# Appendix A: Meeting Notification

Newspaper Advertisements

Press Release

Social Media

Door Hangers

Right of Way Direct Mailer

Littletown/Craycroft Rd. Stakeholder Email

Littletown/Craycroft Rd. Direct Mailers

Posters

# Newspaper Advertisements

# Your input is needed!

## Interstate 10 and State Route 210 Design Concept Report (DCR) and Environmental Assessment (EA)

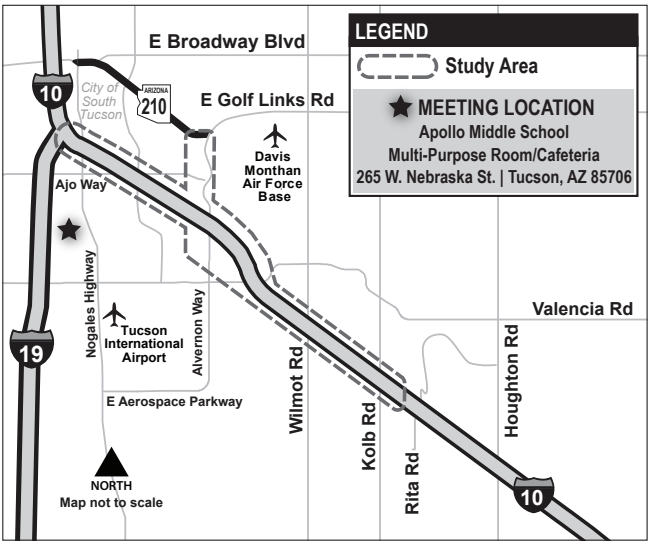
# PUBLIC MEETING

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

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

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

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




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

### APOLLO MIDDLE SCHOOL | MULTI-PURPOSE ROOM/CAFETERIA
### 265 W. NEBRASKA ST. | TUCSON, AZ 85706

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

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact 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 por discapacidad, deben comunicarse con Jerimiah Moerke al teléfono 520.237.7605 o a JMoerke@azdot.gov. Las solicitudes deben presentarse lo antes posible para permitir que el Estado tenga la oportunidad de disponer las medidas necesarias.

## CAN'T MAKE A MEETING?

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

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

ARIZONA DAILY STAR - 11/13/18

ADOT | U.S. Department of Transportation Federal Highway Administration | RTA

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

# ¡Necesitamos sus comentarios!

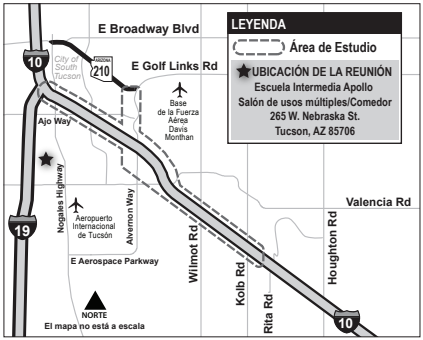
## REUNIÓN PÚBLICA ACERCA DEL INFORME SOBRE EL CONCEPTO DE DISEÑO (DCR, por sus siglas en inglés) Y LA EVALUACIÓN AMBIENTAL (EA, por sus siglas en inglés) DE LA INTERESTATAL 10 Y LA RUTA ESTATAL 210

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

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

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

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




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

### ESCUELA INTERMEDIA APOLLO | SALÓN DE USOS MÚLTIPLES/COMEDOR
### 265 W. NEBRASKA ST. | TUCSON, AZ 85706

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

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

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## ¿NO PUEDE ASISTIR A LA REUNIÓN?

**Visite el sitio web: www.azdot.gov/i10SR210study**

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

**Escriba un mensaje de correo electrónico a: i10SR210Study@hdrinc.com**

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

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

LA ESTRELLA -11/09/18

ADOT | U.S. Department of Transportation Federal Highway Administration | RTA

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

*Arizona Department of Transportation sent this bulletin at 11/14/2018 01:25 PM MST. If you would like alerts on this and other ADOT news, sign up above to receive our GovDelivery notices.*

Having trouble viewing this email? https://content.govdelivery.com/accounts/AZDOT/bulletins/21b83b6

ADOT

SHARE

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

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

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

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

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

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

For more information about this study, visit azdot.gov/i10SR210study

Public comment also is welcome in several ways:

Email: i10SR210Study@hdrinc.com

Toll-free bilingual project information line: 888.692.2678

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

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

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

POWERED BY

GOVDELIVERY

ADOT

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

# Nov. 29 public meeting on improving mobility south of downtown Tucson

*Public input sought to help determine future corridor improvements*

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

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

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

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

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

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

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

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

# # #

# Social Media

**Arizona DOT**
@ArizonaDOT

Following

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

11:00 PM - 19 Nov 2018

**4** Retweets **3** Likes

4 3

**Arizona DOT**
@ArizonaDOT

Following

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

7:45 PM - 22 Nov 2018

3 Retweets 6 Likes

3 6

**Arizona DOT**
@ArizonaDOT

Following

WANTED: COMMENTS

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

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

DETAILS /MORE WAYS TO COMMENT: bit.ly/2Duqe9k

FACT SHEET

# INTERSTATE 10 AND STATE ROUTE 210

*Design Concept Report and Environmental Assessment*

## STUDY OVERVIEW

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

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

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

## DESIGN CONCEPT REPORT

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

## ENVIRONMENTAL ASSESSMENT

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

## STUDY PROCESS

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

3:20 PM - 26 Nov 2018

1 Like

1

**Arizona DOT**
@ArizonaDOT

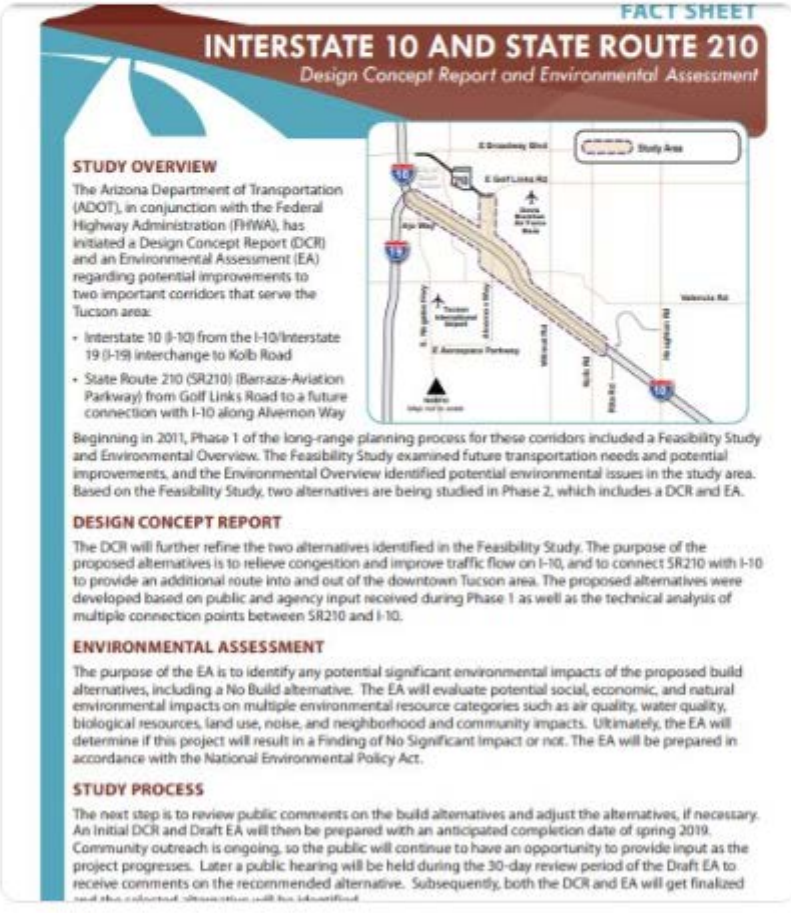
Following

WANTED: COMMENTS

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

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

DETAILS /MORE WAYS TO COMMENT: bit.ly/2Duqe9k



FACT SHEET

# INTERSTATE 10 AND STATE ROUTE 210

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## DESIGN CONCEPT REPORT

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7:30 PM - 26 Nov 2018

3 Retweets 2 Likes

1 3 2

**Arizona DOT**
@ArizonaDOT

Following

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

2:00 AM - 27 Nov 2018

2 Retweets 4 Likes

2 4

**Arizona DOT**
@ArizonaDOT

Following

WANTED: COMMENTS

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

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

DETAILS/MORE WAYS TO COMMENT: bit.ly/2Duqe9k

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5:00 PM - 27 Nov 2018

1

**Arizona DOT**
@ArizonaDOT

Following

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

2:00 AM - 28 Nov 2018

1 Retweet

1 1

Tweet your reply

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

Replying to @ArizonaDOT

Collector/distributor would be a mistake. Should just 4 to 5 thru lanes with an auxiliary lane uniform to i10 from i19 to Prince, and very soon to Ina. Keep it simple and uniform 👌

**Arizona DOT**
@ArizonaDOT

Following

WANTED: COMMENTS

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6:00 PM - 28 Nov 2018

**3** Retweets **2** Likes

3 2

**Arizona DOT**
@ArizonaDOT

Following

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

4:49 PM - 29 Nov 2018

**Arizona DOT**
@ArizonaDOT

Following

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

MORE: bit.ly/2Sip8Cb

5:53 AM - 24 Dec 2018

1 Retweet

**Arizona DOT**
@ArizonaDOT

Following

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

MORE: bit.ly/2Sip8Cb

4:02 PM - 25 Dec 2018

2 Retweets 1 Like

2 1

# Door Hangers

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

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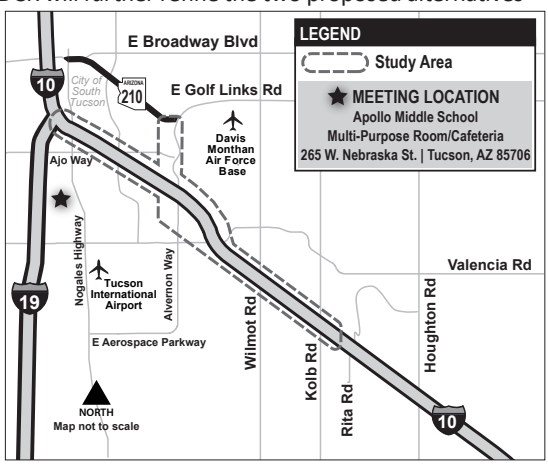


## NOVEMBER 29, 2018 | 5:30–7:30 P.M.

**APOLLO MIDDLE SCHOOL | MULTI-PURPOSE ROOM/CAFETERIA**
**265 W. NEBRASKA ST. | TUCSON, AZ 85706**

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

## CAN'T MAKE A MEETING?

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**Email: i10SR210Study@hdrinc.com**
**Mail comments: ADOT Community Relations**
**1221 S. Second Ave. | Tucson, AZ 85713**

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ADOT | U.S. Department of Transportation Federal Highway Administration | RTA Regional Transportation Authority

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

# ¡Necesitamos su opinión!

## INTERESTATAL 10 Y RUTA ESTATAL 210

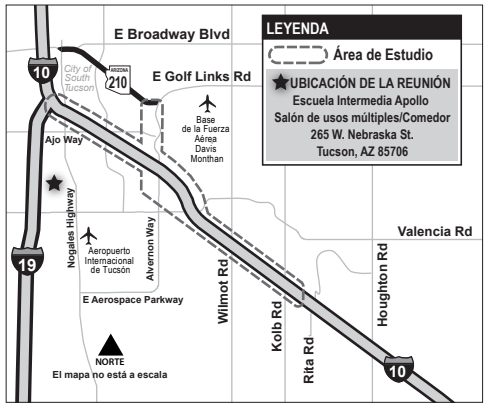
## REUNIÓN PÚBLICA

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

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

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

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




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

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

## ¿NO PUEDE ASISTIR A NINGUNA REUNIÓN?

**Visite el sitio web: www.azdot.gov/i10SR210study**

**Comuníquese con la línea telefónica gratuita del estudio del Departamento de Transporte de Arizona (ADOT) al: 1-888-692-2678**

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

**Dirección postal para enviar comentarios:**
**ADOT Community Relations | 1221 S. Second Ave. | Tucson, AZ 85713**

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

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

ADOT | U.S. Department of Transportation Federal Highway Administration | RTA Regional Transportation Authority

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

# Right of Way Direct Mailer

ADOT RIGHT-OF-WAY INFORMATION

# INTERSTATE 10 AND STATE ROUTE 210

*Design Concept Report and Environmental Assessment*

Dear Property Owner,

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

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

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

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

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

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

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

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

**ADOT Right of Way/Properties Website:**
https://www.azdot.gov/business/RightofWay_Properties/contact-us

**I-10/SR210 Website:** www.azdot.gov/i10SR210study

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

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact 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.

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INFORMACIÓN DEL DERECHO DE PASO ADOT

# INTERESTATAL 10 Y RUTA ESTATAL 210

*Informe sobre el concepto del diseño y Evaluación ambiental*

Estimado dueño de la propiedad:

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

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

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

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

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

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

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

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

**Sitio web del derecho de paso/propiedades de ADOT:**
https://www.azdot.gov/business/RightofWay_Properties/contact-us

**Sitio web de la I-10 y la SR210:** www.azdot.gov/i10SR210study

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

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

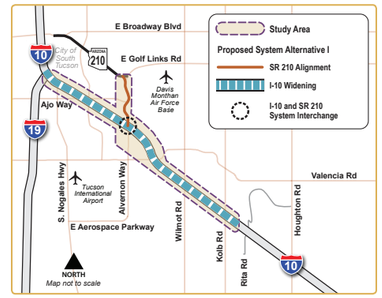
November 2018

# INTERSTATE 10 AND STATE ROUTE 210

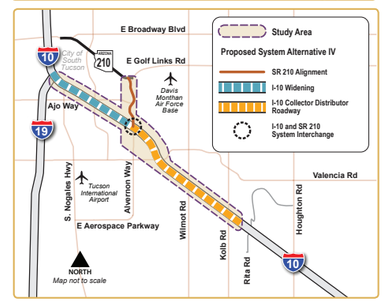
*Design Concept Report (DCR) and Environmental Assessment (EA)*

## WHAT ALTERNATIVES ARE BEING EVALUATED?

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




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




3. **No-Build Alternative**
   - No changes (facilities remain as they exist currently)

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

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

## WHAT IF MY PROPERTY IS IMPACTED?

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

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

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

## WHEN WOULD I BE CONTACTED ABOUT MY PROPERTY?

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

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

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

## HOW CAN I STAY INFORMED ABOUT THIS PROJECT?

If you haven't already, please call 855.712.8530 or email **i10SR210Study@hdrinc.com** and ask to be added to the I-10 / SR 210 distribution list. You can also access the study webpage at **azdot.gov/I10SR210study** for more detailed information.

