



**APPENDIX R  
100 ACRE WOOD BIKE PARK MEMO**



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I-10 DCR (I-19 to Kolb Rd and SR 210)

WB Golf Links Off-ramp to Alvernon Way Concept Modification for 100 Acre Wood Bike Park

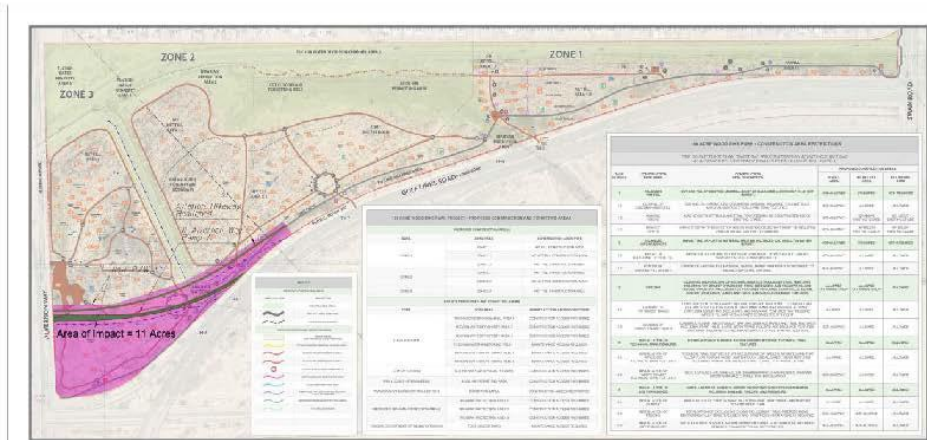
February 27, 2019

Background Information

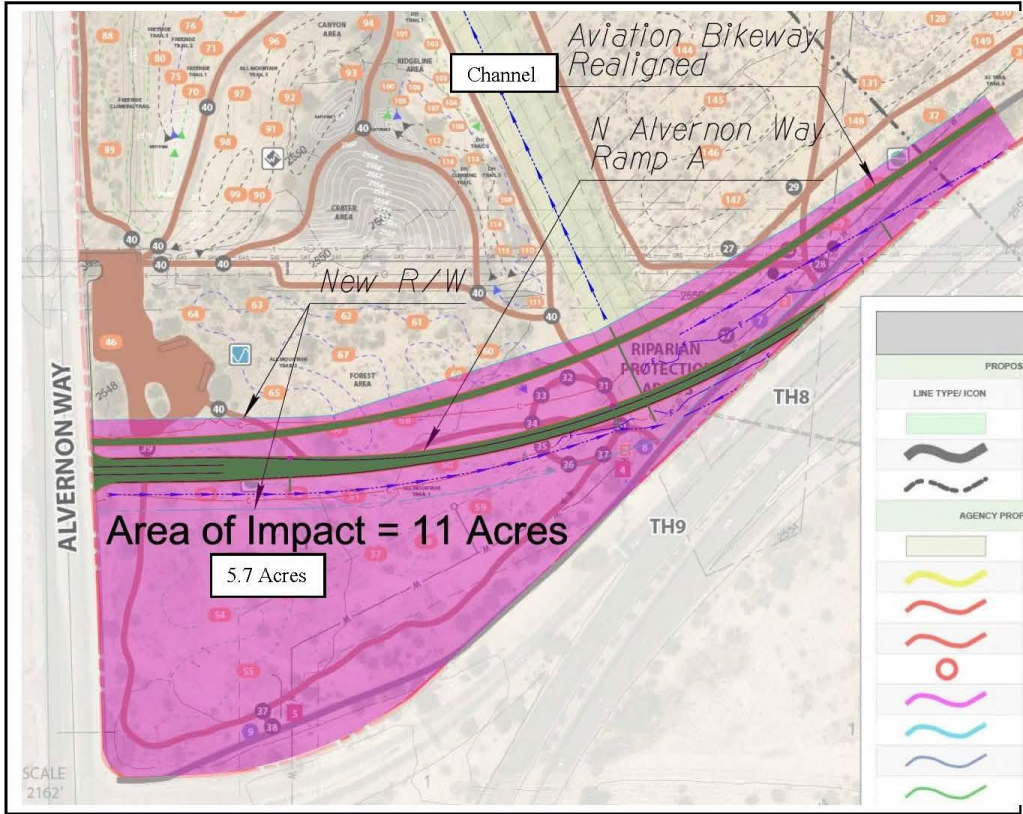
During a teleconference meeting with Davis Monthan Air Force Base (DMAFB) (held on February 4, 2019), Christopher Brewster (Chief Environmental Officer for DMAFB) informed the team that DMAFB was working with the City of Tucson to convey 100 acres of vacant AFB land to the city for a new park. The 100 Acre Wood Bike Park is proposed for the northwest corner of the base located north of Golf Links Road and may affect the roadway project. Mr. Brewster provided a park planning document that was recently approved by the Tucson City Council. See the location of the proposed 100-acre park on the aerial below.



