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Section 4(f) *De Minimis* Impact on Public Parks, Recreational Areas, and Wildlife and/or Waterfowl Refuges Form

Project Information	
Project Name: I-10 from Junction I-19 to Kolb Road and SR 210, Golf Links Road to Interstate 10 ADOT Project Number: 010 PM 260 H7825 01L Approval MOU: ☐ 23 U.S.C. 326 ☑ 23 U.S.C. 327	Federal-aid Number: 010-E(201)S NEPA Class of Action: EA Project Administration: ☑ ADOT ☐ LPA

According to Title 23 Code of Federal Regulations (CFR) 774.17, a property afforded protection under Section 4(f) is defined as "publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance."

Section 4(f) requirements stipulate that the USDOT agencies may not approve the use of a Section 4(f) property unless there is no feasible and prudent alternative to the use of that land, and the proposed action includes all possible planning to minimize harm to the property resulting from such use, OR it is determined that the use of the property, including any measures to minimize harm committed to by the applicant, will have a *de minimis* impact on the property.

For parks, recreation areas and refuges, a *de minimis* impact is an impact that would not adversely affect the features, attributes or activities that qualify the property for protection under Section 4(f). *De minimis* determinations are made after notifying the official with jurisdiction (OWJ), providing opportunity for public input, and receiving written agreement from the OWJ that there will be no adverse effect on the recreational/refuge features, attributes or activities of the property.

PROJECT DESCRIPTION:

(Provide a concise description of the project action.)

The Arizona Department of Transportation (ADOT) is planning improvements on Interstate 10 (I-10) and State Route 210 (SR 210). The project area is located on Interstate 10 (I-10) from the Interstate 19 (I-19) Junction at approximately milepost (MP) 260.2 eastbound to east of Kolb Road at approximately MP 271.8; the State Route 210 (SR 210) limits extends from Golf Links Road to a future planned connection with I-10 at Alvernon Way. The project limits fall within the jurisdictions of the City of Tucson, City of South Tucson, unincorporated Pima County, and Davis Monthan Air Force Base (U.S. Department of Defense).

The major project improvements would include:

- Widening I-10 to accommodate additional through lanes and/or collector-distributor roadway (a supplemental facility between the freeway main lanes and the frontage roads)
- Extending SR 210 to I-10 along the Alvernon Way alignment
- Eliminating the Palo Verde Road traffic interchange (TI)
- Adding a new TI at Country Club Road
- Replacing or widening the existing bridges along I-10
- Improving existing TIs and crossroads
- Widening the underpass at Drexel Road to accommodate the Julian Wash Greenway

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IDENTIFICATION OF SECTION 4(f) PROPERTY:

(Describe the Section 4(f) property as per Chapter 6 of the *Section 4(f) Manual.* Attach a map, photo(s), etc. as appropriate.)

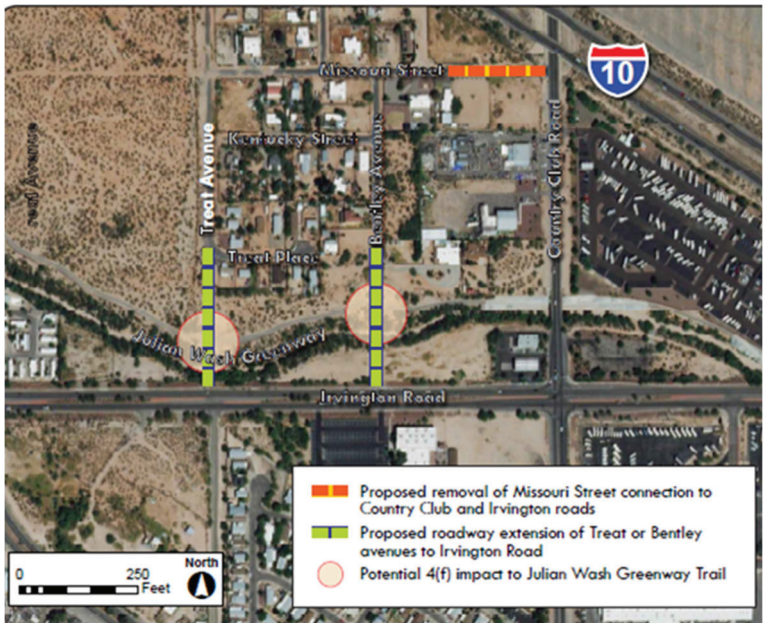
Julian Wash Trail and Greenway/The Loop Trail

Description of Resource

The Julian Wash Trail and Greenway extends more than 12 miles along the Julian Wash from the Santa Cruz River Park to Rita Road. The trails and paved paths accommodate outdoor activities such as cycling, walking, and wildlife viewing. Amenities in addition to the paths include drinking water and restrooms.

Impacts to Resource

A new road across the Julian Wash Greenway/Loop Trail is planned at either Treat or Bentley Avenue to provide access for vehicles from the neighborhood north of Irvington Road, since the proposed improvements would eliminate the current access to Country Club Road. The new crossing would be at-grade and would carry a small volume of traffic. The portion of the road that crosses the trail would result in a permanent incorporation of approximately 50 feet of the trail into a transportation facility; however, the road crossing would not impede the use of the incorporated portion of the trail after construction is complete. Roadway traffic is anticipated to yield to trail users. The addition of the road would enhance access to the trail from the adjacent neighborhood; all features and attributes that qualify it as a Section 4(f) resource would remain. The extent of this use would be minor and would not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).



OFFICIAL WITH JURISDICTION OVER SECTION 4(f) PROPERTY:

1. Identify agency with jurisdiction: Pima County Project Management Office

2. Name and title of contact person at agency: Nancy Cole, Director of Project Management Office

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APPLICABILITY DETERMINATION:

1. Section 4(f) property

   Describe the Section 4(f) property and the use of land from the property (identify amount of the property to be used, including temporary and permanent acquisition):

   Approximately 50 linear feet of The Loop trail will be permanently incorporated into the transportation ROW with the construction of this project. The road crossing would be temporarily closed during construction, but would not impede use of the incorporated portion after construction was completed.

2. The project ***does not*** adversely affect the activities, features, and attributes of the resource that qualify it for protection under Section 4(f). (If this statement cannot be verified as true, *de minimis* does not apply.) ☑ YES

   Describe the effect to the qualities, activities, features, or attributes of the resource that qualify it for protection. Include a description of any avoidance, minimization and mitigation included when making the determination regarding effects to the resource:

   The portion of the road that crosses the trail would result in a permanent incorporation of approximately 50 feet of the trail into a transportation facility; however, the road crossing would not impede the use of the incorporated portion of the trail after construction is complete. Roadway traffic is anticipated to yield to trail users. The addition of the road would enhance access to the trail from the adjacent neighborhood; all features and attributes that qualify it as a Section 4(f) resource would remain. The extent of this use would be minor and would not adversely affect the activities, features, and attributes of the trail.

3. The public was afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the resource. (NOTE: Public input must be received and considered prior to the official with jurisdiction concurring that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.) ☑ YES

   Identify the opportunity(ies) for public comment and any substantive input received:

   The proposed changes to the trail were included in the Draft EA, which was presented to the public at a Public Hearing on November 20, 2019, and was open for public comment from Oct 29 - Dec 12, 2019. The Hearing included visuals of the potential impacts on the Loop Trail to assist with explainations.

   There were no comments collected from the public as a result of this Hearing that related to the anticipated de minimus impact on the Loop Trail. There was one comment collected from the public requesting that ADOT maintain the important cycling connectivity between the various midtown bike routes, including the Julian Wash Trail, and to maintain and enhance the on- and off-street cycling connections.

   We received three comments from the Pima County's Administrator's Office (the County) regarding the Julian Wash Trail.

   1) The County requested that, with the widening of Country Club Road and the resulting widening of the box culvert, the project consider lighting the culvert. The Julian Wash Trail runs through this culvert a few hundred feet from this project location. The widening of the box culvert is a separate impact on the project area and will be coordinated with Pima County in Final Design..
   2) The County requested that the design of the new bridge on I-10 over Drexel Road should

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accommodate the Julian Wash Trail. This portion of The Julian Wash Trail was determined to be owned by the Pima County Regional Flood District and therefore the primary use was not recreational.

3) Provisions should be made to ensure uninterrupted use of the Chuck Huckelberry Loop during implementation of future I-10 construction projects. Coordination with Pima County Natural Resources Parks and Recreation Department and the Flood Control District with regards minimizing construction impacts to The Loop have been identified in the Draft Environmental Assessment (DEA).

4. ADOT has coordinated with the official with jurisdiction over the property regarding ADOT's determination that the project will not adversely affect the property. ☑ YES

5. Have Federal Land Water Conservation Funds [LWCF 6(f) funds] been used in the acquisition of, or for any improvements to, the Section 4(f) property? ☐ YES ☑ NO

   If Yes, the National Park Service been coordinated with and is in agreement with the land conversion or transfer. ☐ YES

   Provide more information regarding the Section 6(f) coordination if appropriate:

Concurrence by official with jurisdiction over the Section 4(f) property that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

Date: 6/3/2020

Name of Official with Jurisdiction: Nancy Cole, Project Management Office
Signature of Official with Jurisdiction

(Optional: other documentation such as letters or meeting minutes may be used in replacement of signing this page)
Check here if other documentation is included in the project file. ☐

SUMMARY AND DETERMINATION:

Based on the scope of the undertaking; the fact that the undertaking does not adversely affect the function/qualities of the Section 4(f) property on a permanent or temporary basis; and with agreement from the official with jurisdiction, the proposed action constitutes a *de minimis* impact as defined in 23 CFR 77417.

DocuSigned by:
Sarah Karasz
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Date: 6/23/2020

Environmental Planner: Sarah Karasz

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Section 4(f) *De Minimis* Impact on Public Parks, Recreational Areas, and Wildlife and/or Waterfowl Refuges Form

DocuSigned by:
Paul O'Brien
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Approved By: Paul O'Brien

Date: 6/23/2020

Approval Authority

- ☐ The environmental review, consultation, and other actions required by Section 4(f) of the Department of Transportation Act are being carried out by ADOT pursuant to 23 U.S.C. **326** and a Memorandum of Understanding(s) executed by FHWA and ADOT on January 3, 2018.
- ☑ The environmental review, consultation, and other actions required by Section 4(f) of the Department of Transportation Act are being carried out by ADOT pursuant to 23 U.S.C. **327** and a Memorandum of Understanding(s) executed by FHWA and ADOT on April 16, 2019.