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

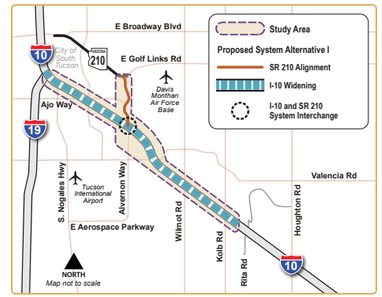
Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact 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.

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

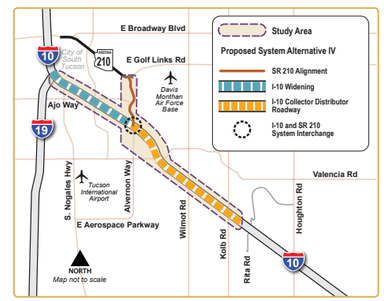
# INTERESTATAL 10 Y LA RUTA ESTATAL 210

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

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




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




3. **Alternativa de no construcción**
   - No hacer ningún cambio (las instalaciones permanecerán tal como existen actualmente)

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

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

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

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

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

Todavía no se eligió una alternativa, pero si usted recibió esta carta, existen grandes posibilidades de que su propiedad se vea afectada según los resultados del estudio preliminar. Las adquisiciones reales se definirán una vez que se preparen los planos de diseño finales. Los proyectos de diseño y construcción se planificarán en el programa de construcción de cinco años de ADOT, según la disponibilidad de los fondos y otros factores relacionados. Si se selecciona alguna de las alternativas de construcción, este proyecto se dividirá en varios proyectos más pequeños y se construirá en diferentes etapas, ya que se estimó que completar alguna de las dos alternativas de una sola vez tendría un costo demasiado alto. Cuando la FHWA apruebe la Evaluación ambiental del proyecto, se priorizarán los proyectos más pequeños y, en ese momento, se adquirirán los terrenos afectados por el derecho de paso.

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

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

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

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

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

Si aún no lo ha hecho, llámenos al 855.712.8530 o envíe un correo electrónico a **i10SR210Study@hdrinc.com** para solicitar que se lo agregue a la lista de difusión de la I-10 y la SR210. Además, puede acceder al sitio web del estudio en **azdot.gov/I10SR210study** para obtener información más detallada

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

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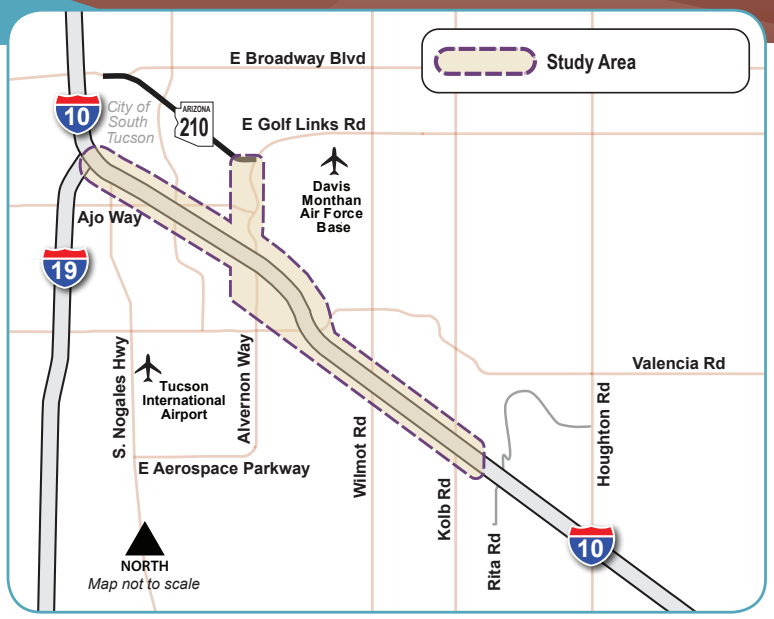
FACT SHEET

# INTERSTATE 10 AND STATE ROUTE 210

*Design Concept Report and Environmental Assessment*




## STUDY OVERVIEW

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

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

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

## DESIGN CONCEPT REPORT

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

## ENVIRONMENTAL ASSESSMENT

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

## STUDY PROCESS

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


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

November 2018

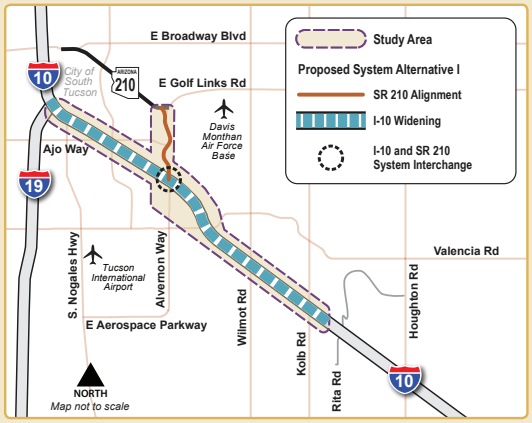
# INTERSTATE 10 AND STATE ROUTE 210

*Design Concept Report and Environmental Assessment*

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

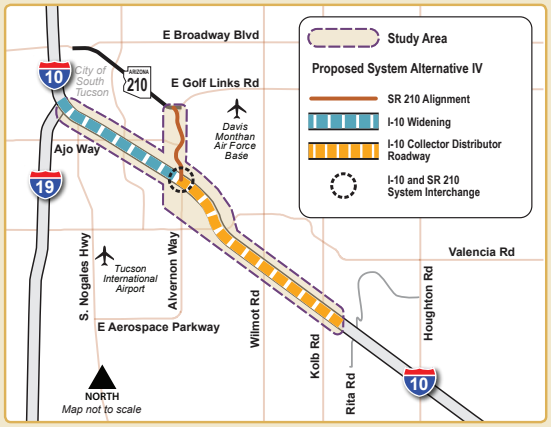
## System Alternative I

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

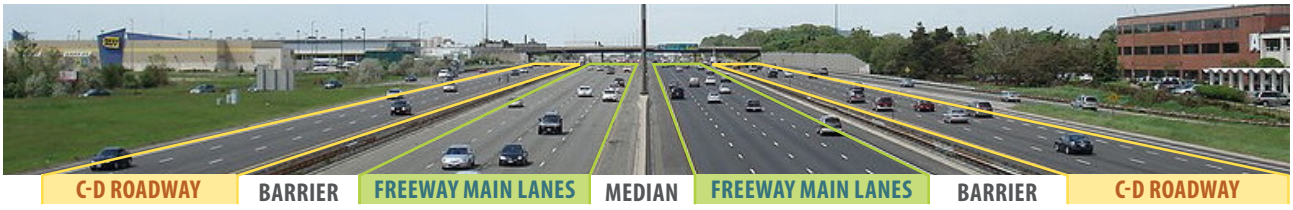



## System Alternative IV

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




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




## No-Build Alternative

- Do nothing

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

## FOR MORE INFORMATION OR TO SUBMIT COMMENTS:


**Website:** www.azdot.gov/i10SR210study

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

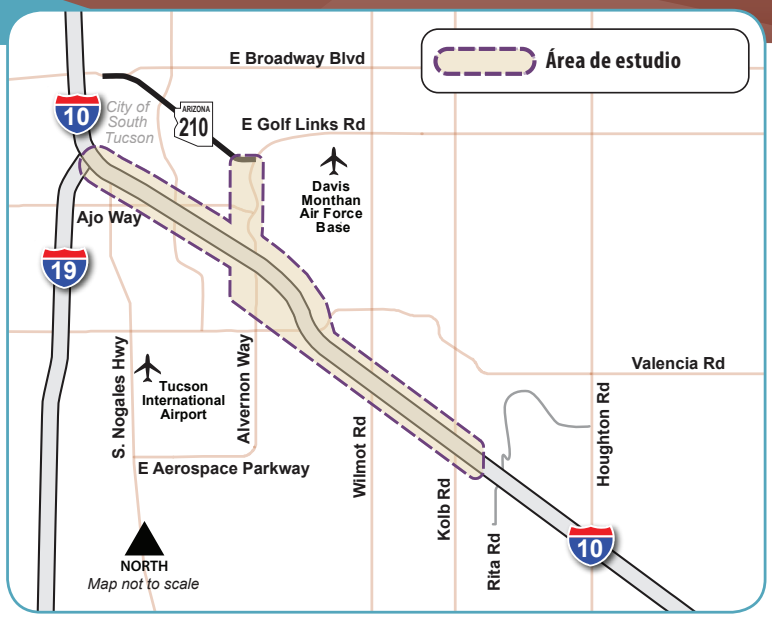
**Email:** i10SR210Study@hdrinc.com

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

FICHA TÉCNICA

# INTERESTATAL 10 Y RUTA ESTATAL 210

*Informe sobre el concepto del diseño y Evaluación ambiental*




## RESUMEN DEL ESTUDIO

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

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

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

## INFORME SOBRE EL CONCEPTO DEL DISEÑO

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

## EVALUACIÓN AMBIENTAL

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

## PROCESO DEL ESTUDIO

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

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

November 2018

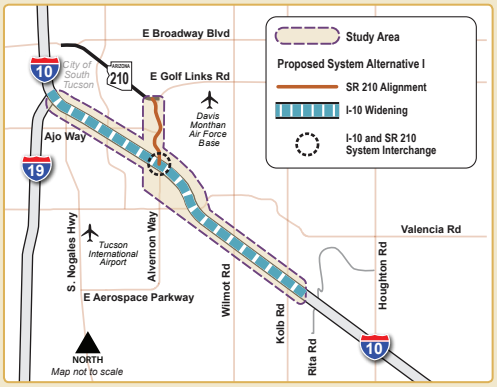
# INTERESTATAL 10 Y RUTA ESTATAL 210

*Informe sobre el concepto del diseño y Evaluación ambiental*

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

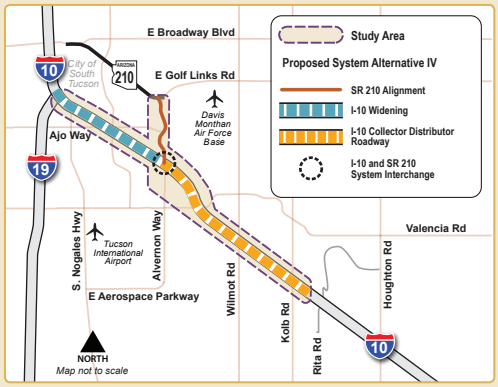
## Alternativa del sistema I

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

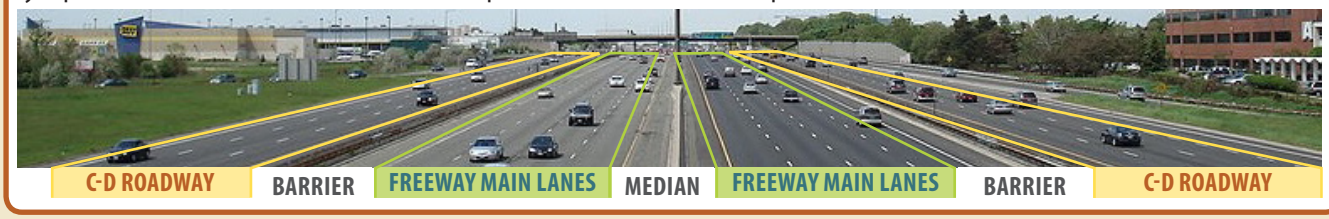



## Alternativa del sistema IV

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




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




## Alternativa de no construcción

- No hacer nada

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

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


**Sitio web:** www.azdot.gov/i10SR210study

**Teléfono:** 1-888-692-2678

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

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

# Littletown/Craycroft Rd. Stakeholder Email

| | |
|---|---|
| **From:** | Estelle, Haley |
| **Bcc:** | "Tony Bradley"; "Joe Barr"; "Steve Anderson"; "carlosv@susd12.org"; "Scott Zeppenfeldt (FO)"; "Tracey Galligan"; "Stacy Stanley"; JMoerke@azdot.gov |
| **Subject:** | I-10/SR210 - Craycroft Road Improvements Update |
| **Date:** | Friday, November 9, 2018 3:58:00 PM |
| **Attachments:** | 2018-11-08_Craycroft_FactSheet_v1.pdf<br>H7825Craycroft Access Concept_11x17.pdf |

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Good afternoon,

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

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

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

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

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

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

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

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

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

Meeting Details:

**I-10/Craycroft Road Improvements - Neighborhood Public Meeting**
November 28, 2018
5:30 – 7:30 p.m. (presentation at 6 p.m.)
Billy Lane Lauffer Middle School Gymnasium
5385 E. Littletown Road, Tucson, AZ 85756

**I-10/State Route 210 Environmental Assessment and Design Concept Report – Public Meeting**
November 29, 2018
5:30 – 7:30 p.m. (presentation at 6 p.m.)
Apollo Middle School
Multi-Purpose Room/Cafeteria
265 W. Nebraska St., Tucson, AZ 85706

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

Call: 1.888.692.2678
Email: i10SR210Study@hdrinc.com
Mail: ADOT Community Relations, 1221 S. Second Ave., Tucson, AZ 85713
***Please provide your comments by December 30 so that they can be included in the project record.***

If you would like to schedule a meeting to further discuss the proposed improvements at the I-10/Craycroft Road interchange, please contact Haley Estelle at [redacted] or [redacted].

