?

21 And then our biggest concern was the
22 timeline of the construction, and there's also an effect
23 on the Gem Show that happens right in our backyard, too,
24 which is a big -- over 2,000 cars on a daily basis that
25 will come in there to go to the show. So we were

1 concerned about those things.

2 We just noticed that we are No. 1 on the
3 construction list for Country Club and so it sounds like
4 it's going to be coming sooner than later, so obviously I
5 think this needs to be brought up quicker, sooner than
6 later.

7 So another thing. Is there a point of
8 contact when the construction is going on for us to call
9 as this process goes on and can we call somebody up and
10 say we are having issues with this, is there a response to
11 that, is it just the way it is, or how that all works
12 also.

13 Another point is the drainage going across
14 Country Club. So there is a wash that goes through
15 Country Club and it goes right along our property.

16 How is that going to be taken into account
17 with all the new construction and how the road is going to
18 be developed to make sure that the drainage continues on
19 and doesn't back up into our property also?

20 I think that's all I've got. Thank you.

21 MR. SHEALS: My name is Jason Sheals. I'm a
22 long-time, pretty much grew up here in Tucson my whole
23 life.

24 My concern is just that with the Alvernon
25 corridor specifically, it doesn't go anywhere. Putting

1 more traffic on to that isn't going to help anybody, so
2 dumping a bunch of people off of I-10 onto Alvernon to try
3 to get onto the 210 to go downtown doesn't do anything.

4 You can't do anything once you get downtown.
5 There is nowhere to go. It's two lanes, stop and go, it's
6 15 miles an hour. Where are you going to go.

7 If you are going the other way coming from
8 downtown to I-10, you can get off on Alvernon and go the
9 other way.

10 You guys can do a lot more help with helping
11 Tucson figure out its stoplights than trying to build
12 anything new and expand or anything in there for that.

13 It's a parking lot. Downtown is a parking
14 lot. Aviation can turn into a parking lot. The freeway
15 can turn into a parking lot. It's two roads. We
16 definitely need your help with as far as expanding it, and
17 I appreciate it.

18 We definitely need the cloverleafs gone that
19 are on the freeway. They are ancient history. The 25,
20 30 mile an hour interstate speeds is long gone. You have
21 got people coming off doing 70, people trying to get on
22 doing 35 and no where to go for it.

23 In those regards I appreciate what you guys
24 are doing and I think it needs to get done. You guys got
25 to take it out further, though. You have got to take it

1 all the way out to Houghton.

2 Houghton's got thousands of homes going in
3 on the north side of the road. You have who knows how
4 many going in on the south side of the road.

5 But running it straight into Kolb at four
6 lanes, dropping at Alvernon, Country Club, wherever, the
7 I-19 junction can't be expanded. It can't get any wider.
8 We have got the lanes going through and that's it.

9 We don't need any more 12th Street drop-offs
10 of the interstate, millions of dollars spent for a
11 two-lane road with two overhead bridges for traffic going
12 to a one-lane road in each direction.

13 Money needs to be spent right. We are
14 paying \$55 a car now for road improvements. It just needs
15 to be done right. It needs to be done in a way that makes
16 sense and that we don't improve something just to put you
17 in an end zone that you can't do anything in once you get
18 down there.

19 Getting into downtown is a cluster. It's a
20 parking lot. If we get there -- we can put ten lanes of
21 traffic in in each direction and it's not going to matter
22 if you can't do anything when you get there.

23 I hope that you guys take that into
24 consideration when you are doing your planning and design
25 work.

1 I think it's a great idea to put a bypass
2 lane in and get all the trucks off of the main area coming
3 on and off of the surface streets, keep them out of the
4 way. It will be a little safer and be a little faster for
5 them. If they're not there, it's easier to deal.

6 But other than that, fixing Alvernon and off
7 ramps I think is a great thing for you guys to do,
8 expanding it in a couple places is a great thing to do,
9 but if there is no way to fix where it's going, don't get
10 too crazy with what you are doing. I appreciate you guys'
11 time for coming out. Thank you.

12 (Hearing comments concluded at 6:40
13 p.m.)
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C E R T I F I C A T E

I, WILMA A. WEINREICH, hereby certify that the foregoing pages, numbered 2 through 10, constitute a full, true and accurate transcript of all proceedings had in the above matter, all done to the best of my skill and ability.

WILMA A. WEINREICH
Certified Reporter
Certificate No. 50530

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