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Section 4(f) Applicability/Exceptions Form

Project Information	
Project Name: Interstate 10, Junction Interstate 19 to Kolb Road and State Route 210, Golf Links Road to Interstate 10 ADOT Project Number: 010 PM 260 H7825 01L Approval MOU ☐ 23 U.S.C. 326 ☑ 23 U.S.C. 327	Federal-aid Number: 010-E(210)A NEPA Class of Action: Project Administration: ☑ ADOT ☐ LPA

According to Title 23 Code of Federal Regulations (CFR) 774.17, a property afforded protection under Section 4(f) is defined as "publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance."

Section 4(f) requirements stipulate that the USDOT agencies may not approve the use of a Section 4(f) property unless there is no feasible and prudent alternative to the use of that land, and the proposed action includes all possible planning to minimize harm to the property resulting from such use, OR it is determined that the use of the property, including any measures to minimize harm committed to by the applicant, will have a *de minimis* impact on the property.

23 CFR §§ 774.11 and 774.13 identify applicability (exemptions and exceptions) to the requirement for Section 4(f) approval.

Project Description:

(Provide a concise description of the proposed action.)

The Arizona Department of Transportation (ADOT) is planning improvements on Interstate 10 (I-10) and State Route 210 (SR 210). The project area is located on Interstate 10 (I 10) from the Interstate 19 (I-19) Junction at approximately milepost (MP) 260.2 eastbound to east of Kolb Road at approximately MP 271.8; the State Route 210 (SR 210) limits extends from Golf Links Road to a future planned connection with I-10 at Alvernon Way. The project limits fall within the jurisdictions of the City of Tucson, City of South Tucson, unincorporated Pima County, and Davis Monthan Air Force Base (U.S. Department of Defense).

The major project improvements would include:

- Widening I-10 to accommodate additional through lanes and/or collector-distributor roadway (a supplemental facility between the freeway main lanes and the frontage roads)
- Extending SR 210 to I-10 along the Alvernon Way alignment
- Eliminating the Palo Verde Road traffic interchange (TI)
- Adding a new TI at Country Club Road
- Replacing or widening the existing bridges along I-10
- Improving existing TIs and crossroads
- Widening the underpass at Drexel Road to accommodate the Julian Wash Greenway

Identification of Property:

(List the property and provide a description of the property as per Chapter 6 of the Section 4(f) Manual. Include a map, photo(s), etc. as appropriate.)

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Pima County Stadium District

Description of Resource

Kino Sports Complex is a 155-acre recreational resource that has two complexes/areas on the north and south sides of Ajo Way. The south complex includes Tucson Electric Park, a Major/Minor League Baseball stadium. The north complex includes one lighted soccer stadium, two neighborhood parks—Sam Lena Park (two lighted softball fields) and Willie Blake Park (two soccer fields)—and Kino Environmental Restoration Project, which is part of the Chuck Huckelberry Loop Trail and offers a 2.2-mile paved multiuse path.

The Pima County Stadium District is in the process of a 144-acre expansion of the sports complex south of I-10. Phase I is underway and includes facilities for 12 natural grass, sand-based multi-use fields, 20 pickleball courts, and related infrastructure, including concessions, lockers, and an area for players and vendors. Phase 2 expansion plans would begin around 2025 to include additional soccer fields, a stadium, and commercial facilities.

Impacts to Resource

To connect the existing complex north of I-10 to the expansion, an underpass has been incorporated into the proposed I-10 improvements and would be constructed as part of this project. The planning for I-10 and the sports complex expansion has been well coordinated between ADOT and the Pima County Stadium District. The two major coordination elements were the vehicular underpass and a new intersection on Kino Parkway that will access the sports complex. Through this joint planning effort, the current Phase 1 and planned Phase 2 sports complex expansions are designed to accommodate I-10 widening, and the I-10 improvements would benefit and serve the expansion.

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Official With Jurisdiction (OWJ) Over Property (if required):

1. Identify agency with jurisdiction: Pima County Stadium District

2. Name and title of contact person at agency: Reenie Ochoa, Director of Pima County Stadium District

Determination of Applicability:

Indicate which of the following apply (more than one may be applicable, indicate all that apply):
Provide additional information regarding each checked item.

23 CFR 774.11 - Applicability

☐ 1. **Non-Section 4(f) Multi-use lands**: The project involves a multiple-use facility (state, federal, National Forest, large municipal-owned land, etc.) but does not impact an area that is managed for/functions specifically as a Section 4(f) property. *Requires OWJ concurrence.* No Applicability under 23 CFR 774.11(d)

☑ 2. **Reserved Transportation ROW or Joint Planning**: The project involves a property that is formally reserved for a future transportation facility before or at the same time a park, recreation area, or wildlife and waterfowl refuge is established, and concurrent or joint planning or development of the transportation facility and the Section 4(f) resource occurs. *Requires document of record.* No Applicability under 23 CFR 774.11(h) or (i)

The Project Manager for the Pima County Sports Complex Expansion received a copy of the 0.6 acres that would need to be acquired for the design improvement on 3/1/2018.

Pima County released a Memorandum for Public comment 2/5/2019 describing the anticipated right-of-way takes for the Kino South commercial property improvements for the Kino Sports Complex Expansion (see attached for Memo). This document includes the details of the new Kino TI design for the H7825 Project.

23 CFR 774.13 - Exceptions

☐ 1. **Historic Transportation Facilities**: The project involves; common post-1945 concrete or steel bridges and culverts that are exempt from individual review under 54 U.S.C. 306108; improvement of railroad or rail transit lines that are in use or were historically used for the transportation of goods or passengers, including, but not limited to, maintenance, preservation, rehabilitation, operation, modernization, reconstruction, and replacement of railroad or rail transit line elements, except for certain bridges and stations; the maintenance, preservation, rehabilitation, operation, modernization, reconstruction, or replacement of historic transportation facilities that are on or eligible for the *National Register* and would not adversely affect the historic qualities of the facility that caused it to be on or eligible for listing and the official(s) with jurisdiction over the Section 4(f) resource have not objected to the Section 106 determination. (23 CFR 774.13(a))

☐ 2. **Archaeological Sites**: The project involves an archeological resource that is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken and where the Administration decides, with agreement of the official(s) with jurisdiction, not to recover the resource; and the official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected to the Administration finding in regard to the resource, data recovery and preservation in place. (23 CFR 774.13(b)) **Note**: Exception applied only when

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there is an adverse effect under Section 106

☐ 3. **Trails**: The project involves certain trails, paths, bikeways, and sidewalks where (1) the trail-related project is funded under the Recreational Trails Program (23 U.S.C. 206(h)(2); (2) the trail is a national historic trail designated under the National Trails System Act (with the exception of segments that are historic sites) (16 U.S.C. 1241-1251); (3) the trail/path/bikeway/sidewalk occupies a transportation facility right-of-way and can be maintained somewhere within that right-of-way; or (4) the trail/path/bikeway/sidewalk is part of the local transportation system and functions primarily for transportation. (23 CFR 774.13(f))

☐ 4. **Enhancements**: The project involves transportation enhancement activities, transportation alternatives projects, or mitigation activities, where the use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection. (23 CFR 774.13(g))

☐ 5. **Temporary Occupancy**: Temporary occupancy of land that is so minimal as to not constitute a use within the meaning of Section 4(f). Requires OWJ concurrence. (23 CFR 774.13(d))

Description of the Temporary Use:

(Describe the temporary occupancy including size, location, activity, duration, etc. including temporary construction easements (TCEs) as per Chapter 6 of the *Section 4(f) Manual.*)

Applicability Criteria for Temporary Occupancy:

Based on adequate documentation, including mapping, verify that all of the following are true. (If any of the items below are not true, the project would result in an actual use, and this form cannot be used.) The OWJ must concur with the following for the project:

- ☐ Involves no permanent right-of-way acquisition or other change in ownership, and does not result in the retention of long-term or indefinite interests in the land for transportation purposes.
- ☐ Is of temporary duration; i.e. less than the time needed for construction of the project.
- ☐ Does not result in any permanent adverse physical impacts or interfere with the protected activities, features, or attributes which are important to the purposes or functions that qualify the property for protection under Section 4(f) on a temporary or permanent basis.
- ☐ Is minor in that the nature and magnitude of the changes to the Section 4(f) property will be minimal.
- ☐ Allows for full restoration of the Section 4(f) property to a condition at least as good as that which existed prior to the project.

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Concurrence by official with jurisdiction over the Section 4(f) property (if required):

Reenie Ochoa 2/25/2020

Date: Click here to enter a date.

Name of Official with Jurisdiction: Reenie Ochoa
Signature of Official with Jurisdiction

(Optional: other documentation such as letters, emails or meeting minutes may be used in replacement of signing this page) Check here if other documentation is included in the project file. ☐

Approval of Section 4(f) Applicability or Exceptions:

DocuSigned by:
Sarah Karasz
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2/28/2020

Date: Click here to enter a date.

Environmental Planner : Sarah Karasz

DocuSigned by:
Paul O'Brien
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3/2/2020

Date: Click here to enter a date.

Approved By: Paul O'Brien, PE

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ARIZONA DEPARTMENT OF TRANSPORTATION
205 S. 17th Avenue, Mail Drop 605E
Phoenix, AZ 85007

COORDINATION MEETING NOTES

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

Project No. 010 PM 260 H7825 01L

May 16, 2017

TO: **Meeting Attendees**
Nanette Slusser, Assistant County Administrator, Pima County
Nancy Cole, Program Manager, Public Works Project Management Office, Pima County
Robert Young, Transportation System Division Manager, Pima County
Rod Lane, District Engineer, ADOT Southcentral District
Rudy Perez, ADOT Major Projects Group
Brad Olbert, Jacobs Project Manager
Judah Cain, Jacobs
Cassondra Smith, Jacobs

FROM:
Brad Olbert, Jacobs Project Manager

SUBJECT:
COORDINATON MEETING NOTES
I-10, I-19 to Kolb Road & SR 210, Golf Links to I-10
Project No. 010 PM 260 H7825 01L
PHASE II (I-10/SR 210) Design Concept Report and Environmental Assessment

INTRODUCTION

This coordination meeting was held at 1:00 PM May 16, 2017 at the Pima County Administration Conference Room located at130 W. Congress, 10th Floor, 85701, Tucson. The purpose of the meeting was to discuss the impact of the proposed I-10 roadway widening improvements and Kino Pkwy traffic interchange reconfiguration on key Pima County economic development initiatives in the area and identify potential solutions if needed.