**Haley Estelle**
*Community Outreach Section Lead*

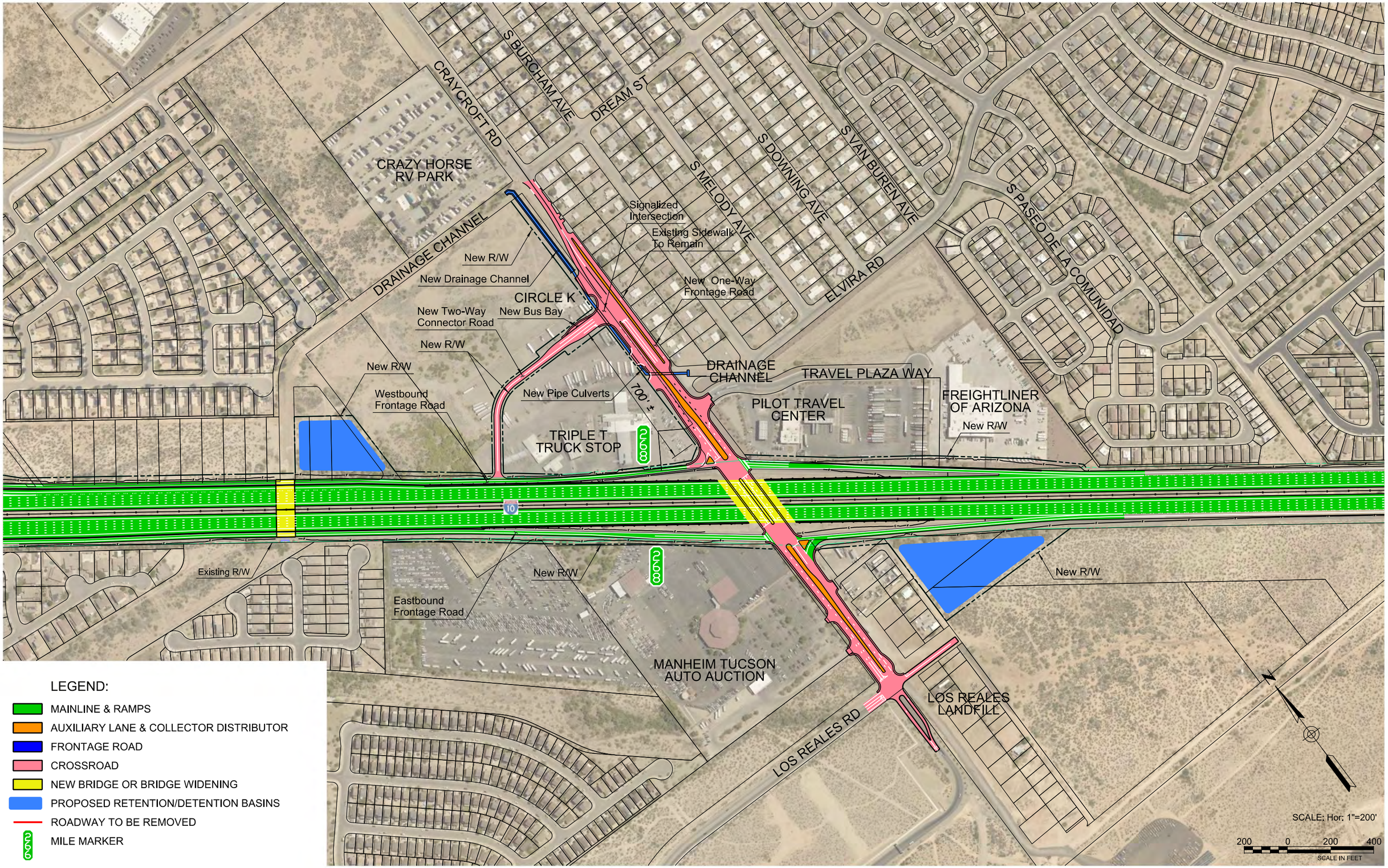
**HDR**
[redacted]

hdrinc.com/follow-us

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

*nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact 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.*



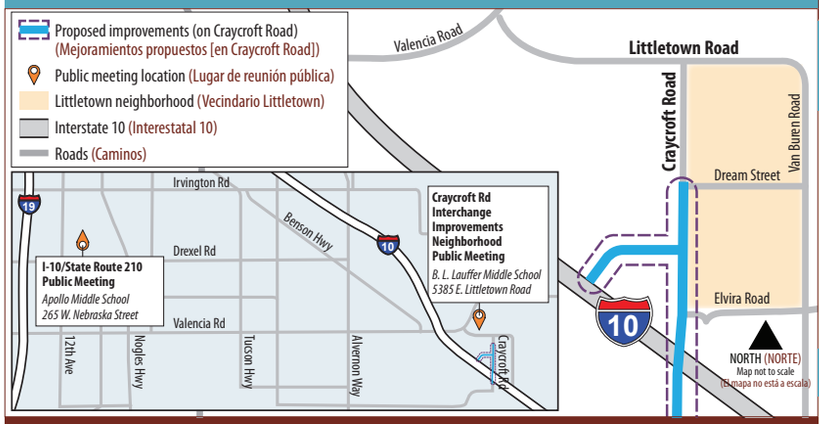

| Date: November 2018 | Project No: 010 PM 260 | ADOT Tracs No: H7825 01L | Federal Aid No: 010-E(210)S |
|---|---|---|---|

# Littletown/Craycroft Rd. Direct Mailers

Neighborhood Open House
(Reunión pública con los habitantes)

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

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




**I-10/Craycroft Road intersection improvements study area and meeting locations**
**(Mejoras para la intersección de la i-10 y Craycroft Road área de estudio y lugares de reunión)**

## MEETING DETAILS (DETALLES DE LA REUNIÓN)

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

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

Billy Lane Lauffer Middle School Gymnasium (Gimnasio de la escuela)
5385 E. Littletown Road, Tucson, AZ 85756
Presentation: Approximately 6 p.m.
(Presentarse a las 6 p.m. aproximadamente)

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

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

November 29, 2018 | 5:30– 7:30 p.m.
(29 de noviembre de 2018 | Desde las 5:30 hasta las 7:30 p. m.)

Apollo Middle School | Multi-Purpose Room/Cafeteria (Salón de usos múltiples/Cafetería)
265 W. Nebraska St., Tucson, AZ 85706
Presentation: Approximately 6 p.m.
(Presentarse a las 6 p.m. aproximadamente)

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

**Visit the website: (Visite el sitio web):**
www.azdot.gov/i10SR210study

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

**Email: (Correo electrónico:)**
i10SR210Study@hdrinc.com

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

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

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

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

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

## YOUR INPUT IS NEEDED!

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

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

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

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

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

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

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

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

## ¡NECESITAMOS SU OPINIÓN!

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

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

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

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

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

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

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

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

Project Name: 1-10, Jct. I-19 to Kolb Road and SR 210, Golf Links to I-10
ADOT Project Number: 010 PM 2610 H7825 01L | Federal Project No.: 010-E(210)S
Nombre del Proyecto: 1-10, Jct. I-19 a Kolb Road y SR 210, Golf Links a I-10
Número del Proyecto de ADOT: 010 PM 2610 H7825 01L | Núm. del Proyecto Federal: 010-E(210)S
**NOVEMBER 2018 (NOVIEMBRE DE 2018)**

ADOT
U.S. Department of Transportation Federal Highway Administration
RTA Regional Transportation Authority

# Posters

# YOUR INPUT IS NEEDED!

# INTERSTATE 10 AND STATE ROUTE 210

*Design Concept Report and Environmental Assessment*

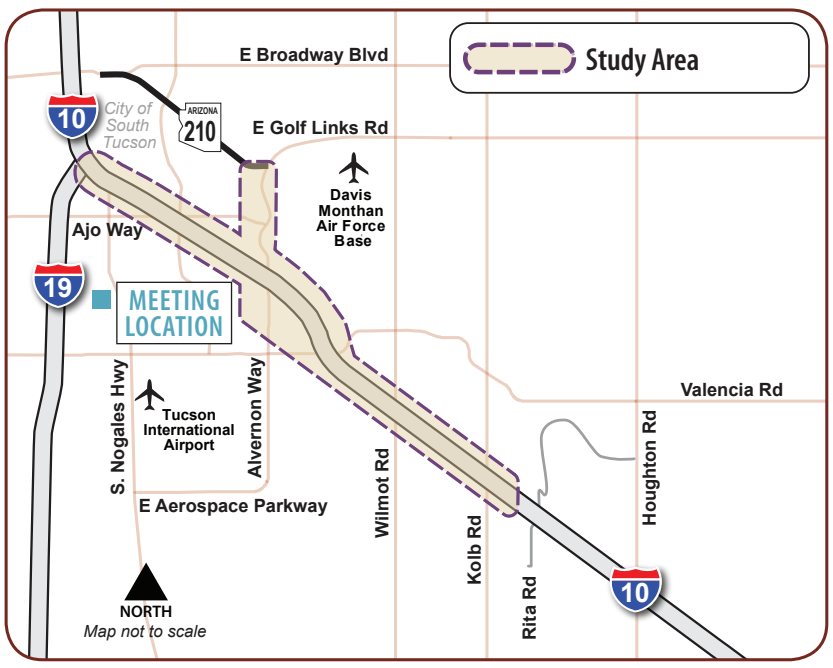
# PUBLIC MEETING

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

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

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

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




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

**APOLLO MIDDLE SCHOOL**
**MULTI-PURPOSE ROOM/CAFETERIA**
**265 W. NEBRASKA ST. | TUCSON, AZ 85706**
**Presentation: Approximately 6 P.M.**

## CAN'T MAKE THE MEETING?

**Visit the website:** www.azdot.gov/i10SR210study

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

**Email:** i10SR210Study@hdrinc.com

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

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

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

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# ¡NECESITAMOS SUS COMENTARIOS!

# REUNIÓN PÚBLICA ACERCA DEL INFORME SOBRE

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

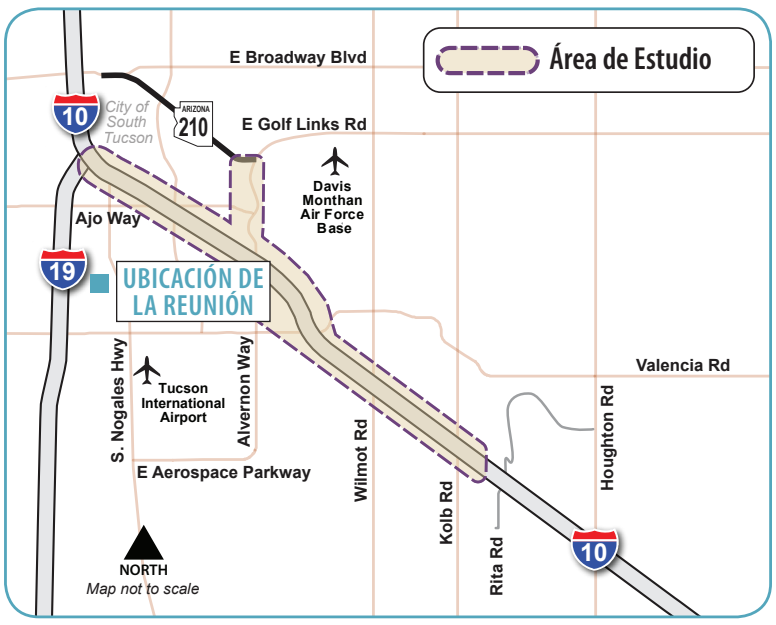
# DE LA INTERESTATAL 10 Y LA RUTA ESTATAL 210

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

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

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

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




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

**ESCUELA INTERmEDIA APOLLO**
**SALÓN DE USOS MÚLTIPLES/COMEDOR**
**265 W. NEBRASKA ST. | TUCSON, AZ 85706**
**Presentación: Aproximadamente a las 6 P.M.**

## ¿NO PUEDE ASISTIR A LA REUNIÓN?

**Visite el sitio web:** www.azdot.gov/i10SR210study

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

**Escriba un mensaje de correo electrónico a:** i10SR210Study@hdrinc.com

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

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

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

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

ADOT | U.S. Department of Transportation Federal Highway Administration | RTA Regional Transportation Authority

# YOUR INPUT IS NEEDED!

# INTERSTATE 10 AND STATE ROUTE 210

*Design Concept Report and Environmental Assessment*

# PUBLIC MEETING

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

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

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

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

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

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

## CAN'T MAKE A MEETING?

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**Email:** i10SR210Study@hdrinc.com

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

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

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

## MEETING DETAILS (DETALLES DE LA REUNIÓN)

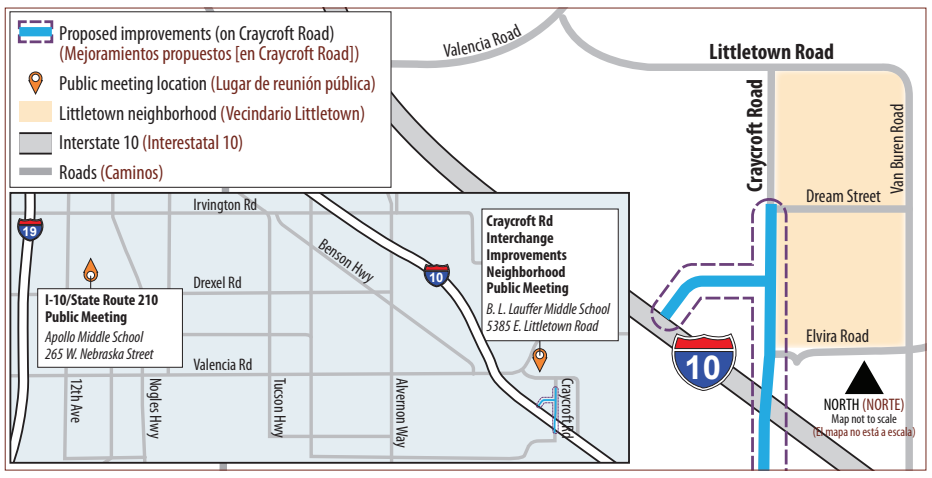
### I-10/Craycroft Road Intersection Improvements Neighborhood Public Meeting (Mejoras para la intersección de la I-10 y Craycroft Road Reunión pública con los habitantes)

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

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

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

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

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# ¡NECESITAMOS SUS COMENTARIOS!