The park planning document was overlaid with the proposed westbound (WB) Golf Links Off-ramp to Alvernon Way to determine the impact to both projects. See the figure below. The area of impact (11 acres) is shown in the color magenta.



**Minimize Impact of Proposed WB Golf Links Off-Ramp** - Construction of the proposed WB Golf Links Off-Ramp (Ramp A) to Alvernon Way and realignment of the Barraza/Aviation Bikeway would cause a significant 11-acre impact to the bike park. The area impact can be reduced by constructing the Barraza/Aviation Bikeway utilizing a TCE rather purchasing right-of-way. This would reduce the area take on the park by 2.0 acres, but the alignment of the bike path and ramp would still affect the function of the park by cutting off 5.7 acres of the park to the south of the off-ramp. 3.3 acres of land are needed for the off-ramp. See figure below. Placing a box culvert under the ramp and bike path could possibly be done to retain the 5.7-acre in the park but it's function would have been significantly altered from the current plan. Access to the 5.7-acre area via the box culvert would be problematic as bike ramps would need to be constructed down into the existing drainage channel that would occasionally be flooded. The park planning document legend indicates no building in the channel. The Pima County GIS MapGuide Map indicates 100-year flow rates in the existing drainage channel are in the range of 2,000 to 5,000 cfs.



**Why is the park an issue?** Under Section 4(f) the park land can only be taken “if there is no reasonable and prudent alternative to using that land”. If we need to take the park land we need to justify taking the land with a detailed study following NEPA guidelines. So, is there a reasonable and prudent alternative to avoid taking the park land?

**Removing the WB Golf Links Off-Ramp** - As an alternative, removing the WB Golf Links Off-Ramp was examined. The off-ramp provided northbound access to Alvernon Way, access to the commercial area west of Alvernon Way and access to southbound Palo Verde Road. The major



movement is the access to southbound Palo Verde Road. This movement could be partially reallocated to the southbound to westbound off-ramp from SR 210 to Ajo Way (Ajo Way TI). The current movement for the proposed off-ramp at Ajo Way is underutilized and can handle additional turning traffic. The remainder of the reallocated movement would be split to an off-ramp at Dodge Blvd (reconstructing the existing off-ramp to Dodge Blvd) and a right-turn lane providing access to Richey Boulevard. The northbound access to Alvernon Way would be provided by reconstructing the existing off-ramp to Alvernon Way. The existing ramp was to be removed under the earlier concept. The Barraza/Aviation Bikeway would retain its current alignment along Golf Links Road to Alvernon Way. Because the bike path alignment under the Palo Verde Road bridge will be used for a third lane under the bridge, the bike path is realigned. It would turn north and follow Alvernon Way to the proposed parking lot entrance for the new 100 Acre Wood Bike Park, cross Alvernon Way and head west along the East Golf Links Road alignment. The bike pathway would turn south along Dodge Boulevard then west along East 37<sup>th</sup> Street. Crossing South Palo Verde Road at the signalized intersection a bike rider would have an option to head south along a bike lane on Palo Verde Road or continue west on the East Golf Links Road (37<sup>th</sup> Street) alignment following an existing bikeway located on the south side of the road, turning south along Richey Boulevard to a connection with the existing Barraza/Aviation Bikeway.

The above alternative avoids any adverse effect on (or section 4(f) use of) the proposed 100 Acre Wood Bike Park other than the expected construction impacts to the area. The portion of the existing Barraza/Aviation Bikeway that would be eliminated (between Alvernon Way and Richey Road) and realigned is not afforded protection under Section 4(f) since it is within the road ROW.

The proposed changes to the Golf Links Road/Aviation/Alvernon Way interchange are illustrated in the figures below.