SUMMARY

Nanette Slusser, Pima County, led the discussion. Pima County owns lands east of Kino Pkwy in the vicinity of the I-10 corridor, Kino Stadium District, Kino Environmental Restoration Project (KERP), and Banner-University Medical Center South Campus are major activity centers located on the north side of the interstate. The County is currently in the process of finalizing initial concept plans for a public private partnership to develop a sports complex on 170 acres south of I-10 between Kino Pkwy and Country Club Rd. The development will also include three hotels, restaurants, and several retail shops.

Pima County was interested in the estimated timing of widening improvements along I-10 and re-construction of the Kino Pkwy traffic interchange. The County has identified two potential crossings that would provide

connectivity between the existing facilities on the north side of I-10 and the future developments on the south side; Tucson Diversion Channel crosses under I-10 roughly 1,400 feet east of Kino Pkwy while the second crossing would be located approximately 4,100 feet east of Kino Pkwy. Similar to the west side of the Tucson Diversion channel, the east side of the channel would be depressed to allow for a pathway for maintenance carts, pedestrians, and bicyclists. The second crossing would consist of a two box cell structure approximately 14 feet high and 20 feet wide, to accommodate cars and small trucks. In addition, if the median on I-10 is closed in would it be possible to add a skylight in the center creating a gap using the median barrier for both crossings?

The County also noted that the eastbound on-ramp at the reconfigured Kino Pkwy traffic interchange in the Alternative I schematics would encroach on the parking lot of one of the proposed hotels (260 rooms, 7 stories).

Brad Olbert, Jacobs Project Manager, gave a brief overview of the project schedule and the project development phases (Design Concept Report, Programming, Design, and Construction). The DCR would establish a preliminary implementation plan for the corridor and interchange improvements; currently it is too early to identify the prioritization of the projects. In future alternative design schematics prepared for the I-10/SR 210 DCR and EA the Jacobs team will show work to be done by others for the two sports complex crossings. Regarding the loss of the acres at the parking lot site of the proposed hotel due to the eastbound on ramp, a potential land swap could be made with some of the excess right-of-way in that quadrant of the interchange.

The meeting adjourned around 2:00 AM.

ACTION ITEM LIST

- Jacobs Team will notify Pima County of Public Information Meetings and Progress Meetings.
- Jacobs will look into adjusting the I-10 typical section to include a median skylight at each of the two crossings
- Nancy Cole, Pima County, is leading the coordinating efforts on the property and is the contact for the sports complex project.

Signed: Brad Olbert
Brad Olbert, PE, Project Manager

ARIZONA DEPARTMENT OF TRANSPORTATION
205 S. 17th Avenue, Mail Drop 605E
Phoenix, AZ 85007

MEETING NOTES

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

Project No. 010 PM 260 H7825 01L

December 12, 2018

TO: **Meeting Attendees**

Tazeen Dewan, ADOT Major Projects Group, Project Manager**
Carlos Lopez, ADOT Major Projects Group, Manager**
Rod Lane, ADOT Southcentral District, District Engineer
Doug Moseke, ADOT Southcentral District, Asst. District Engineer
Jerimiah Moerke, ADOT Community Relations
John Moffatt, Pima County Director, Office of Economic Development
Carmine DeBonis, Pima County Deputy County Administrator – Public Works
Yves Khawam, Pima County Chief Deputy Transportation Director
Ana Olivares, Pima County Director of Transportation
Jim Cunningham, Pima County Deputy Director of Transportation
Kathryn Skinner, Pima County Capital Project Design Manager
Jonathan Crowe, Pima County Project Planner & Manager
Brad Olbert, Jacobs Project Manager

** Attended via teleconference

FROM:

Brad Olbert, Jacobs Project Manager

SUBJECT:

COORDINATION MEETING NOTES
I-10, I-19 to Kolb Road & SR 210, Golf Links to I-10
Project No. 010 PM 260 H7825 01L
PHASE II (I-10/SR 210) Design Concept Report and Environmental Assessment

INTRODUCTION

The project meeting started at 11:00 AM December 12, 2018 at the Pima County Public Works Conference Room. Teleconferencing was available for offsite attendees. The meeting adjourned at 1:30 PM.

The meeting was held to answer county questions regarding the two system alternatives for the I-10/SR 210 project.

SUMMARY

Jonathan Crowe, PCDOT, opened the meeting at 11:00 AM. Self-introductions were provided by all other attendees. Jonathan presented a short safety moment related to building exits.

Several Pima County administrative and transportation staff members attended the I-10/SR 210 public information meetings. Pima County requested a meeting to receive feedback related to new developments coming to the Tucson area (Kino Sports complex and the Amazon development at the Port of Tucson) and to have some discussion on construction implementation and the Sonoran Corridor.

The expansion to the Kino Sports Park was reviewed. The County was concerned about access to their new facility. Grading is currently underway for multiple soccer fields and a stadium to attract professional tournaments. The facility is being designed at the highest level to include a hotel, waterpark and multiple retail/restaurant establishments. Mr. Olbert provided copies on the Kino Boulevard TI access control concept that illustrated signalized access to the main entrance to the facility. The access is acceptable based on the current ADOT Roadway Design Guidelines (RDG). The county would like additional access to the hotel facility that is located nearer to the Kino Parkway TI. Rod Lane with ADOT said that additional right-in/right-out access to the hotel should not be an issue with the current guidelines. ADOT and Jacobs met with Pima County Administration on the sports park a couple of times to ensure coordination. Mr. Olbert provided a copy of the access control RDG guidelines to the County.

The County asked about the timing of interchange projects. Rod Lane said first the DCR and EA need to be approved by FHWA which should occur late next summer. Unfortunately this will come after the next 5-year construction program is finalized. Because the I-10/SR 210 project will cost over a billion dollars it will be broken down into smaller projects for construction. Rod said he has place holders for the design of two of the traffic interchanges, Kino Blvd and Country Club. One of the items that Jacobs will include in the Initial DCR is a recommended implementation plan for the I-10/SR 210 project. This plan needs to be reviewed by PAG to decide on the order of the projects to be constructed. Mr. Olbert produced a map that illustrated the proposed sequence and said the draft of the implementation plan is available on Jacob's team website for review.

Mr. DeBonis asked if the I-10 traffic model used for the project included the Sonoran Corridor (SR 410). Mr. Olbert replied yes. The modeling in the RTA regional traffic model used for the project included a parkway that closely aligned with the current alignments proposed for SR 410. It was not labeled the Sonoran Corridor but it was very similar. The difference being the parkway alignment has a slightly lower operating speed than the interstate standards that SR 410 is planned to operate at. The parkway facility shown in our traffic model would move slightly fewer vehicles than an interstate facility. It was Jacobs understanding that SR 410 will initially be phased in, first as a two-lane facility when the I-10/SR 210 project is being completed and then later as an interstate facility as traffic increases. Carlos Lopez confirmed that the SR 410 traffic model has the completed I-10/SR 210 project as being part of the no-build network when analyzing the projected traffic flows for SR 410.

Mr. Moffatt said Amazon is constructing a major distribution center at the Port of Tucson. Amazon will hire 1,500 employees and the site structure will have 60+ loading docks for tractor-trailers. Hundreds of trucks and employees will be using I-10 Kolb Road TI. Will the proposed traffic interchange at Kolb Road be able to handle the traffic load? Mr. Olbert responded that the proposed future Kolb Road TI is a diverging diamond and will be able to handle the load. This type of interchange simplifies the turning movements so that most of the turning movements are free flowing and not restricted by signal phasing. The two traffic signals have only

two phases which maximizes the time for the through movements. There should be few backups with the signals if timing with the two signals is fully actuated. Jacobs took the county's earlier comments and adjusted the turn lane configurations to accommodate heavy truck movement. In the future, when the road segment is in final design the TI's should be reviewed by the design consultant to determine if adjustments are needed. Because the whole project will need to be constructed in smaller segments it could take ten or more years before some sections are constructed. Since more developments like Amazon will happen, it will be important for final design consultants to validate our proposed TI concepts. Jacobs will review our traffic model parameters and review the current PAG traffic model to see if adjustments for the Amazon development were included. Jacobs will review our current design and verify the TI capacity to handle the traffic.

Mr. Olbert said there are two basic traffic capacity needs related to the I-10/SR 210 concepts. First, is there enough capacity on the mainline to handle the future traffic volumes and second, is there enough capacity at the TIs to get on and off the freeways. When Jacobs originally analyzed the I-10/SR 210 alternatives it was for a 2040 design year metro Tucson population of 2.0 million persons. After the economic downturn Jacobs reanalyzed the I-10/SR 210 alternatives for a 2040 design year metro Tucson population of 1.4 million persons. The concepts were then revised to fit the lower population figure. For the mainline we reduced the number of through lanes by one in each direction from Kino Parkway to Kolb Road. However, we retained the footprint identified for the 2.0 million person design. The additional through lane was stripped out and an inexpensive AC cap was placed instead of placing the PCCP pavement. Mr. Olbert handed out copies of two typical sections for I-10 to illustrate the point. This will allow the mainline capacity to be expanded in the future inexpensively when it is needed. The TIs are similar, with the number of ramp lanes adjusted down to reflect the lower population number. The operational levels of service for I-10, SR 210 and the interchanges are very good and the future levels of service will continue to be very good with minor construction adjustments. Figures illustrating the 2040 levels-of-service for the No Build Alternative, System Alternative I and System Alternative IV are attached.

Mr. Olbert also handed out an updated response to the Pima County March 20th, 2017 letter incorporating updated traffic information and location information on the two connector ramps for Alternative IV, see attachment.

ACTION ITEM LIST

Jacobs will review our traffic model parameters and review the current PAG traffic model to see if adjustments for the Amazon development were included. Jacobs will review our current design and verify the TI capacity to handle the traffic.