# REUNIÓN PÚBLICA ACERCA DEL INFORME SOBRE

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

# DE LA INTERESTATAL 10 Y LA RUTA ESTATAL 210

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

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

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

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

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

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

## ¿NO PUEDE ASISTIR A LA REUNIÓN?

**Visite el sitio web:** www.azdot.gov/i10SR210study

**Escriba un mensaje de correo electrónico a:** i10SR210Study@hdrinc.com

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

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

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


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

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


ADOT | U.S. Department of Transportation Federal Highway Administration | RTA Regional Transportation Authority

# Appendix B: Meeting Materials

Sign-in Sheets

Comment Forms

Fact Sheets

Title VI/Civil Rights Information/Self-Identification

Card Display Banners

Roll Plot Maps

Presentation

# Sign-in Sheets

# PUBLIC SIGN-IN SHEET (REGISTRO PUBLICO)

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

**Please print (Por favor imprima)**

| Name (Nombre) | How did you hear about this meeting? (Cómo se entero de la reunión?) | Address, City, ZIP Code (Dirección, Cuidad, Código Postal) | E-mail (Correo Electrónico) |
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| 16. | | | |

Please print
Por favor imprima

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

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

ADOT
U.S. Department of Transportation Federal Highway Administration
RTA Regional Transportation Authority

# PUBLIC SIGN-IN SHEET (REGISTRO PUBLICO)

**Public Meeting (Reunión Pública)**
November 28, 2018 (28 de noviembre de 2018) | 5:30–7:30 p.m.
Billy Lane Lauffer Middle School | Gymnasium | 5385 E. Littletown Road | Tucson, AZ

**Please print (Por favor imprima)**

| | Name (Nombre) | How did you hear about this meeting? (Cómo se entero de la reunión?) | Address, City, ZIP Code (Dirección, Cuidad, Código Postal) | E-mail (Correo Electrónico) |
|---|---|---|---|---|
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| 16. | | | | |

Please print
Por favor imprima

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Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.



ADOT
U.S. Department of Transportation Federal Highway Administration
RTA Regional Transportation Authority

# Comment Forms

# Interstate 10 and State Route 210 Public Information Meeting Comment Form

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

APOLLO MIDDLE SCHOOL, 265 W. NEBRASKA STREET, TUCSON, AZ 85713

Public comments are an important part of this study and will be reviewed by the study team during the decision making process. **Comments returned by December 30, 2018, will be included in the study record and summary of this public meeting.** Please comment in the space provided below. Please print clearly.

**Contact Information (optional)**

**Name:** _____

**Address:** _____

**Phone:** _____

**Email Address:** _____

**Thank you for your participation.**

Turn in your form during tonight's meeting or send in completed form by email or mail by December 30, 2018 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.

**Reunión pública informativa sobre la Interestatal 10 y la Ruta Estatal 210**
**Comment Form**

JUEVES 29 DE NOVIEMBRE DE 2018 | 5:30-7:30 P. M.

APOLLO MIDDLE SCHOOL, 265 W. NEBRASKA STREET, TUCSON, AZ 85713

Los comentarios del público son una parte importante de este estudio y serán tenidos en cuenta por el equipo a cargo del estudio durante el proceso de toma de decisiones. **Los comentarios que se envíen antes del 30 de diciembre de 2018 serán incluidos en el registro del estudio y en el resumen de esta reunión pública.** Escriba sus comentarios en el espacio provisto debajo. Escriba con letra clara y legible.

_____

_____

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**Información de contacto (opcional):**

**Nombre:** _____

**Dirección:** _____

**Teléfono:** _____

**Dirección de correo electrónico:** _____

**Agradecemos su participación.**

Entregue el formulario durante la reunión que se llevará a cabo esta noche o envíelo completo por correo electrónico o postal antes del 30 de diciembre de 2018 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 a cargo del estudio a mantener un registro preciso de todos los comentarios. Según la ley estatal, cualquier tipo de información identificatoria provista pasará a ser de dominio público y, como tal, se podrá divulgar a cualquier persona que la solicite.

# Interstate 10 and State Route 210 Public Information Meeting Comment Form

THURSDAY, NOV. 28, 2018 | 5:30–7:30 P.M.

BILLY L. LAUFFER MIDDLE SCHOOL, 5385 E. LITTLETOWN RD., TUCSON, AZ 85713

Public comments are an important part of this study and will be reviewed by the study team during the decision making process. **Comments returned by December 30, 2018, will be included in the study record and summary of this public meeting.** Please comment in the space provided below. Please print clearly.

**Contact Information (optional)**

**Name:** _____

**Address:** _____

**Phone:** _____

**Email Address:** _____

**Thank you for your participation.**

Turn in your form during tonight's meeting or send in completed form by email or mail by December 30, 2018 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.

**Reunión pública informativa sobre la Interestatal 10 y la Ruta Estatal 210**
**Comment Form**
MIÉRCOLES 28 DE NOV. DE 2018 | 5:30–7:30 p.m.
BILLY L. LAUFFER MIDDLE SCHOOL, 5385 E. LITTLETOWN RD., TUCSON, AZ 85713

Los comentarios del público son una parte importante de este estudio y serán tenidos en cuenta por el equipo a cargo del estudio durante el proceso de toma de decisiones. **Los comentarios que se envíen antes del 30 de diciembre de 2018 serán incluidos en el registro del estudio y en el resumen de esta reunión pública.** Escriba sus comentarios en el espacio provisto debajo. Escriba con letra clara y legible.

**Información de contacto (opcional):**

**Nombre:** _____

**Dirección:** _____

**Teléfono:** _____

**Dirección de correo electrónico:** _____

**Agradecemos su participación.**

Entregue el formulario durante la reunión que se llevará a cabo esta noche o envíelo completo por correo electrónico o postal antes del 30 de diciembre de 2018 a:

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

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

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COMMENT FORM

# Public Meeting

## INTERSTATE 10 AND STATE ROUTE 210

*Phase II - Environmental Assessment & Design Concept Report*

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

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

- ☐ Area Resident/Property Owner along SR 210
- ☐ Area Business Owner/ Employee along SR 210
- ☐ Representing a group along SR 210: _____
- ☐ Area Resident/Property Owner along I-10
- ☐ Area Business Owner/Employee along I-10
- ☐ Representing a group along I-10: _____
- ☐ Commuter
- ☐ Agency/Jurisdiction: _____
- ☐ Other: _____

2. Purpose statement for the study:

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

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

Do you support the purposes of the study?

☐ Yes

Please explain: _____

☐ No

Please explain: _____

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

- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources (Archeological and Historic)
- ☐ Habitat Connectivity
- ☐ Hazardous Materials
- ☐ Land Use
- ☐ Neighborhood and Community Considerations
- ☐ Noise
- ☐ Public Parks/Recreation
- ☐ Title VI/Environmental Justice
- ☐ Visual Resources (Aesthetics, Line of Sight)
- ☐ Water Resources
- ☐ Other

_____

_____

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

- ☐ Accessibility and Convenience
- ☐ Capacity
- ☐ Congestion
- ☐ Constructability
- ☐ Environmental Impacts: _____
- ☐ Integration into Existing Neighborhood
- ☐ Private Property Impacts/ Relocation/Land Acquisition
- ☐ Project Cost
- ☐ Safety and Security
- ☐ Social and Economic Conditions
- ☐ Traffic Impacts
- ☐ User Experience
- ☐ Other

_____

_____

_____

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

☐ Yes ☐ No

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

_____

_____

_____

_____

_____

_____

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

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

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

**Email:** i10SR210Study@hdrinc.com

**Online:** www.azdot.gov/i10SR210study

# FORMA DE COMENTARIOS

## Reunión Pública

## AUTOPISTA INTERESTATAL 10 Y RUTA ESTATAL 210

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

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

1. Marque todas las opciones que correspondan. Soy

☐ Residente en el área/Dueño de una propiedad ubicada sobre la SR 210

☐ Dueño de un negocio ubicado en el área/ Empleado de un negocio ubicado sobre la SR 210

☐ Representante de un grupo ubicado sobre la SR 210: _____

☐ Residente en el área/Dueño de una propiedad ubicada sobre la I-10

☐ Dueño de un negocio ubicado en el área/Empleado de un negocio ubicado sobre la I-10

☐ Representante de un grupo ubicado sobre la I-10 _____

☐ Viajero diario

☐ Agencia/Jurisdicción: _____

☐ Otro: _____

_____

_____

2. Declaración de objetivo del estudio:

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

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

¿ Está de acuerdo con los objetivos del estudio?

☐ Sí

Por favor explique: _____

_____

_____

_____

☐ No

Por favor explique: _____

_____

_____

_____

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

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

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

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

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

☐ Sí ☐ No

_____

**Por favor devuelva la forma de comentarios llena a la mesa de registro o envíela por correo electrónico o en línea.**
**Todos los comentarios se deben recibir a más tardar a las 5 p.m. del 21 de marzo de 2017.**

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

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

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

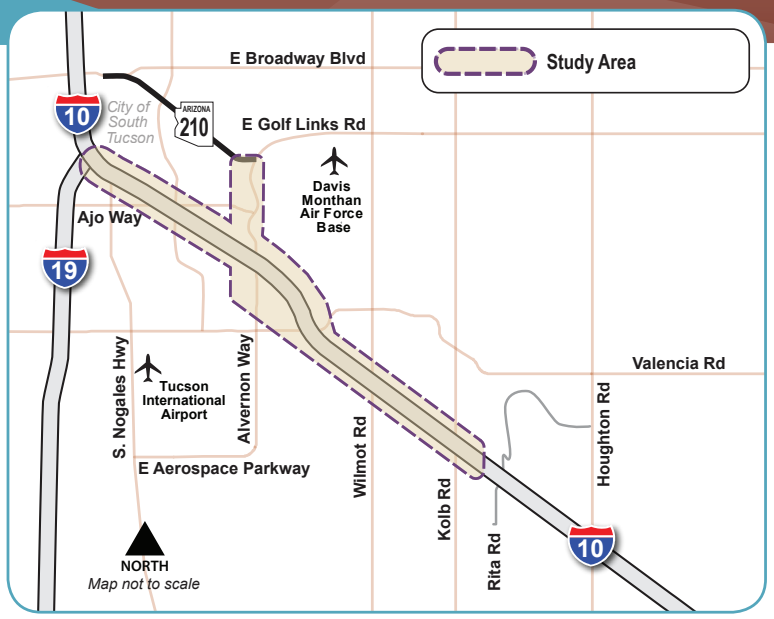
**En Línea:** www.azdot.gov/i10SR210study