Signed: Brad Olbert
Brad Olbert, PE, Project Manager

Attachments

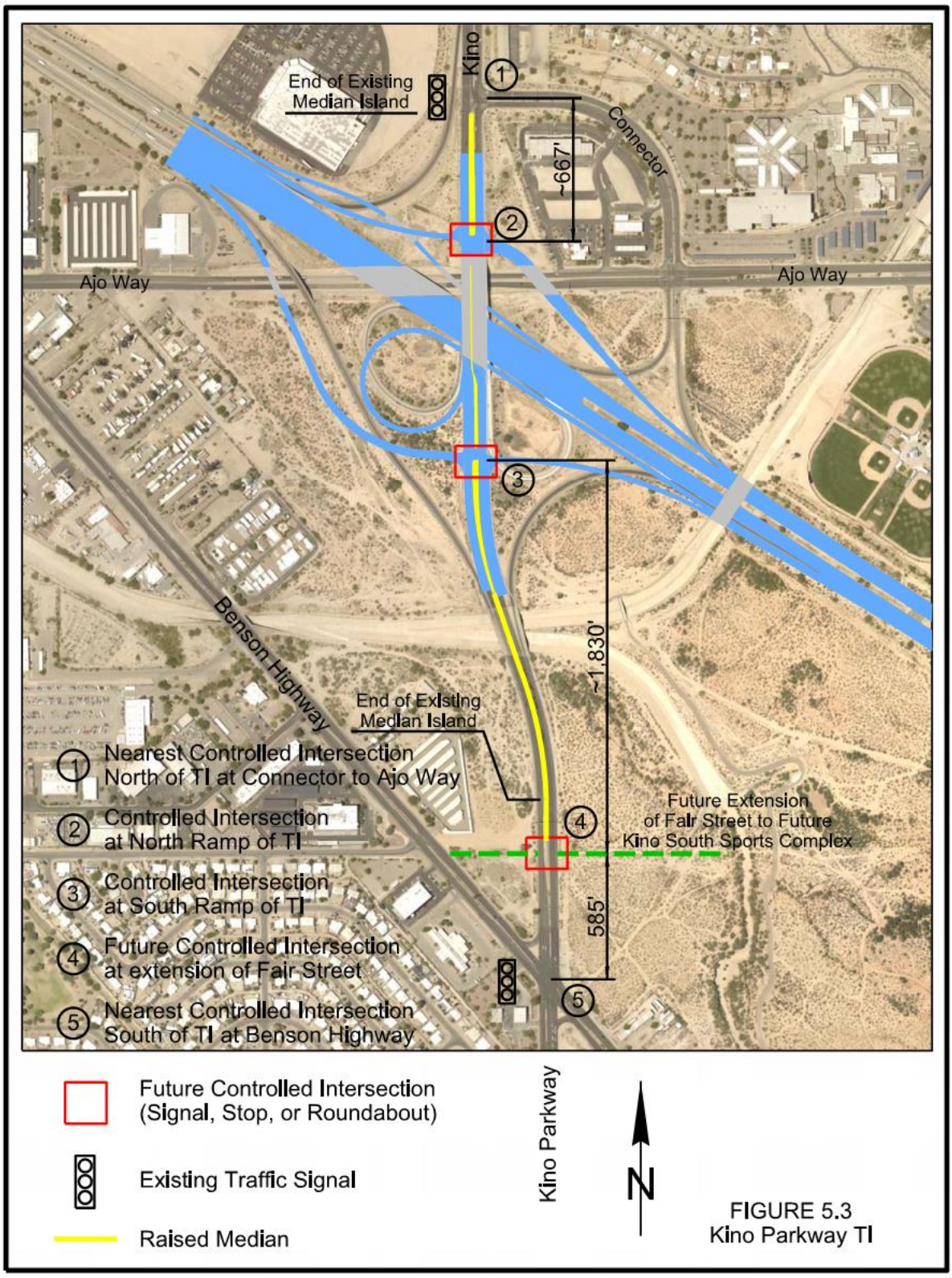


FIGURE 5.3
Kino Parkway TI

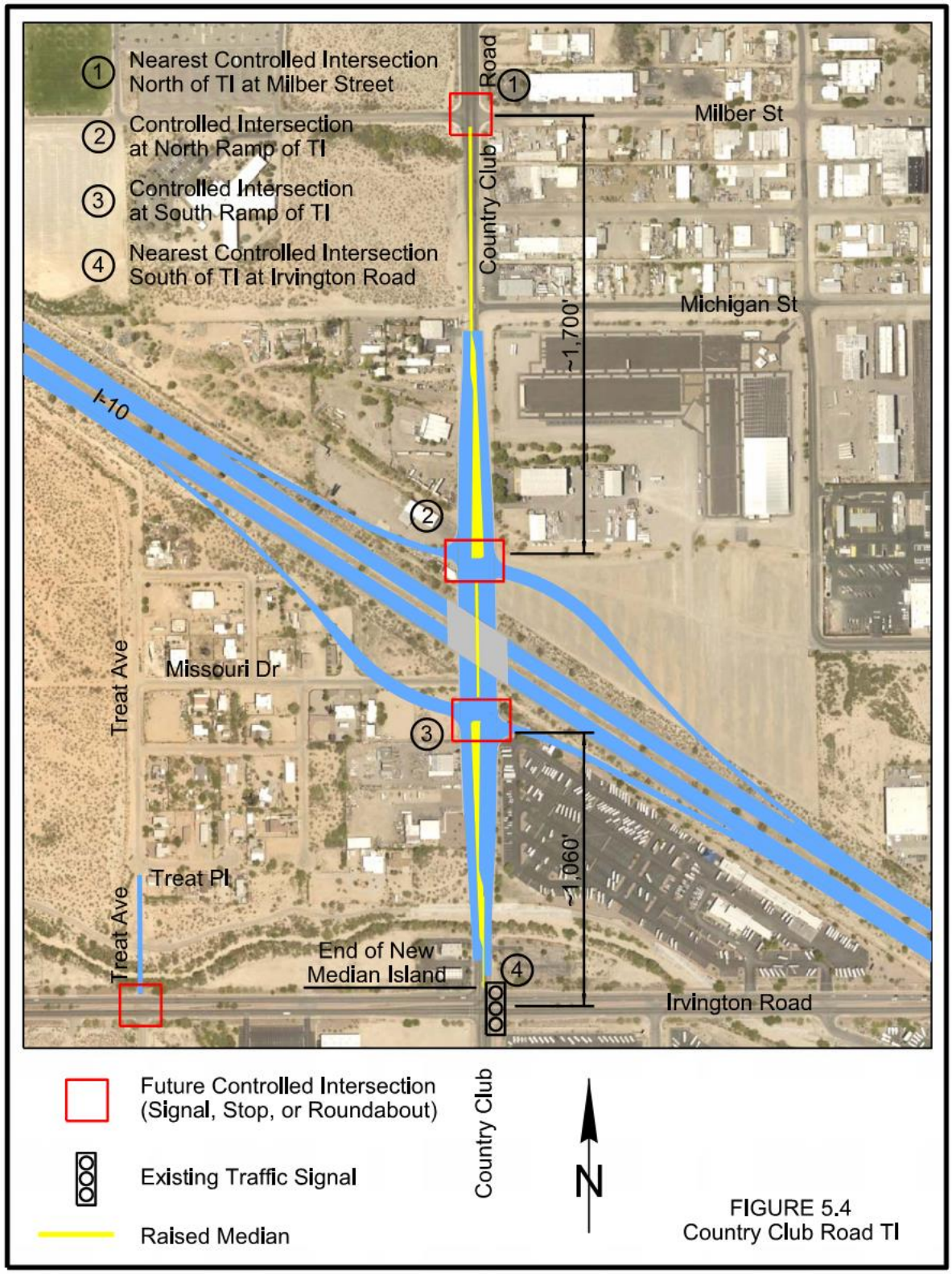


FIGURE 5.4
Country Club Road TI

506 - Access Control

Adequate access control is essential to the safe and efficient operation of traffic interchanges. Access control limits should be as long as practicable to help minimize queue spillback, stop-and-go travel, heavy weaving volumes, and poor signal progression. The access-control line for a fully access-controlled freeway will be broken at its intersection with the crossroad at an interchange. **Full access control shall extend along the crossroad a minimum of 660 ft beyond the end of exit ramp radius returns. From entrance ramps, full access control shall extend along the crossroad a minimum of 330 ft beyond the radius return. Between 330 ft and 660 ft from the entrance ramp returns, access along the crossroad shall be limited to right-in / right-out only.** The nearest signalized intersection should be located at least 2640 ft from any ramp intersection unless existing conditions dictate otherwise, or unless an operational analysis can justify a closer proximity. (See Figure 506A.)

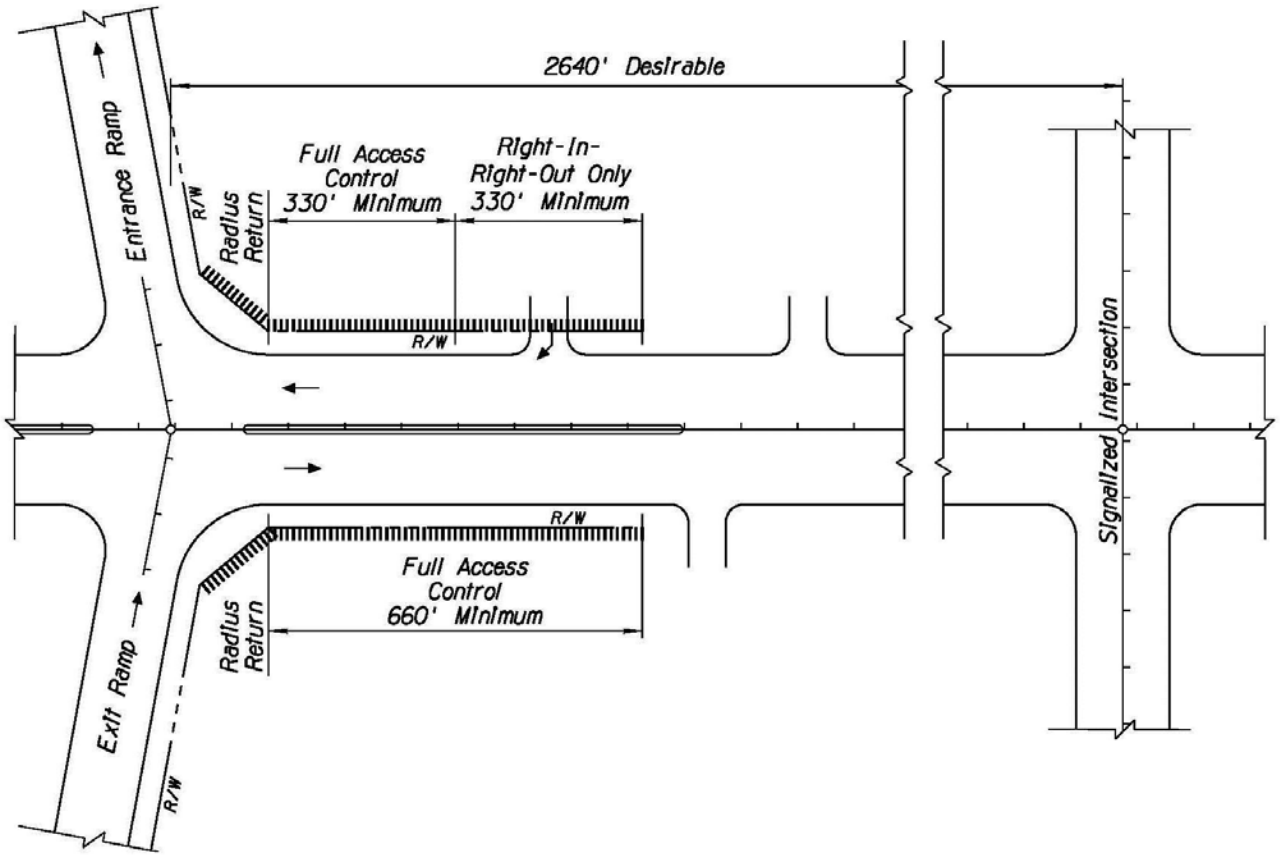
In urban areas with existing development, it may sometimes be difficult to obtain minimum access control distance along the crossroad. Right-of-way acquisition for the access control must be considered and evaluated based upon land ownership and existing access. The designer should work closely with the Right-of-Way Group to determine the practicality of obtaining the minimum access control. If the minimum is not practical to obtain, as much distance as practical should be obtained, however, an absolute minimum of 100 ft should be obtained and any access provided within the remaining distance to 660 ft should be accessed only by right-in / right-out traffic.