# Fact Sheets

FACT SHEET

# INTERSTATE 10 AND STATE ROUTE 210

*Design Concept Report and Environmental Assessment*




## STUDY OVERVIEW

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

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

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

## DESIGN CONCEPT REPORT

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

## ENVIRONMENTAL ASSESSMENT

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

## STUDY PROCESS

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


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

November 2018

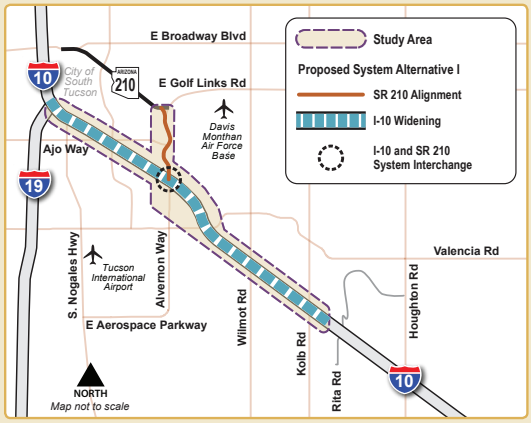
# INTERSTATE 10 AND STATE ROUTE 210

*Design Concept Report and Environmental Assessment*

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

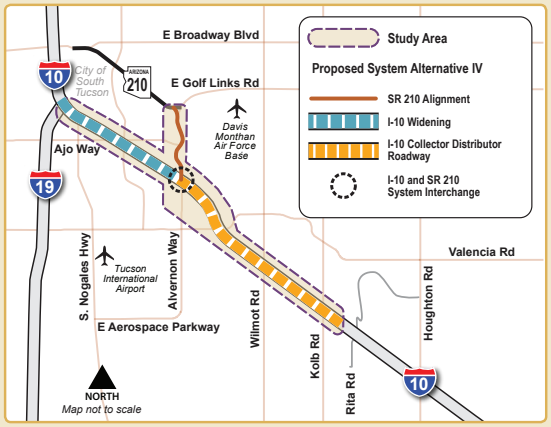
## System Alternative I

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

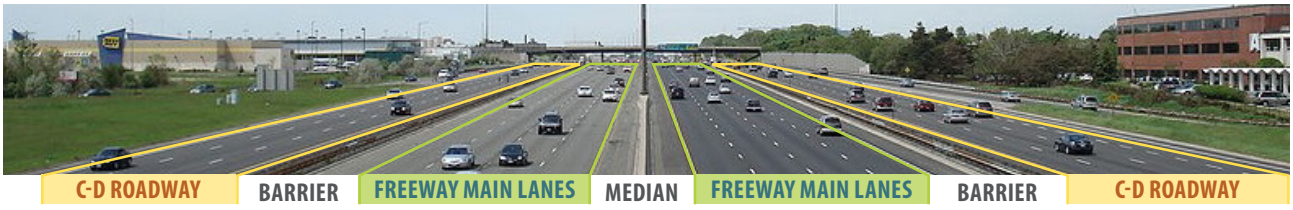



## System Alternative IV

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




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




## No-Build Alternative

- Do nothing

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

## FOR MORE INFORMATION OR TO SUBMIT COMMENTS:


**Website:** www.azdot.gov/i10SR210study

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

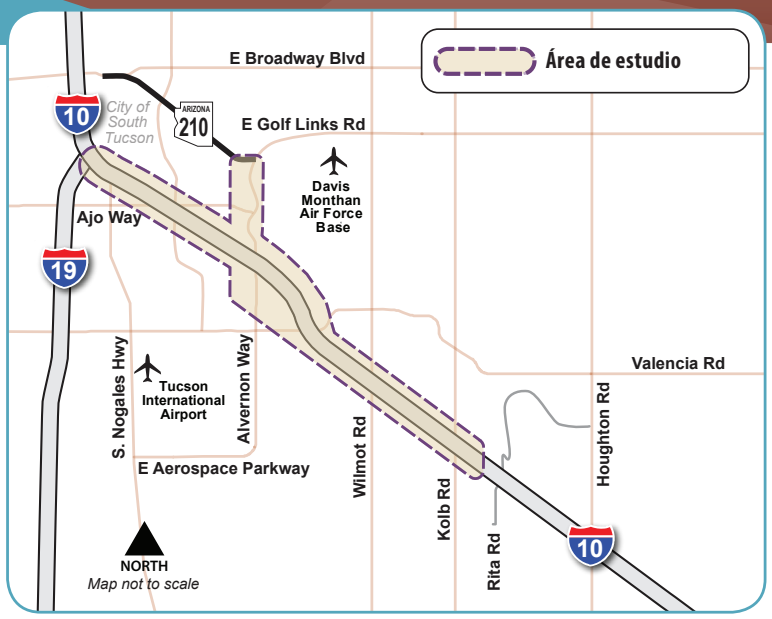
**Email:** i10SR210Study@hdrinc.com

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

FICHA TÉCNICA

# INTERESTATAL 10 Y RUTA ESTATAL 210

*Informe sobre el concepto del diseño y Evaluación ambiental*




## RESUMEN DEL ESTUDIO

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

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

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

## INFORME SOBRE EL CONCEPTO DEL DISEÑO

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

## EVALUACIÓN AMBIENTAL

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

## PROCESO DEL ESTUDIO

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

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

November 2018

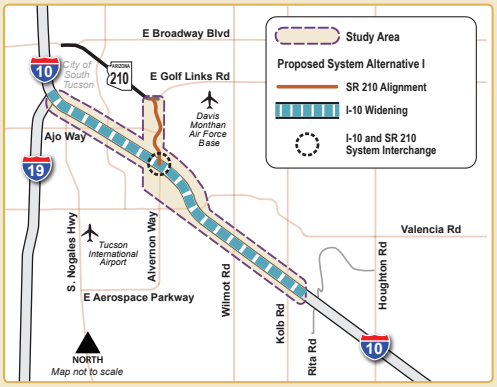
# INTERESTATAL 10 Y RUTA ESTATAL 210

*Informe sobre el concepto del diseño y Evaluación ambiental*

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

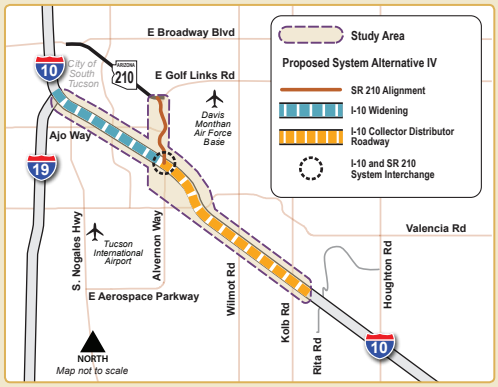
## Alternativa del sistema I

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

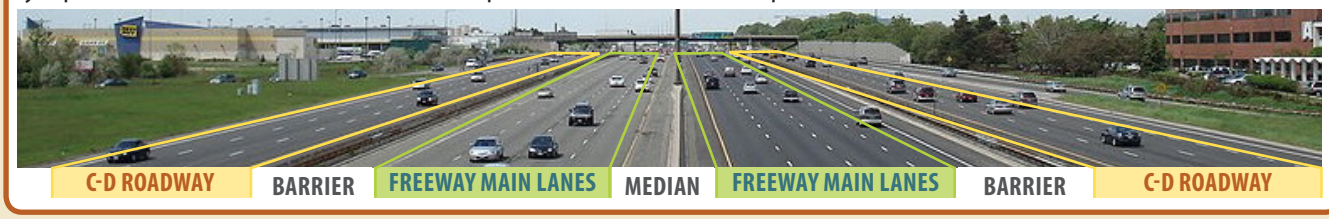



## Alternativa del sistema IV

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




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




## Alternativa de no construcción

- No hacer nada

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

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


**Sitio web:** www.azdot.gov/i10SR210study

**Teléfono:** 1-888-692-2678

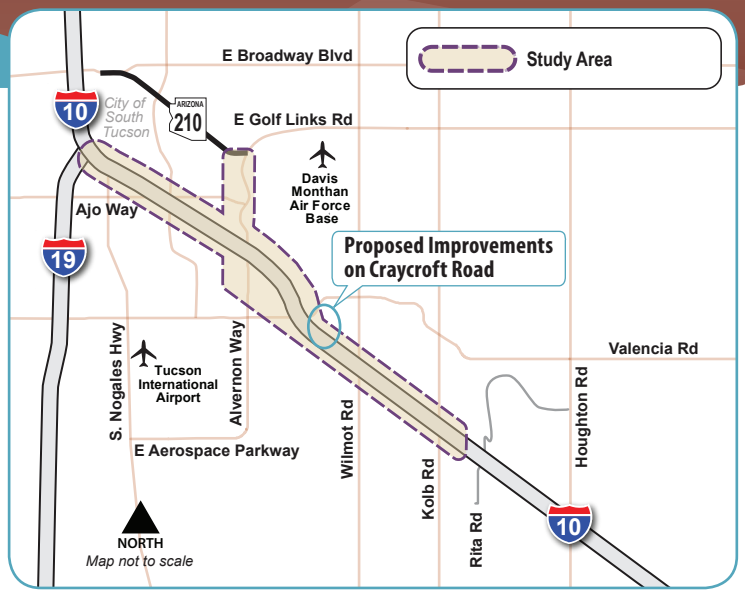
**Correo electrónico:** i10SR210Study@hdrinc.com

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

FACT SHEET

# INTERSTATE 10 AND STATE ROUTE 210

*Design Concept Report and Environmental Assessment*




## STUDY OVERVIEW

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

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

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

## DESIGN CONCEPT REPORT

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

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

## STUDY PROCESS

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

November 2018

# INTERSTATE 10 AND STATE ROUTE 210

*Design Concept Report and Environmental Assessment*

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

## System Alternative I

- Designate Alvernon Way as SR210 from Golf Links Road to the I-10 and provide 4 travel lanes in each direction
- Add a new system interchange to provide access from SR210 to I-10
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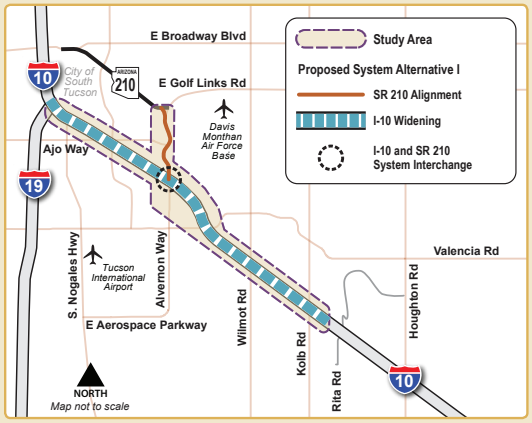
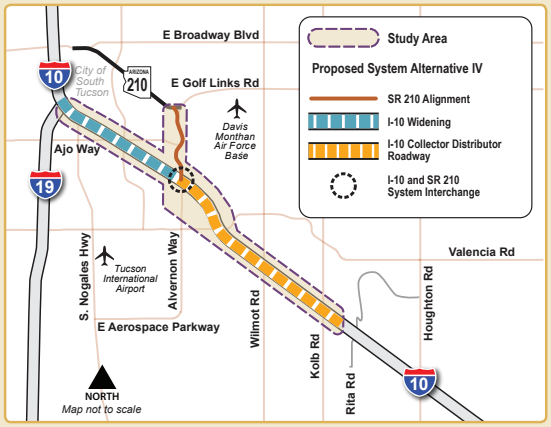



## System Alternative IV

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

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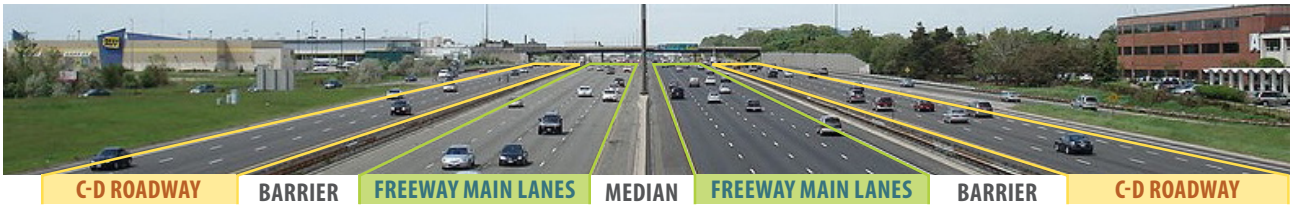


## No-Build Alternative

- Do nothing

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

## FOR MORE INFORMATION OR TO SUBMIT COMMENTS:


**Website:** www.azdot.gov/i10SR210study

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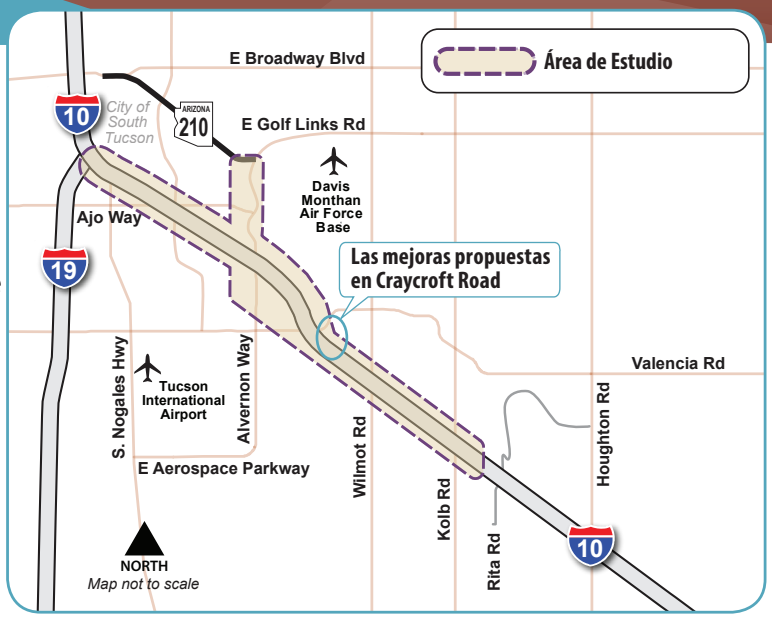
**Mail:** ADOT Community Relations
1221 S. Second Avenue
Tucson, AZ 85713

FICHA TÉCNICA

# INTERESTATAL 10 Y RUTA ESTATAL 210

*Informe sobre el concepto del diseño y Evaluación ambiental*




## RESUMEN DEL ESTUDIO

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

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

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

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

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

## INFORME SOBRE EL CONCEPTO DEL DISEÑO

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

## EVALUACIÓN AMBIENTAL

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

## PROCESO DEL ESTUDIO

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

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

November 2018

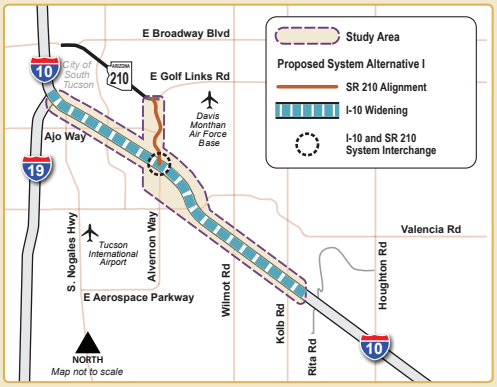
# INTERESTATAL 10 Y RUTA ESTATAL 210

*Informe sobre el concepto del diseño y Evaluación ambiental*

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

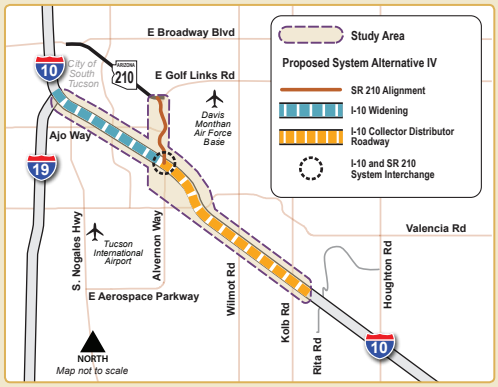
## Alternativa del sistema I

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

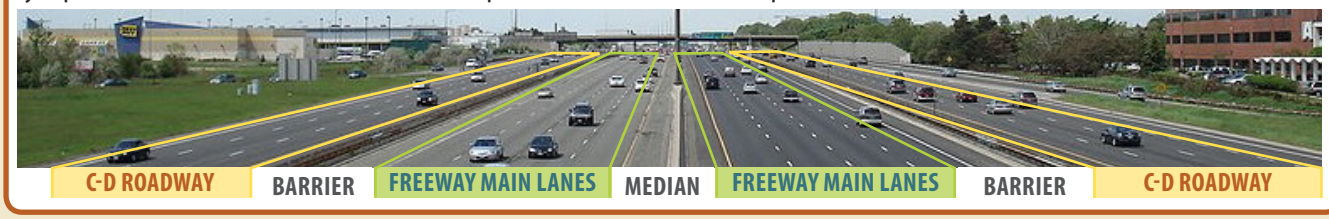



## Alternativa del sistema IV

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




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




## Alternativa de no construcción

- No hacer nada

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

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


**Sitio web:** www.azdot.gov/i10SR210study

**Teléfono:** 1-888-692-2678

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

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

# Title VI/Civil Rights Information/Self-Identification Card

# ADOT Self-Identification Survey

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17-091


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

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

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

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

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# Display Banners

Public Information Meeting

# INTERSTATE 10 AND STATE ROUTE 210

*Phase II– Environmental Assessment and Design Concept Report*

# Welcome!

## Meeting Agenda:

- Open house: 5:30–7:30 p.m.
- Presentation: 6:00 p.m.

## Meeting Checklist:

- Check out the displays and maps
- Learn more from a study team member
- Place your comment on the maps
- Complete a comment form

# MEETING OVERVIEW

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

November 2018

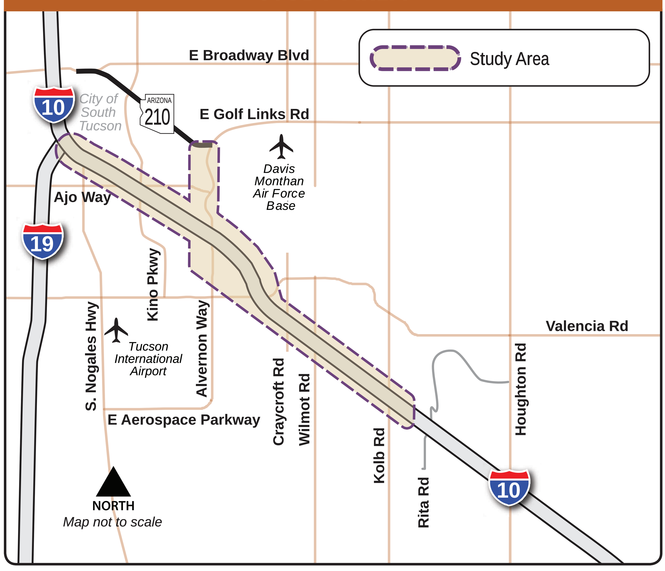
# Public Information Meeting
## INTERSTATE 10 AND STATE ROUTE 210
*Phase II– Environmental Assessment and Design Concept Report*

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

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

The purpose of the proposed alternatives is to relieve congestion and improve safety and traffic flow on I-10 and to connect SR 210 with I-10.

### STUDY AREA




**The proposed improvements will be compared to the No-Build alternative.**

**The proposed alternatives include the following:**

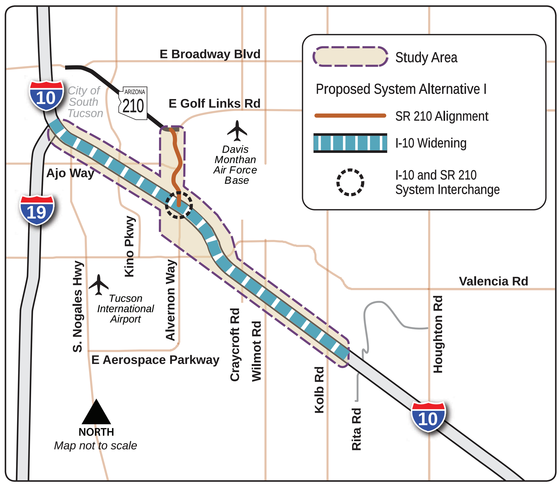
- Widen I-10 (additional travel lanes and/or collector-distributor roadway concept)
- Extend SR 210 to I-10
- Add new traffic interchanges
- Replace or widen existing bridges along I-10
- Improve existing traffic interchanges and crossroads
- Remove existing ramps at some traffic interchanges to improve spacing and traffic flow

# STUDY OVERVIEW

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

# Public Information Meeting
## INTERSTATE 10 AND STATE ROUTE 210
*Phase II– Environmental Assessment and Design Concept Report*

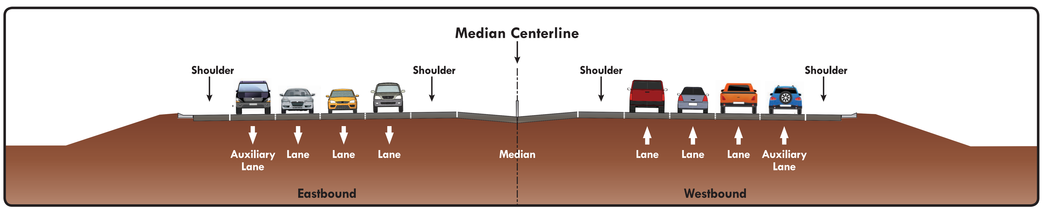
- Designate Alvernon Way as SR 210 from Golf Links Road to I-10 and provide four (4) travel lanes in each direction
- Add a new system interchange to provide access from SR 210 to I-10
- Add up to two (2) lanes in each direction on I-10 from the I-10/I-19 interchange to Alvernon Way
- Add up to four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



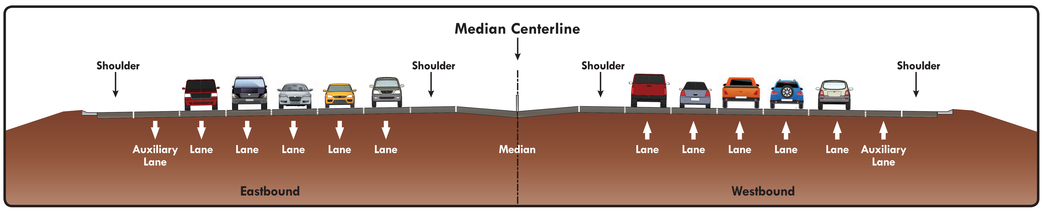

**Proposed Alternative I**

## I-10 Cross-Sections

### Kino Parkway to Alvernon Way




### Craycroft Road to Kolb Road



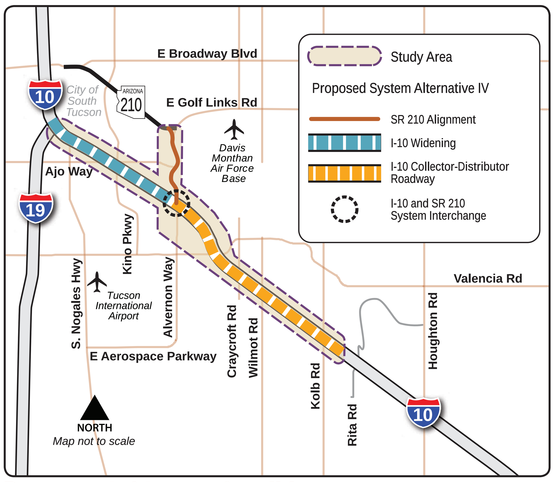
# PROPOSED SYSTEM ALTERNATIVE I


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

November 2018

# Public Information Meeting
## INTERSTATE 10 AND STATE ROUTE 210
*Phase II– Environmental Assessment and Design Concept Report*

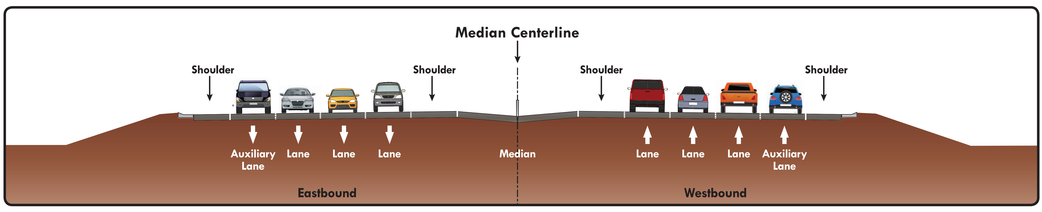
- Designate Alvernon Way as SR 210 from Golf Links Road to I-10 and provide four (4) travel lanes in each direction
- Add a new system interchange to provide access from SR 210 to I-10
- Add up to two (2) lanes in each direction on I-10 from the I-10/I-19 interchange to Alvernon Way
- Modify I-10 from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



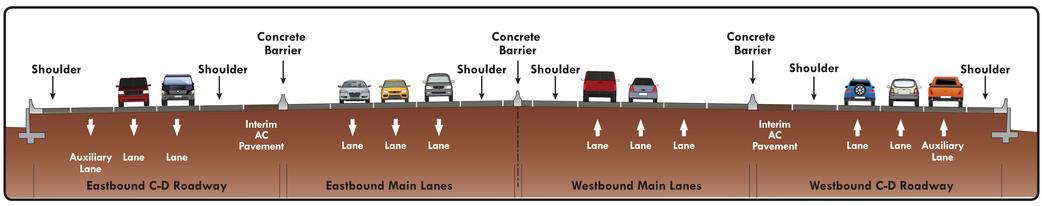

**Proposed Alternative IV**

**Collector-Distributor Roadways:**
- Improve traffic flow on freeways and their entrance and exit ramps
- Improve safety by reducing freeway merging and weaving

## I-10 Cross-Sections
### Kino Parkway to Alvernon Way




### Collector-Distributor Roadway: Craycroft Road to Kolb Road

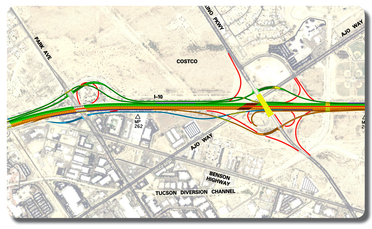


# PROPOSED SYSTEM ALTERNATIVE IV


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

# Public Information Meeting
## INTERSTATE 10 AND STATE ROUTE 210
*Phase II– Environmental Assessment and Design Concept Report*

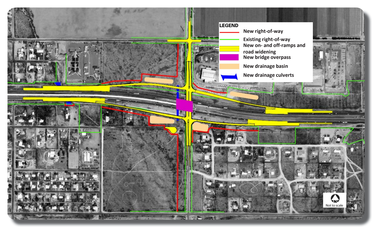
## The following engineering elements will be completed in the Design Concept Report:




### Refine Proposed Alternatives
Refine the proposed alternatives, including the No-Build alternative, to be further evaluated as part of the Environmental Assessment

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

### Roadway Design
Begin preliminary design plans for the selected alternative




### Interchanges
Determine the configuration of the existing and proposed interchanges

### Right-Of-Way
Define right-of-way limits to guide land-use decisions and preserve right-of-way needs

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

# ENGINEERING ELEMENTS

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

# Public Information Meeting
## INTERSTATE 10 AND STATE ROUTE 210
*Phase II– Environmental Assessment and Design Concept Report*

### The following environmental elements will be studied in the Environmental Assessment:

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

# ENVIRONMENTAL ELEMENTS

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

# Public Information Meeting
## INTERSTATE 10 AND STATE ROUTE 210
*Phase II– Environmental Assessment and Design Concept Report*

| ENGINEERING (DCR)[a] | PUBLIC & AGENCY INVOLVEMENT | ENVIRONMENTAL (EA)[b] | KEY MILESTONES |
|---|---|---|---|
| **SCOPING** | | | **2017** |
| Data Collection<br>Criteria Development | Agency & Public Scoping Meetings | Data Collection | |
| **DESIGN CONCEPT REPORT / NEPA[c] STUDY** | | | **2018** |
| Alternatives Evaluation | Agency & Public Information Meetings | Technical Analysis | |
| | | | **2019** |
| Initial DCR<br>Final DCR<br>DCR Approved (FHWA Decision) | Public Hearing | Draft EA<br>Final EA<br>Finding of No Significant Impact or No-Build | |
| STUDY RECOMMENDATION AGENCY DECISION | | | |

**NEXT STEPS**

- FINAL DESIGN
- CONSTRUCTION
- MAINTENANCE

[a] Design Concept Report [b] Environmental Assessment [c] National Environmental Policy Act

# STUDY PROCESS

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

November 2018

ADOT

DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

RTA Regional Transportation Authority

# Public Information Meeting
## INTERSTATE 10 AND STATE ROUTE 210
*Phase II– Environmental Assessment and Design Concept Report*

## Please provide input by:

**Return completed comment form to the sign-in table**

**Sending comments by December 30, 2018 to:**

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

**Email:** i10SR210Study@hdrinc.com

**Phone:** 888-692-2678

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

**Comments must be submitted by December 30 to be included in the study record.**

# HOW TO COMMENT

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

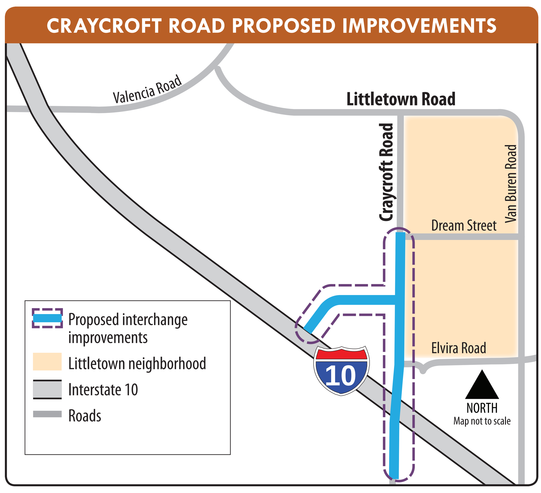
November 2018

Public Information Meeting
**INTERSTATE 10 AND STATE ROUTE 210**
*Phase II– Environmental Assessment and Design Concept Report*

# Craycroft Road Interchange Overview

The proposed I-10/SR210 improvements include reconstructing the Craycroft Road interchange. The improvements would help:

- Meet current and future traffic needs
- Reduce congestion
- Manage commercial truck and other vehicle turning movements north of I-10




## The following interchange improvements to Craycroft Road between I-10 and Dream Street are proposed:

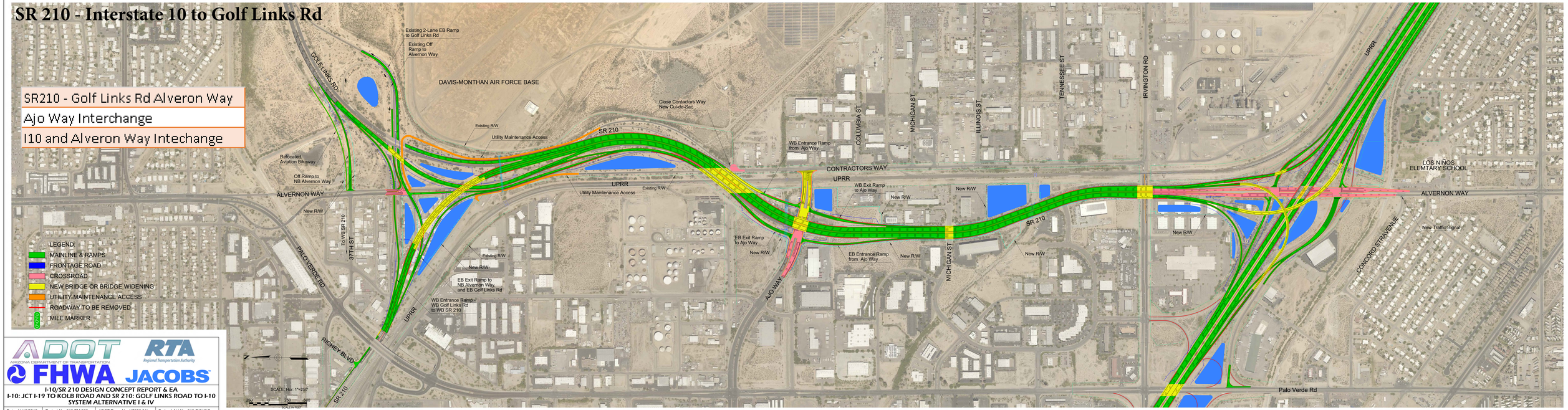
- Signalized intersection
- Frontage road
- Connector road
- Raised median
- Curb and gutter
- Sidewalks
- Drainage inlets
- Drainage culverts
- Drainage channel