When frontage roads join the ramps at an interchange with a crossroad, the access control shall be broken across the frontage road from the back of the ramp paved gore to the outside of the frontage road. The control of access shall continue along the outside of combined ramp and frontage road to the intersection with the crossroad and extend along the crossroad as described above. (See Figure 506B.)

Pre-existing access to a frontage road from abutting property may remain except within 100 ft of the intersection curb (or pavement) return or within 100 ft of a point opposite the ramp/frontage road gore nose when not feasible to obtain access rights. The impacts of retaining pre-existing property access to a frontage road in the turning lanes at an intersection should be carefully studied in conjunction with the Traffic Engineering Group and the Right-of-Way Group. The acquisition of access rights may be required in some cases.

Access control lines are shown on the roadway plans.

Access control dimensions and actual location are shown on the right-of-way plans.



LEGEND
Access Control, Typical

ACCESS CONTROL AT RAMP / CROSSROAD

FIGURE 506A

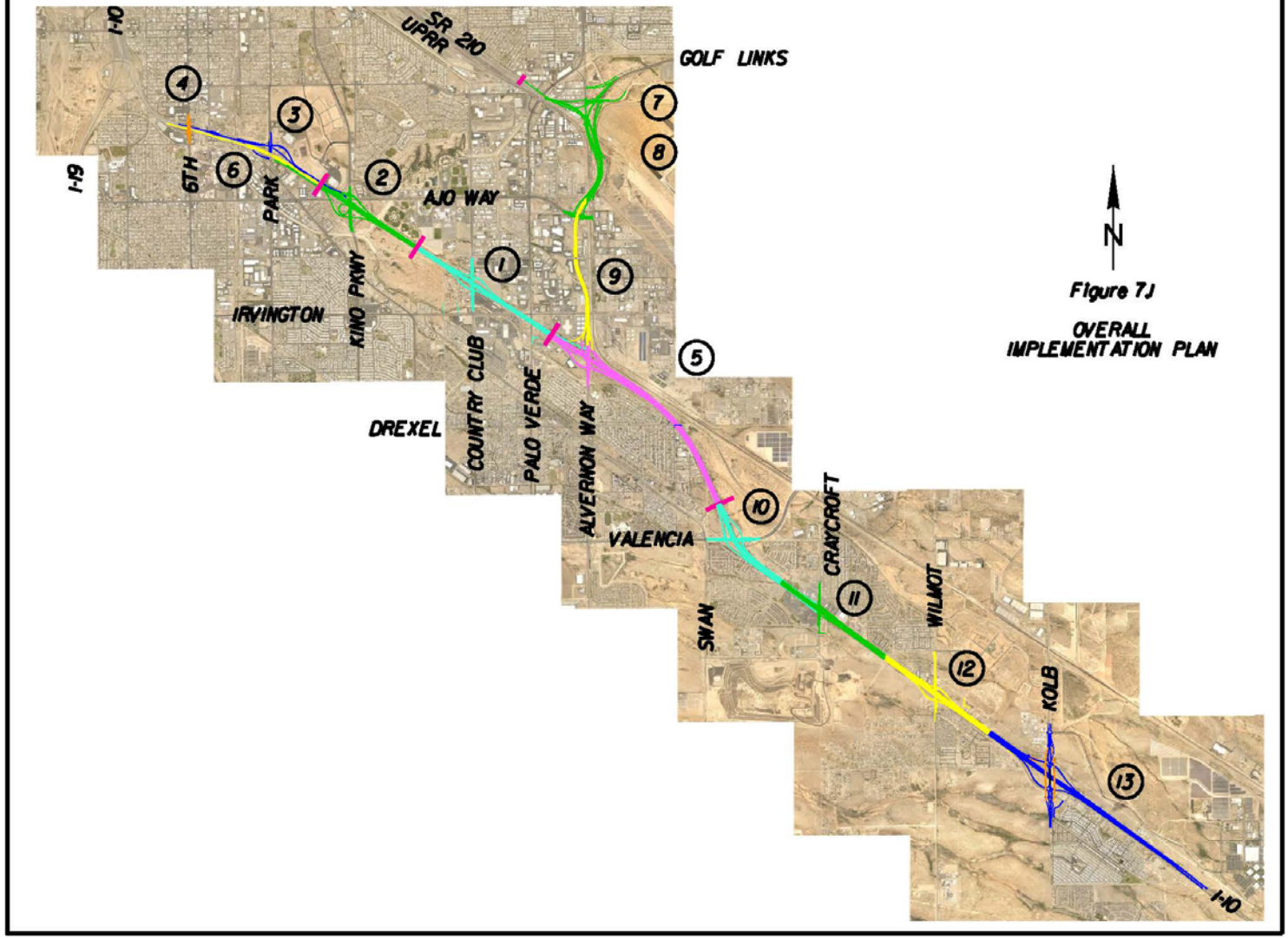
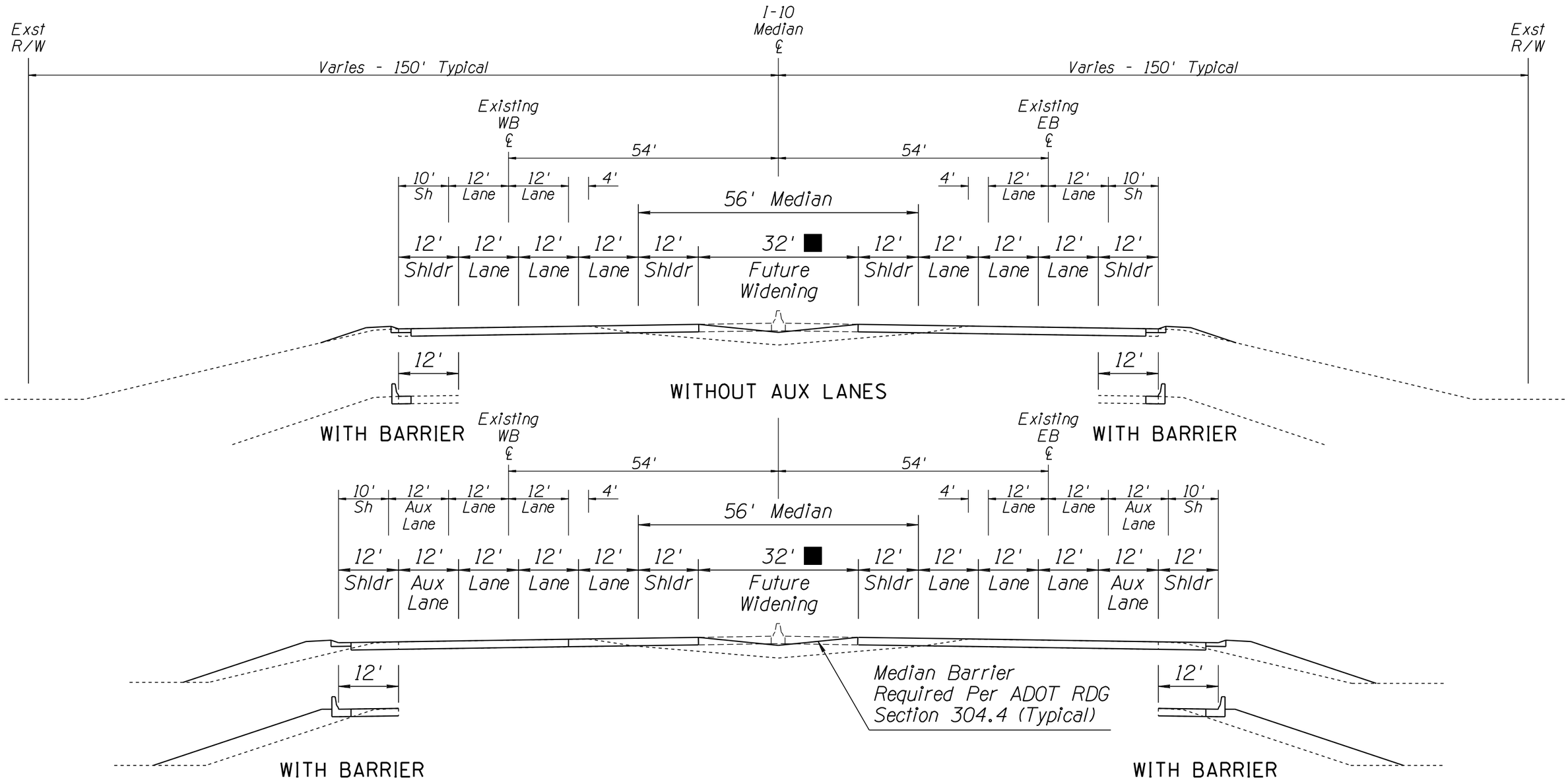