# CRAYCROFT ROAD IMPROVEMENTS

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

# Roll Plot Maps

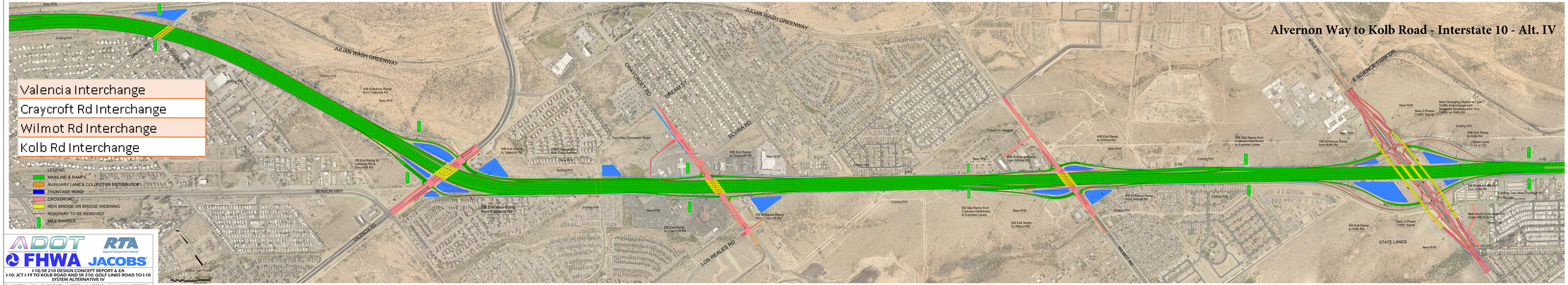
# SR 210 - Interstate 10 to Golf Links Rd



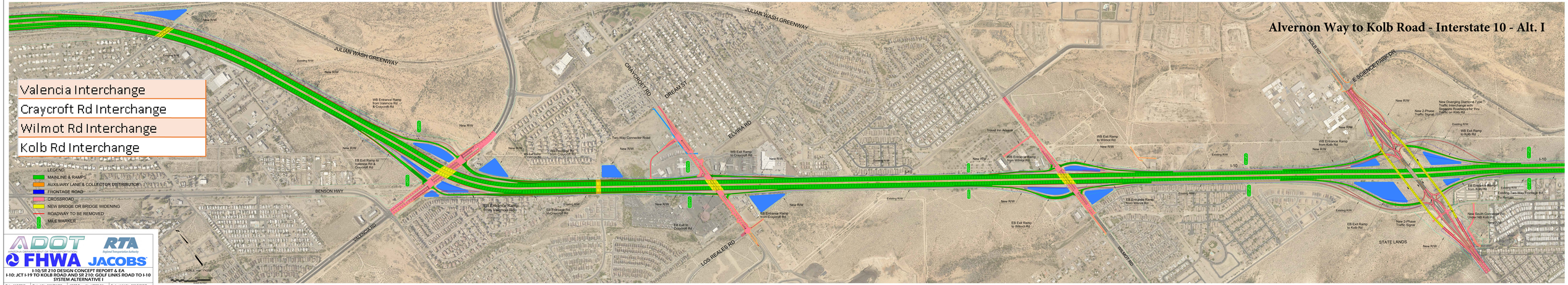

ADOT ARIZONA DEPARTMENT OF TRANSPORTATION | RTA Regional Transportation Authority | FHWA | JACOBS

**I-10/SR 210 DESIGN CONCEPT REPORT & EA**
**I-10: JCT I-19 TO KOLB ROAD AND SR 210: GOLF LINKS ROAD TO I-10**
**SYSTEM ALTERNATIVE I & IV**

| Date: 11/13/2018 | Project No: 010 PM 260 | ADOT Tracs No: H7825 01L | Federal Aid No: 010-E(210)S |
|---|---|---|---|


Alvernon Way to Kolb Road - Interstate 10 - Alt. IV
Valencia Interchange
Craycroft Rd Interchange
Wilmot Rd Interchange
Kolb Rd Interchange
LEGEND:
MAINLINE & RAMPS
AUXILIARY LANE & COLLECTOR DISTRIBUTOR
FRONTAGE ROAD
CROSSROAD
NEW BRIDGE OR BRIDGE WIDENING
ROADWAY TO BE REMOVED
MILE MARKER
JULIAN WASH GREENWAY
BENSON HWY
VALENCIA RD
LOS REALES RD
CRAYCROFT RD
BREAM ST
ELVIRA RD
WILMOT RD
KOLB RD
E SCIENCE PARK DR
I-10
STATE LANDS
New R/W
Existing R/W
WB Entrance Ramp from Valencia Rd
WB Exit Ramp to Valencia Rd & Craycroft Rd
EB Exit Ramp to Valencia Rd & Craycroft Rd
EB Entrance Ramp from Valencia Rd
WB Exit Ramp to Valencia Rd
WB Entrance Ramp from Craycroft Rd
Two-Way Connector Road
WB Exit Ramp to Craycroft Rd
EB Exit Ramp to Craycroft Rd
EB Entrance Ramp from Craycroft Rd
Travel Inn Abated
WB Exit Ramp to Wilmot Rd
WB Entrance Ramp from Wilmot Rd
EB Slip Ramp from Collector-Distributor to Express Lanes
EB Exit Ramp to Wilmot Rd
EB Entrance Ramp from Wilmot Rd
WB Slip Ramp from Collector-Distributor to Express Lanes
WB Entrance Ramp from Kolb Rd
WB Exit Ramp to Kolb Rd
New 2-Phase Traffic Signal
New Diverging Diamond Type Traffic Interchange with Separate Roadways for this Traffic on Kolb Rd
Option Lane I-10 or UD
EB Entrance Ramp from Kolb Rd
Existing Two-Way Frontage Rd (To Remain)
New South Connector Rd Under NB Kolb Rd
EB Exit Ramp to Kolb Rd
SCALE: 1 inch = 1000 feet
ADOT
RTA
FHWA
JACOBS
I-10/SR 210 DESIGN CONCEPT REPORT & EA
I-10: JCT I-19 TO KOLB ROAD AND SR 210: GOLF LINKS ROAD TO I-10
SYSTEM ALTERNATIVE IV
Date: 11/3/2016
Project No: 010 PM 260
ADOT Trans No: H7820 01L
Federal Aid No: 010-B(210)S

# Alvernon Way to Kolb Road - Interstate 10 - Alt. I



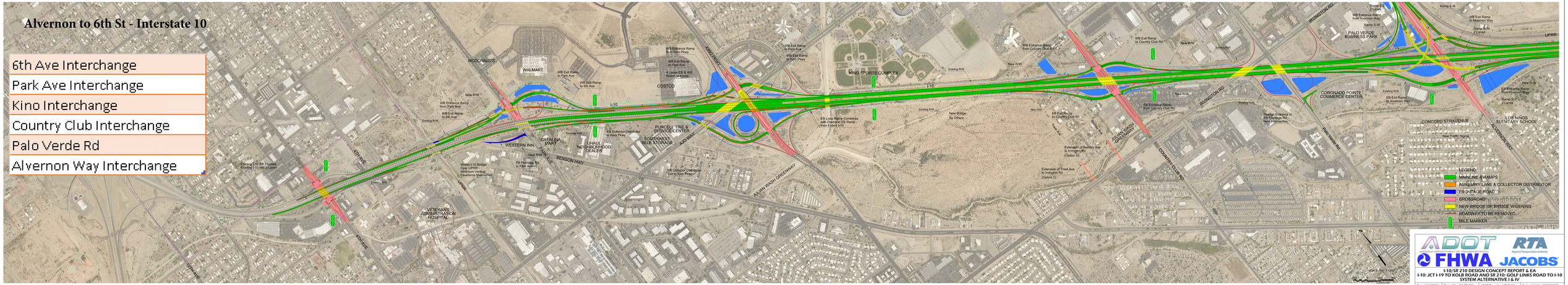

ADOT RTA FHWA JACOBS

I-10/SR 210 DESIGN CONCEPT REPORT & EA
I-10: JCT I-19 TO KOLB ROAD AND SR 210: GOLF LINKS ROAD TO I-10
SYSTEM ALTERNATIVE I

Date: 11/3/2016 | Project No: 010 PM 260 | ADOT Trans No: H7829 01L | Federal Aid No: 010-B(210)S

# Alvernon to 6th St - Interstate 10

| |
|---|
| 6th Ave Interchange |
| Park Ave Interchange |
| Kino Interchange |
| Country Club Interchange |
| Palo Verde Rd |
| Alvernon Way Interchange |



# Presentation

# Public Information Meeting

# Interstate 10 and State Route 210

## Phase II – Environmental Assessment and Design Concept Report

November 29, 2018

Project No. 010 PM 260 H7825 01L

Federal Project No. 010-E(210)S

U.S. Department of Transportation Federal Highway Administration

RTA Regional Transportation Authority

ADOT

# Restrooms & Emergency Exits

# Agenda

- Project Purpose and Need
- Phase I Study Overview
- Phase II Study
  - System Alternatives
  - Design Concept Report
  - Environmental Assessment
  - Schedule

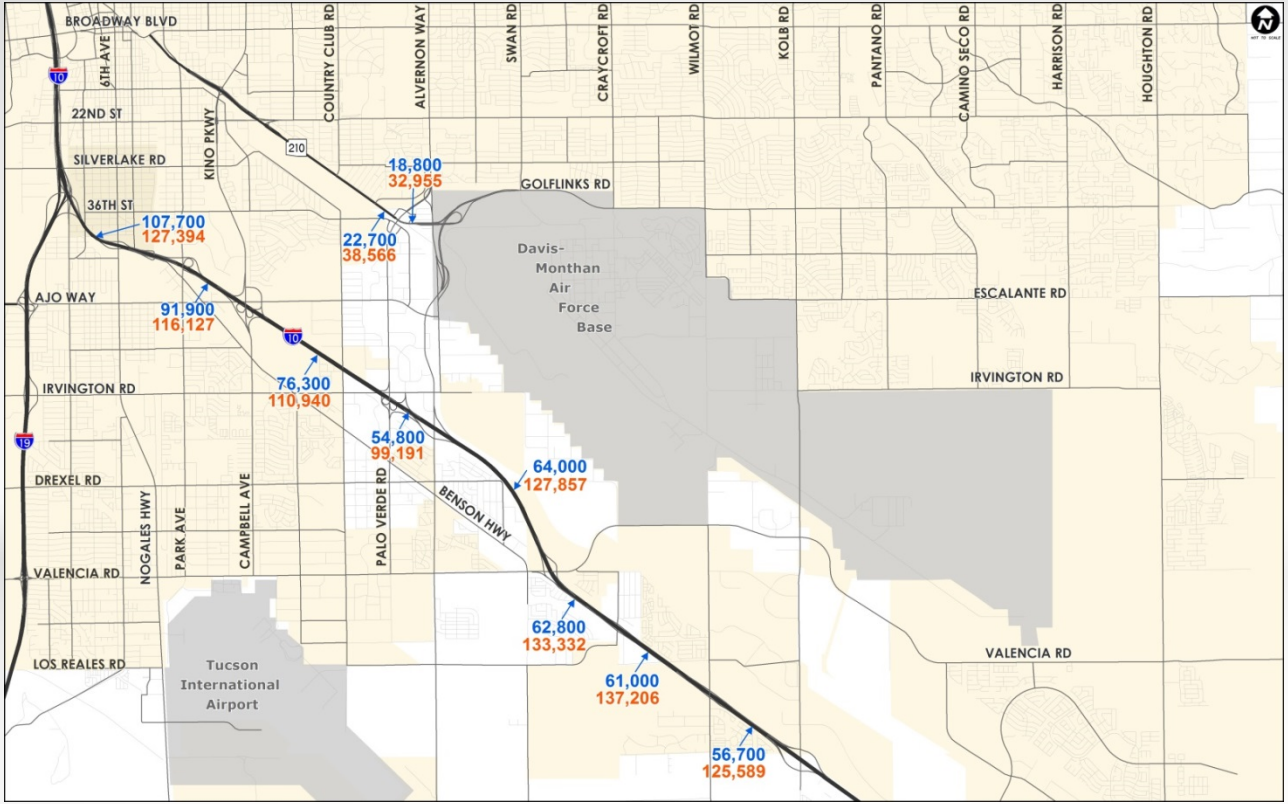
# Study Area

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

# Project Need

- Lack of roadway options to downtown Tucson area
- I-10 traffic interchanges have poor operational performance and high crash rates
- Projected I-10 traffic growth over the next 25 years will exceed the current capacity of the freeway
- High percentage of travel on I -10 is for local trips rather than through traffic