Figure 7J

OVERALL IMPLEMENTATION PLAN

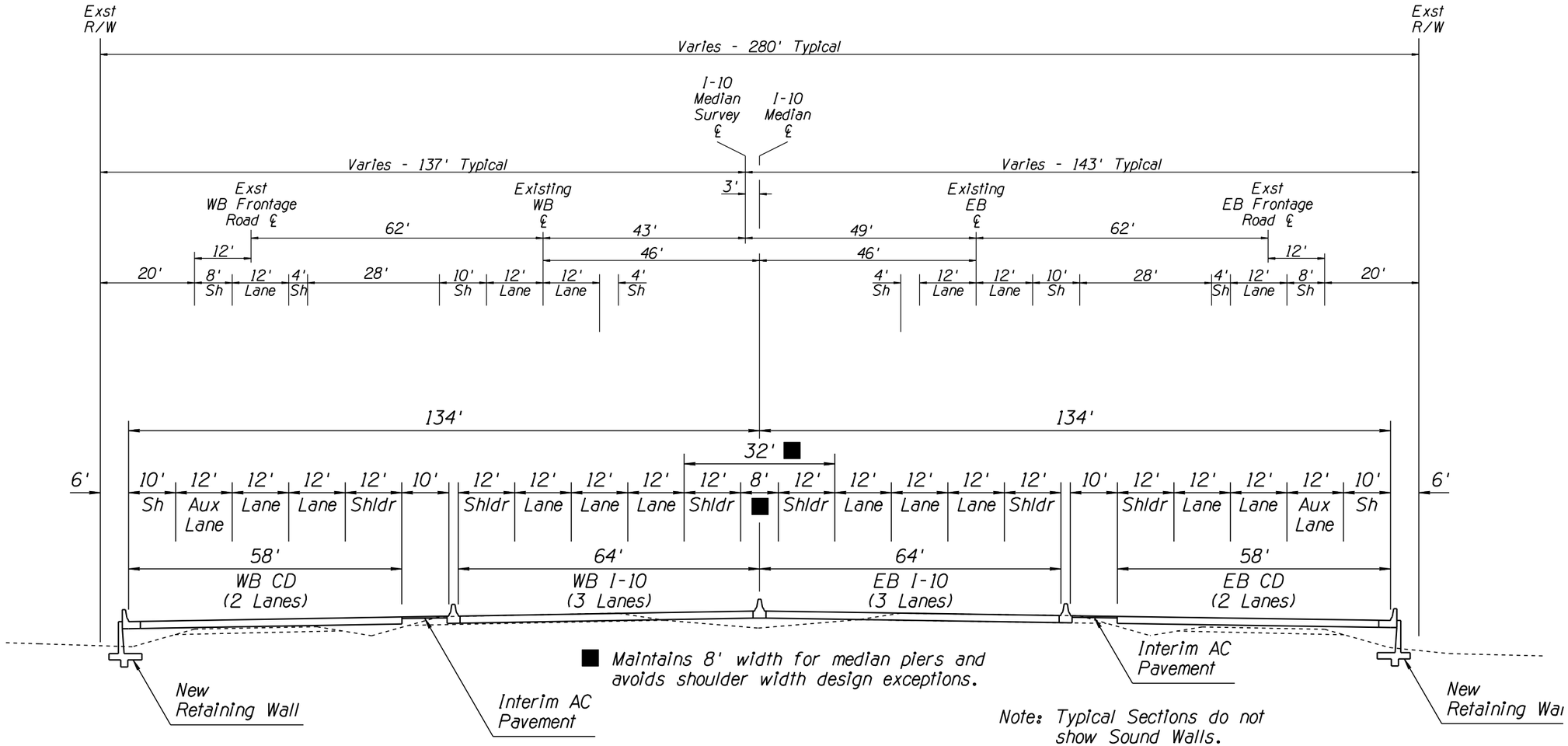


■ *Maintains 8' width between shoulders (at barrier) to provide space for median bridge piers to avoid shoulder width design exceptions.*

I-10
TYPICAL SECTION
KINO PARKWAY TO ALVERNON WAY

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

TYPICAL SECTION – SYSTEM ALTERNATIVE I
KINO PARKWAY TO ALVERNON WAY

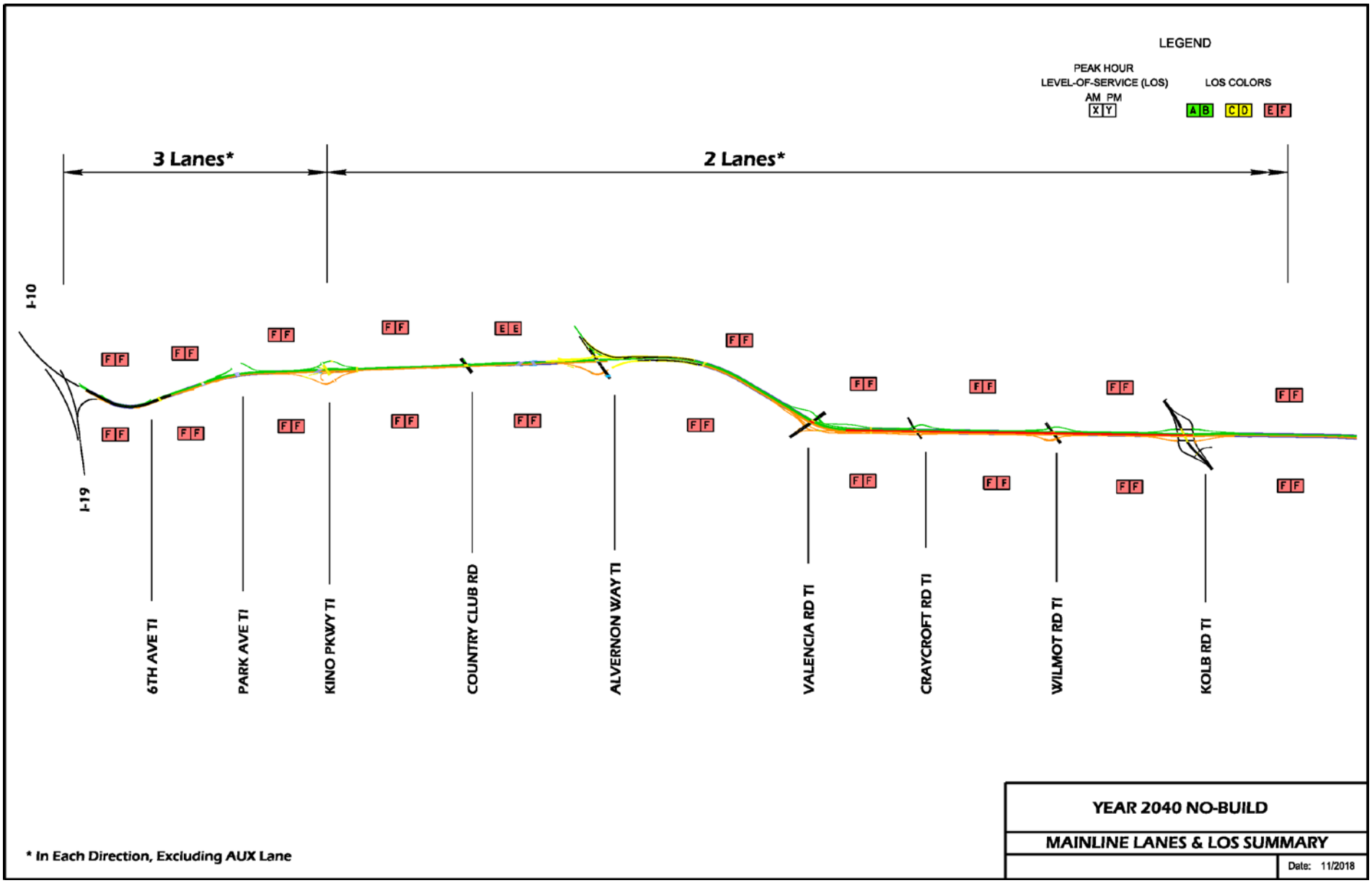


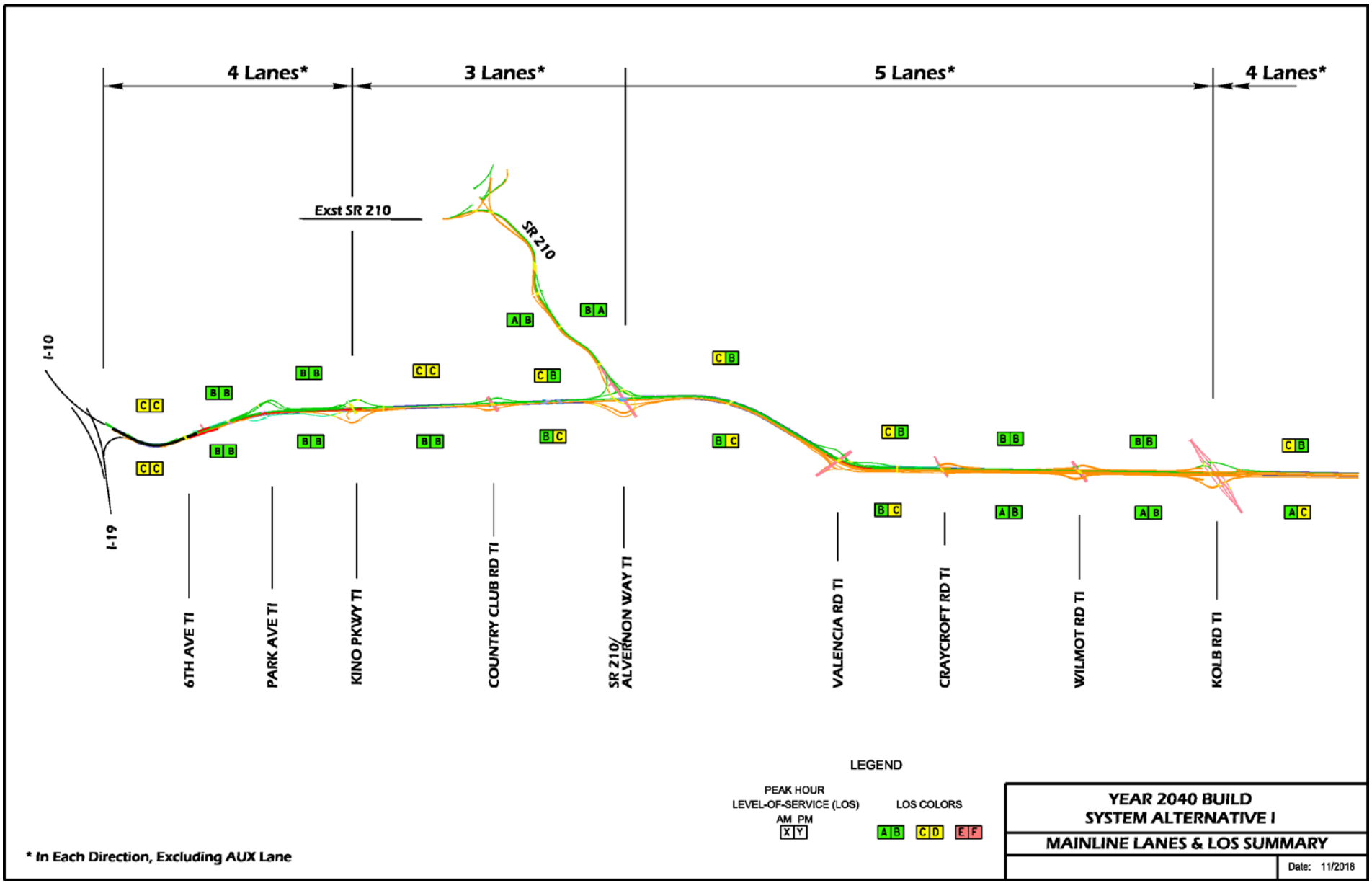
I-10
TYPICAL SECTION
CRAYCROFT TO KOLB

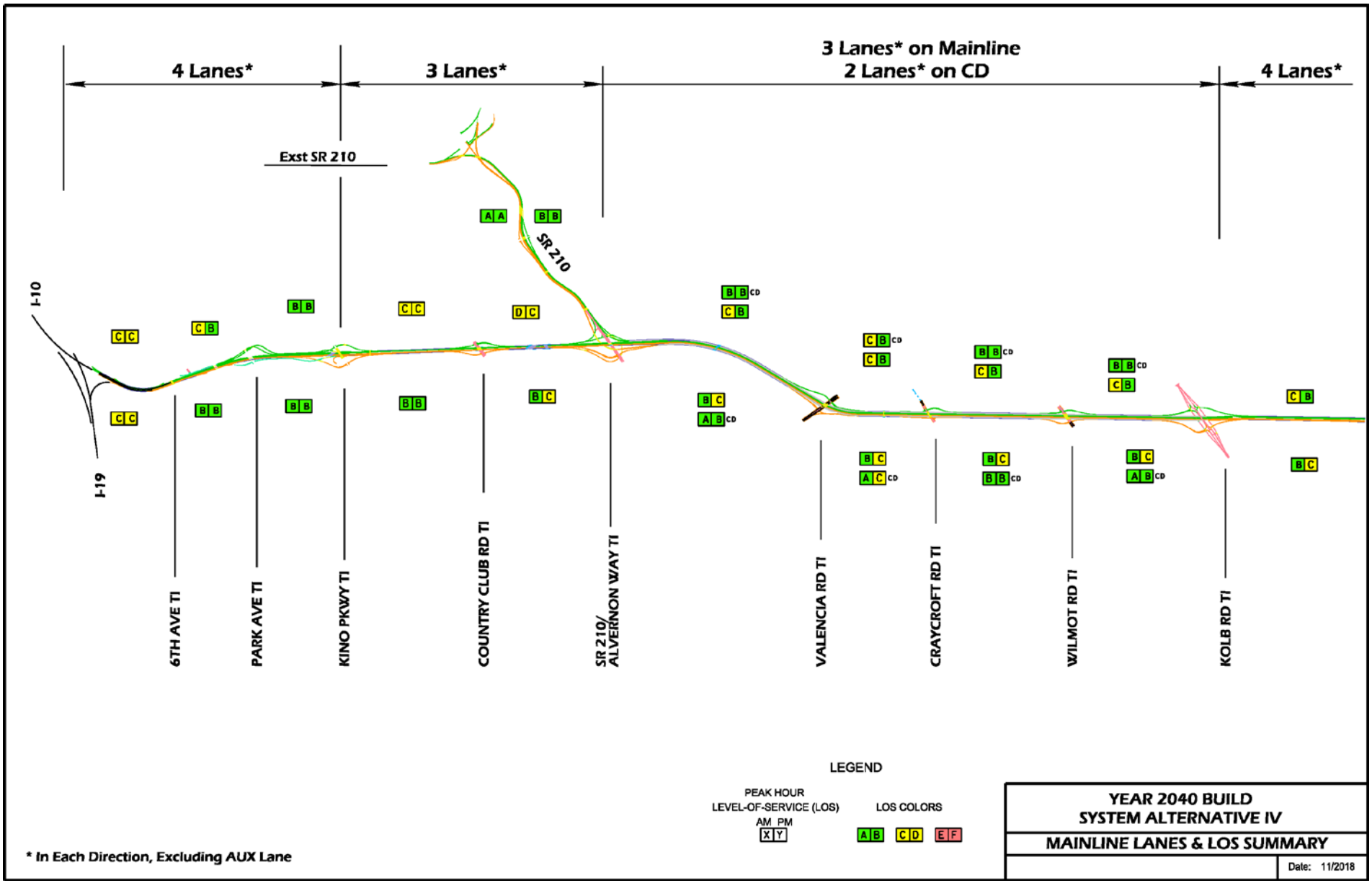
ADOT JACOBS FHWA RTA Regional Transportation Authority

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

TYPICAL SECTION – SYSTEM ALTERNATIVE IV
CRAYCROFT ROAD TO KOLB ROAD


LEGEND
PEAK HOUR
LEVEL-OF-SERVICE (LOS)
AM PM
X Y
LOS COLORS
A B C D E F
3 Lanes*
2 Lanes*
I-10
I-19
6TH AVE TI
PARK AVE TI
KINO PKWY TI
COUNTRY CLUB RD
ALVERNON WAY TI
VALENCIA RD TI
CRAYCROFT RD TI
WILMOT RD TI
KOLB RD TI
* In Each Direction, Excluding AUX Lane
YEAR 2040 NO-BUILD
MAINLINE LANES & LOS SUMMARY
Date: 11/2018


4 Lanes*
3 Lanes*
5 Lanes*
4 Lanes*
Exst SR 210
SR 210
I-10
I-19
6TH AVE TI
PARK AVE TI
KINO PKWY TI
COUNTRY CLUB RD TI
SR 210/ ALVERNON WAY TI
VALENCIA RD TI
CRAYCROFT RD TI
WILMOT RD TI
KOLB RD TI
LEGEND
PEAK HOUR LEVEL-OF-SERVICE (LOS)
AM PM
X Y
LOS COLORS
A B
C D
E F
* In Each Direction, Excluding AUX Lane
YEAR 2040 BUILD
SYSTEM ALTERNATIVE I
MAINLINE LANES & LOS SUMMARY
Date: 11/2018


4 Lanes*
3 Lanes*
3 Lanes* on Mainline
2 Lanes* on CD
4 Lanes*
Exst SR 210
SR 210
I-10
I-19
6TH AVE TI
PARK AVE TI
KINO PKWY TI
COUNTRY CLUB RD TI
SR 210/
ALVERNON WAY TI
VALENCIA RD TI
CRAYCROFT RD TI
WILMOT RD TI
KOLB RD TI
LEGEND
PEAK HOUR
LEVEL-OF-SERVICE (LOS)
AM PM
X Y
LOS COLORS
A B C D E F
* In Each Direction, Excluding AUX Lane
YEAR 2040 BUILD
SYSTEM ALTERNATIVE IV
MAINLINE LANES & LOS SUMMARY
Date: 11/2018

I-10 DCR (I-19 to Kolb Rd and SR 210)
Updated Response to Pima County March 20th, 2017 Comment Letter
December 10, 2018

General
Pursuant to the recent Public Meeting in Tucson, Pima County has sent a letter with several initial comments on the proposed design that will be incorporated in the DCR and EA. Their comments and our responses are detailed below.

Comment #1
Pima County supports the build alternative for State Route (SR) 210. The proposed improvement will provide a much needed transportation facility in the south central portion of Tucson and significantly improve transportation service in the region.

Response
Thank you for your support of the extension of SR 210 to Interstate 10.

Comment #2
Pima County does not currently have a preference regarding the proposed Interstate 10 alternatives. The proposed collector-distributor configuration in System Alternative IV is a concept new to the region that requires full vetting to identify and address associated concerns.

Response
We agree that the process of alternative selection includes vetting all of the aspects and concerns for both alternatives.

Comment #3
The System Alternative IV collector-distributor configuration requires vehicles transitioning from Interstate 10 to SR 210 to exit the westbound mainline onto the collector-distributor system east of Kolb Road. This transition requires vehicles destined for SR 210 to travel the collector-distributor system over five miles past Wilmot Road, Craycroft Road and Valencia Road. Vehicles that miss this transition point will need to continue traveling west on the mainline past SR 210, exit at the Country Club Road interchange and loop back onto the eastbound mainline or auxiliary lane to connect to the SR 210 ramp, which seems ineffective and confusing. Additionally, it is unknown whether the proposed collector-distributor system is a more cost-effective option to adding additional mainline lanes with an exit at the SR 210 interchange similar to Alternative I.

Response
Freeway signage will be an important element to direct approaching traffic either onto the express lanes or onto the collector-distributor (CD) lanes. There will be an occasional driver that unfortunately misses the transition point and will travel a few miles out of their way. That occasional inefficiency will be made up by providing users of the express lanes with a much smoother commute to destinations on the other side of Tucson or beyond.

Interstate 10 is a regionally significant facility; carrying heavy volumes of trucks and cars that stay on Interstate 10. Because it cuts across the local street grid at an angle, Interstate 10 is also a locally significant facility; projecting to carry heavy volumes of commuter traffic headed to/from SR 210 and downtown Tucson by the 2040 design year.

System Alternative I provides multiple lanes on Interstate 10; enough in each direction to accommodate the design year projected traffic volumes. However, all of the regional and local traffic are mixed together. The outer lanes are impacted by weaving of traffic coming from or going to interchange ramps. Since semi-trucks, including regional traffic, typically travel in the right lanes, their travel speed and efficiency are adversely impacted by the weaving with the local traffic. System Alternative IV was developed to reduce the impact of local traffic upon the regional traffic by keeping local traffic on a CD system. With this alternative, regional traffic can travel on the Interstate 10 mainline lanes more efficiently than for System Alternative I. In 2017, 15 to 19 percent of the vehicles on this segment of I-10 were heavy trucks (9,300 to 12,300 each day). Many of these trucks will utilize the express lanes which will help to separate these vehicles from the local traffic with downtown destination points. The PAG Regional Freight Plan 2018 on page 43 said "Nearly 60 percent of trucks and 77 percent of over-the-road goods traveling the region's roadways are passing through Pima County."

From a traffic modeling standpoint for System Alternative IV, assigning SR 210 traffic to the CD system simplifies the identification of the number of lanes needed for both mainline and the CD system. This results in three mainline lanes in each direction and two lanes on the CD in each direction; for a total of five lanes. System Alternative I also has five lanes in each direction. Auxiliary lanes are utilized for both system alternatives. East of Alvernon Way the auxiliary lanes are lengthy such as the auxiliary lane from Valencia Road to Alvernon Way that exits onto SR 210. In addition, between Alvernon Way and Kolb Road the CD lanes have temporary paving for a future lane when needed. If Alternative IV is extended further east additional capacity for the CD lanes would be needed.

A major cost difference between the two alternatives is the additional shoulder paving and barriers associated with separating the mainline lanes from the CD lanes. In addition if additional transitions between mainline and CD are added this results in additional pavement and an increase in the width of the roadway 'footprint. The additional cost for pavement and right-of-way for System Alternative IV could impact the alternative selection decision; strictly on cost. The cost differential is approximately 7 to 8%.

Comment #4

The Port of Tucson, located on Kolb Road north of Interstate 10, is a freight distribution center from which hundreds of semi-trucks travel daily south on Kolb and turn west onto Interstate 10. Others depart the freeway at Kolb Road headed to the Port. It is critical to ensure the proposed diverging diamond intersections on Kolb have sufficient stacking capacity at the two-phase traffic signals so that stopped traffic, including semi-trucks, does not backup and block the east and westbound ramp entrances from Kolb Road onto Interstate 10.

Response

This is a comment that came up during a previous project progress meeting. Jacobs is addressing these concerns by adding queueing capacity at the two-phase traffic signals. One way of resolving the issue is to shorten the cycle time of the traffic signals; ensuring that delays are kept to an acceptable minimum. This issue will be discussed in the DCR to inform final designers of the concerns of the County and potential solutions.

Comment #5

Additionally, the several hundred semi-trucks departing the Port of Tucson and traveling westbound on Interstate 10, as well as the large number of semi-trucks that use the truck stops on either side of Craycroft Road, will have to travel the collector-distributor system for several miles before being able to re-enter the Interstate 10 mainline west of SR 210. To provide better access for this high and growing volume of semi-truck traffic to and from the mainline and reduce the volume of semi-truck traffic in the collector-distributor lanes, consideration should be given to providing another transition point from the collector-distributor lanes to Interstate 10 mainline west of Craycroft Road. There was some discussion on this topic at a recent Arizona Department of Transportation open house meeting.

Response

The Craycroft Road TI is located midpoint on the collector-distributor (CD) system, which is roughly 2.5 miles from either end of the system. If a truck driver's destination point is Craycroft Road, they will be using the CD for at most 2.5 miles, a relatively short distance. Re-entering I-10 would require another 2.5 miles of travel on the CD. Westbound trucks leaving the Port of Tucson could possibly travel the whole 5.1 miles of the CD before entering mainline I-10. Jacobs' traffic modeling of Alternative IV westbound CD segment for design year 2040 showed mostly LOS B with some LOS C during the AM peak period. The westbound I-10 express lanes showed LOS C. The eastbound CD segment was mostly LOS A during the AM peak period. The eastbound I-10 express lanes were LOS B. While the trucks leaving the Port of Tucson will have to use the CD system the trucks would find the CD system operating well with little congestion. Please see the attached Figure 2.11, I-10 System Alternative IV – 2040 Build – Mainline Lanes & LOS Summary from the I-10 / SR 210 Feasibility Report Update, dated February 2014.

An initial review indicates that two connecting ramps can be added to enhance connectivity to/from Interstate 10 mainline and the CD system near Wilmot Road. In the westbound direction, the semi-trucks can transition from the CD to Interstate 10 mainline via a connecting ramp. In the eastbound direction, semi-trucks bound for Kolb Road can transition from Interstate 10 mainline to the CD via a connecting ramp. At each connecting ramp, the CD must diverge away from Interstate 10 mainline to create lateral space for the ramp. This allows for ramp geometry that provides positive control to keep vehicles from transitioning in the wrong direction. For simplicity, where the CD diverges to create space for the connecting ramp, we are calling these 'bubbles'.

In addition, the initial review indicated that heavy volumes of commuter traffic enter/leave Interstate 10 mainline from/to Kolb Road. Best design practice for CD design allows connecting ramps in the vicinity of crossing streets or highways that have high connecting volumes. Such is the case at Kolb. It is desirable to provide connecting ramps between Interstate 10 mainline and the collector-distributor west of Kolb Road. The location of these two connecting ramps is dictated by available vacant land adjacent to Interstate 10; enough for a 'bubble'. For eastbound, the connecting ramp and 'bubble' will be between Craycroft and Wilmot Roads and will allow eastbound traffic to transition from Interstate 10 mainline to the CD. For westbound, the connecting ramp and 'bubble' will be between Kolb and Wilmot Roads and will allow westbound traffic to transition from the CD to Interstate 10 mainline.

Comment #6
The Sonoran Corridor Tier 1 Environmental Impact Study (EIS) will review route options south and east of Tucson International Airport. One of the proposed routes runs north and south along the Alvernon Way alignment. The selected Interstate 10 and SR 210 interchange design at Alvernon should provide for the possible extension of SR 210 south to connect to the existing Aerospace Parkway and possibly the Sonoran Corridor. This potential connection could improve connectivity to the area south and east of Tucson International Airport currently under study as a part of the Sonoran Corridor EIS.

Response
The design of the Interstate 10/Alvernon Way interchange provides for SR 210 transitioning to Alvernon Way as it crosses underneath Interstate 10. At this location, Alvernon Way has three lanes in each direction Diamond type ramps with signalized intersections provide connectivity with Interstate 10. This configuration provides for future extension of Alvernon Way to the south as a parkway with signalized intersections at major street crossings; similar to SR 210 (Barraza Aviation Parkway) north of Palo Verde Road. If the intent is for SR 210 to connect with the Sonoran Corridor as a high-speed limited access facility that is beyond the current scope of work. Continuing SR 210 to the south as a limited access facility would require a process similar to the Sonoran Corridor.

Comment #7
Ensure the provision of direct at-grade access from the westbound frontage road to parcels immediately north of Interstate 10 between Park and Fourth Avenues and lying east and west of the Union Pacific Railroad line.

Response
Under the current design, the existing structure over the UPRR line is retained as a segment of the westbound exit ramp from Interstate 10 to 6th Avenue. This exit ramp is being moved from west of Park Avenue to east of Park Avenue to resolve weaving, interchange spacing, and safety issues along westbound Interstate 10. Therefore, east of approximately 3rd Avenue where the spur loop road connects to the westbound frontage road, the new roadway is technically an exit ramp. According to ADOT protocol, direct access is not allowed onto ramps. However, as a compromise, the roadway west of 3rd Avenue can continue to be considered to be a frontage road and direct access can be retained.

Also, the above mentioned westbound exit ramp to 6th Avenue between the UPRR line and Park Avenue is on high embankment fill and direct access to properties to the north is not feasible. Any future business development in the northwest quadrant of the Park Avenue interchange and east of the UPRR line would have access via Park Avenue. Any proposed modification of the current design to provide an at-grade crossing of the UPRR line would be in conflict with the spur loop road. Previous discussions with the City of South Tucson indicate the need to retain this loop road, as it provides needed connectivity across Interstate 10 from the Veterans Hospital on the south side of Interstate 10 with affordable motel housing on the north side of Interstate 10. Providing an additional at-grade crossing of the UPRR would require approval by the Arizona Corporation Commission.

On Thursday, March 16, 2017, Rudy Perez and Brad Olbert met with representatives of the City of South Tucson to discuss connectivity between Park and 6th Avenues along the north side of Interstate 10. It was agreed that Jacobs will add a connecting ramp between two westbound ramps in the northwest quadrant. Specifically, the connecting ramp is between the westbound entrance ramp (from Park Avenue to westbound Interstate 10 mainline) and the westbound exit ramp (from westbound Interstate10 mainline to the westbound frontage road). This connecting ramp provides connectivity from Park Avenue to 6th Avenue.

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From: Rudolfo H Perez Jr <RPerez@azdot.gov>
Sent: Wednesday, August 02, 2017 2:41 PM
To: 'Nanette Slusser'; Olbert, Brad
Cc: Smith, Cassondra 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
ADOT Multimodal Planning

From: Nanette Slusser [mailto:Nanette.Slusser@pima.gov]
Sent: Tuesday, August 01, 2017 5:33 PM
To: Bradford D. Olbert
Cc: Smith, Cassondra 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, Cassondra S. <Cassondra.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, Cassondra 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, Cassondra S. <Cassondra.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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From: Heather Ruder <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
Attachments: PCO-15 Rendered SP_to 200 scale phase 1.pdf

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

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CONCEPTUAL SITE PLAN

Kino South Sports Complex

Phase 1 diagram:

Includes 12 multi-use lit turf fields, concessions building, parking, restrooms, mainline access from Benson Highway, maintenance facility, and ancilary items such as landscaping.

KINO SOUTH

0' 200' 400' NORTH

PROJECT:PCO-15 DATE:08/11/16
FILE NAME: PCO-15-RENDERBASE_081116.DWG

PIMA COUNTY

THE PLANNING CENTER
a division of TPC Group, Inc.
110 s church ste 6320 tucson az 85701

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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,

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Thank you,

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

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PIMA COUNTY

CITY OF FOUNDED 1775 TUCSON

January 11, 2019

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

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

Dear Ms. Dewan:

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

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

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

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

3. **Kino Parkway Traffic Interchange (TI) Priority**. Our first priority is reconstructing the Kino Parkway TI and associated mainline widening to at least three lanes in each direction from Park Avenue to Country Club Road. We believe there may be strategies to accomplish this priority that do not necessarily require that the Country Club Road TI be constructed first. This strategy would require careful phasing and the use of local arterial streets including Park Avenue, Country Club Road, Benson Highway, Ajo Way and others to provide substitute access while the Kino Parkway TI is built. Therefore, we recommend analysis of an alternate strategy for reconstructing the Kino Parkway TI and 3-lane widening of I-10 as the first design and construction project before the Country Club Road TI is designed. We understand this may require modifying the 5–year PAG Highway Program.

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

5. **Kolb Road Traffic Interchange (TI)**. Existing and planned development at the Port of Tucson and UA Tech Park (most recently Amazon and The Village) will continue to rely heavily on Kolb Road for primary access. All truck traffic for the UA Tech Park enters and exits through the Kolb Road/Science Park Drive intersection. For these reasons, it is critical to ensure this TI can accommodate significant planned growth with particular consideration for freight and truck traffic and stacking at the TI.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

C. H. Huckelberry
Pima County Administrator

Michael Ortega, P.E.
Tucson City Manager

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