# Traffic Volumes




## Traffic Volume

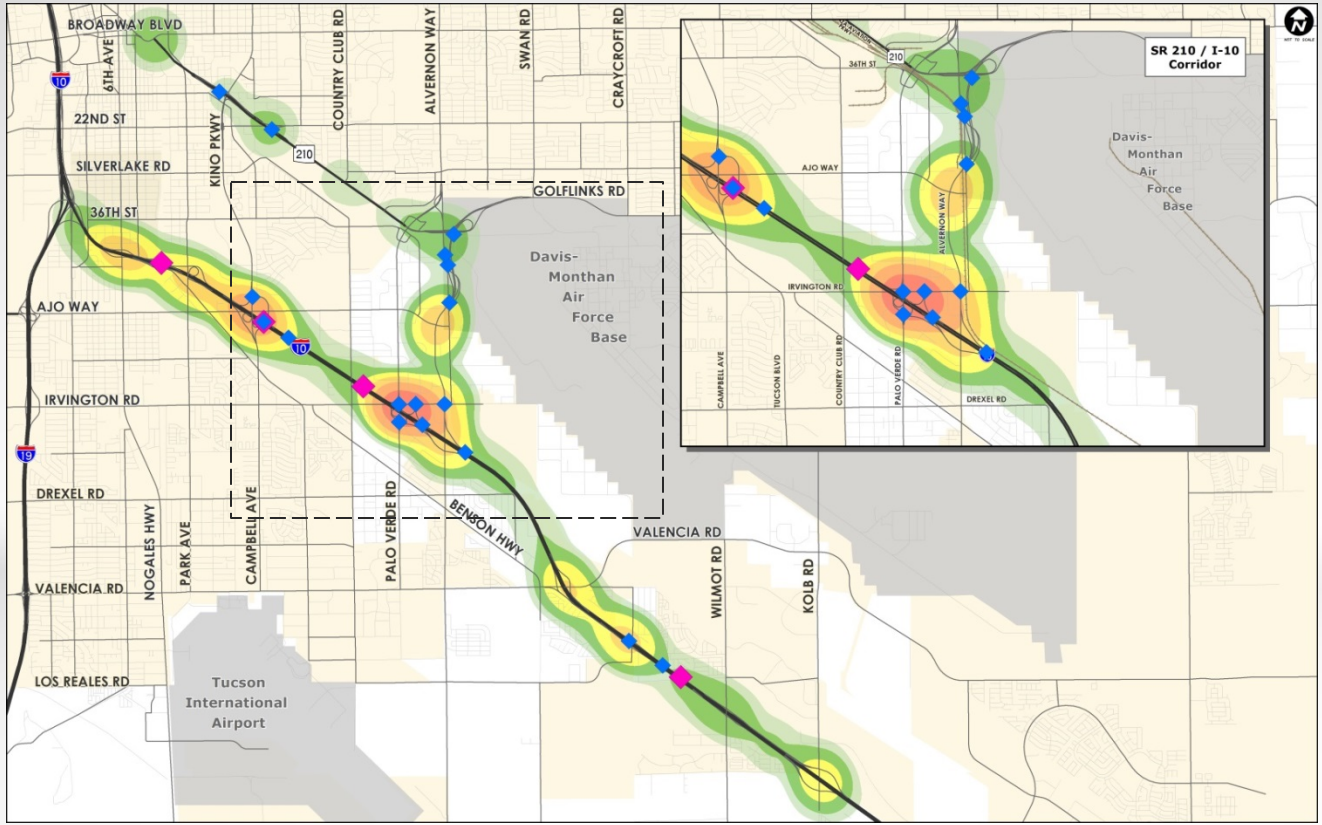
| | |
|---|---|
| XX,XXX | 2010 Traffic Count |
| XX,XXX | 2040 Projected No Build Traffic Volume |

U.S. Department of Transportation Federal Highway Administration

RTA Regional Transportation Authority

ADOT

# Crash Rate




**Crash Density**
**Crashes from July 2011 - June 2016**

**Crash Density**: High – Low

**Fatal Incidents**: Auto Related; Pedestrian Related

## Summary of Crashes
### July 2011 – June 2016

| Year | Total |
|---|---|
| July 2011 - June 2012 | 335 |
| July 2012 - June 2013 | 372 |
| July 2013 - June 2014 | 393 |
| July 2014 - June 2015 | 470 |
| July 2015 - June 2016 | 486 |
| **Total** | **2,056** |

# Project Purpose/Objectives

- The purpose of the extension of SR 210 and improvements to I-10 are as follows:
  - Extend SR 210 south to a connection with I-10 to provide an alternate route into Tucson's business district/downtown
  - Improve I-10 traffic interchange functionality through interchange reconstruction, reconfiguration, removals or additions
  - Increase I-10 capacity to meet future travel demands
  - Improve local destination access

# Phase I Study

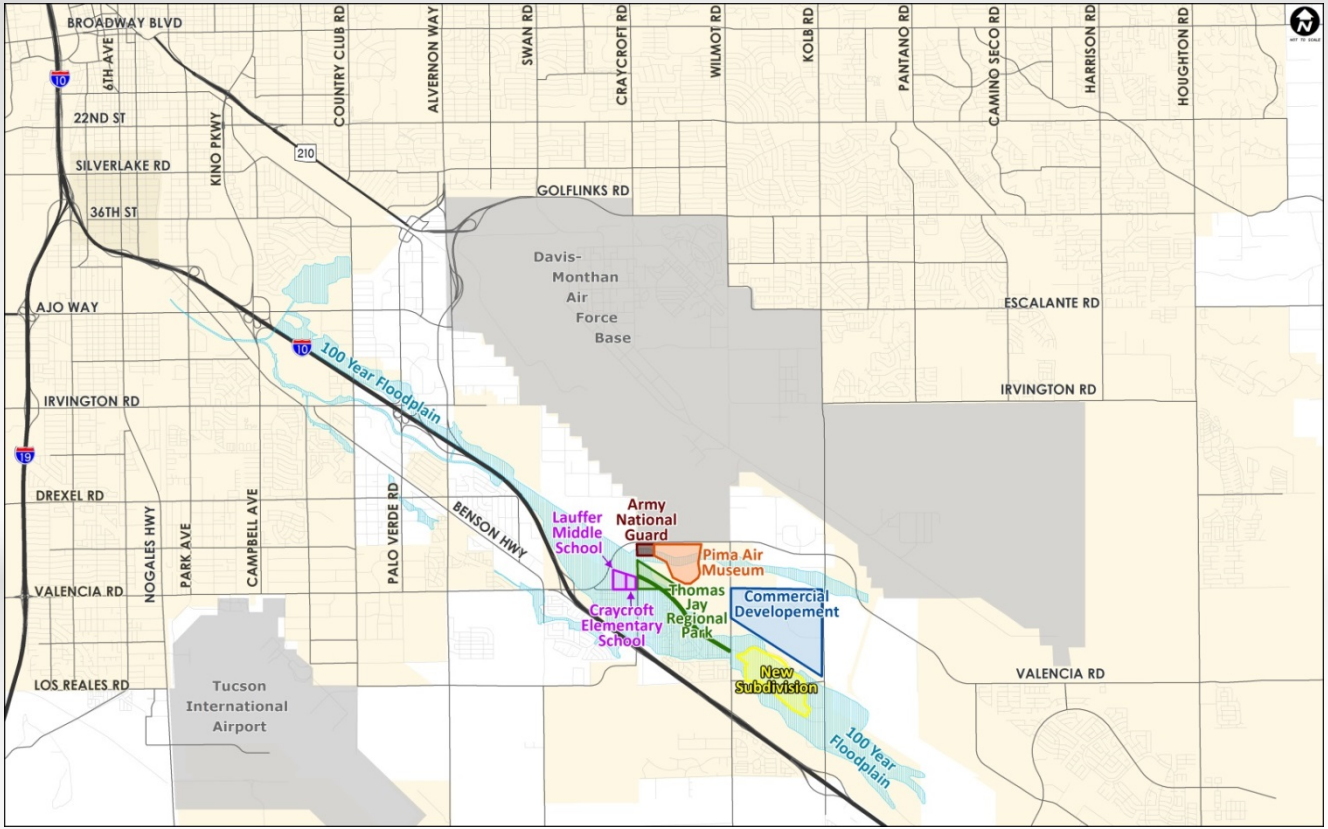
- Completed in 2015
- Feasibility Report
  - Examined future transportation needs and potential improvements
  - Studied connection points for SR 210 to connect with I-10
- Environmental Overview
  - Identified potential environmental issues in the study area
- Public Outreach

# SR 210 Connections to I-10

**Crash Location**

- Potential Interchange Location
- SR210 Potential Alignments

# SR 210 Constraints




U.S. Department of Transportation Federal Highway Administration

RTA Regional Transportation Authority

ADOT

# Phase II Study

- Two build alternatives (System Alternatives I & IV) from Phase I will be studied further in Phase II as well as the No-Build Alternative
- Alternatives developed through:
  - Public and agency input
  - Technical analysis
- Phase II includes the preparation of:
  - Design Concept Report (DCR)
  - Environmental Assessment (EA)
- Public Involvement

# System Alternative I

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

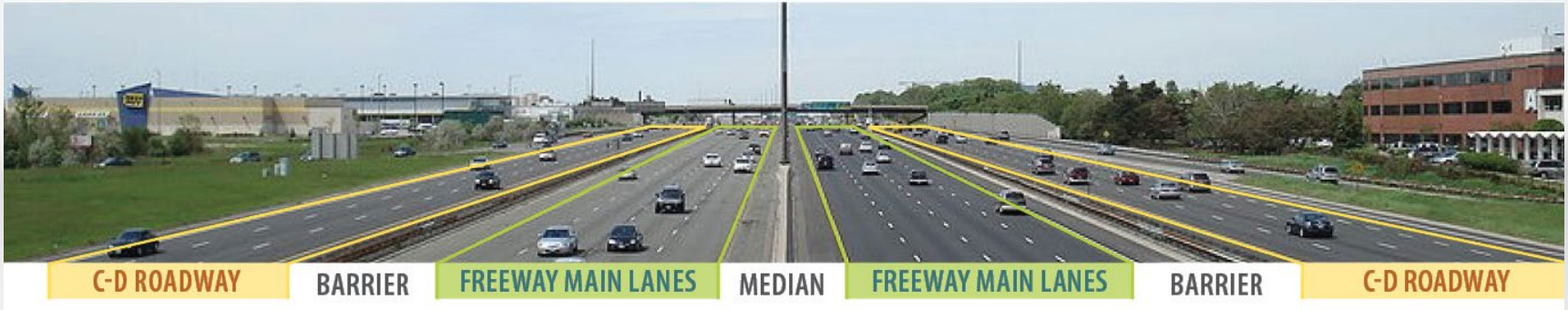
# System Alternative IV

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

# Collector-Distributor Roadways

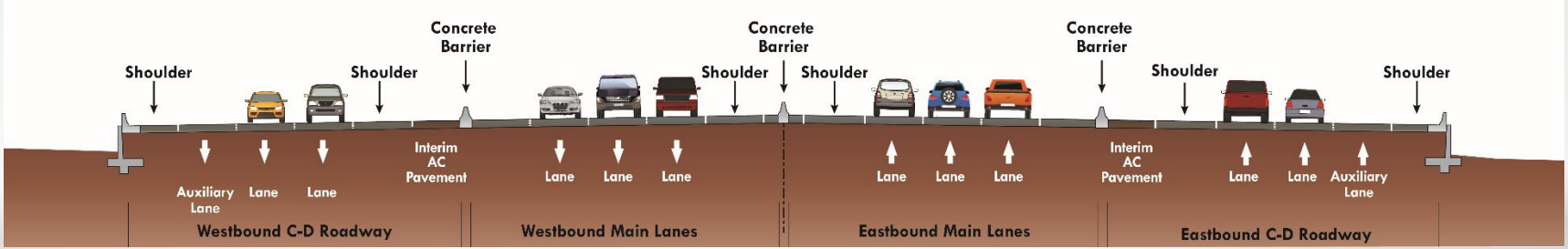
- Move weaving and lane-changing traffic away from the high-speed traffic
- Allows the freeway main lanes to function as an express way for higher speed through traffic

Representative Example:



# System Alternative IV

## I-10 Cross Section – Alvernon Way to Kolb Road



# Comments Incorporated in Alternatives

- Incorporated changes to the SR 210/Golf Links interchange
- Signal for Los Niños Elementary School
- Crossover ramps for Alternative IV
- Underpass for Kino Sports Complex expansion
- Utility maintenance roads near SR 210/Golf Links interchange

# Design Concept Report

- Refine the alternatives from the last public meeting
- Advance the preliminary roadway design
- Prepare computer analysis of both alternatives to determine how well they will operate
- Advance the preliminary interchange designs
- Identify drainage features
- Refine the right-of-way limits

# Environmental Assessment - What is NEPA?

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

# Environmental Assessment

- Prepared in accordance with the National Environmental Policy Act (NEPA) of 1969
- Analysis of System Alternative I, System Alternative IV and the No-Build Alternative
- Analysis through:
  - Data collection
  - Public and agency scoping
  - Coordination with regulatory agencies
  - Field studies
  - Technical reports

# Environmental Assessment

- The Environmental Assessment will evaluate:
  - Air Quality
  - Biological Resources
  - Cultural Resources
  - Environmental Justice/Title VI Populations
  - Hazardous Materials
  - Land Use
  - Neighborhood and Community Considerations
  - Noise
  - Secondary and Cumulative Impacts
  - Section 4(f) Resources
  - Section 6(f) Resources
  - Visual Resources
  - Water Resources

# Project Schedule

- Data collection and technical analysis – Completed
  - Public Scoping Meeting held February 2017
- Alternatives evaluation – Fall 2018
  - Public Information Meeting – November 2018
- Draft DCR and EA – Winter 2018-2019
  - Public Hearing – Spring 2019
- Final DCR and EA – Summer 2019
- Anticipate FHWA decision approving the DCR and Finding of No Significant Impact (FONSI) or the No-Build – Summer 2019

# We Need Your Input!

- Return completed comment form to the sign-in table
- Place your comments on the maps
- Complete an online comment form at: www.azdot.gov/i10SR210study
- Send comments by December 30, 2018 to:
  - Email: i10SR210Study@hdrinc.com
  - Phone: 1-888-692-2678
  - Mail: ADOT Community Relations, 1221 S. Second Ave. Tucson, AZ 85713

# Connect With Us

- Stay up-to-date through the project website: www.azdot.gov/i10SR210study
- Subscribe for email updates and meeting notices
  Email: i10SR210Study@hdrinc.com
- Connect with the project team:
  - Email: i10SR210Study@hdrinc.com
  - Phone: 1-888-692-2678

# Appendix C: Public Comments

Comment Log

Roll Plot Map Comments

Comments

# Comment Log

| Date | Constituent Name | Method of Contact | Constituent Comment/Question | ADOT Response |
|---|---|---|---|---|
| 11/12/2018 | Anonymous | Phone | I have a quick question, what's in this thing you gave us? Can you please call back and tell us what it's about because that's my question I have for you. | Called back 11/14/18 but said he had not requested any info regarding the project. |
| 11/14/2018 | Mike Robinette | Email | Interstate 10 from I/10/Interstate 19 interchange to Kolb Road<br><br>- If this is what used to be called the Sonoran Corridor, wouldn't it be more sensible to connect it to Rita Road?<br>- As part of this effort, I-10 needs to be widened to three lanes on each side all the way to Colossal Cave Road.<br>- Build the new section of highway in the mostly empty desert space between I-19 and I-10, north of Pima Mine Road.<br><br>State Route 2010 (Barraza-Aviation Parkway)<br><br>- If this is going to be connected to I-10, make it a true Parkway and remove all the stop lights along the way and build proper interchanges for those roads. Traffic lights hinder quick traffic flow and turn this into just another city street. Remove the lights and increase the speed limit to 65 MPH. Make it a true expressway.<br><br>Regards,<br><br>Mike Robinette | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 11/15/2018 | James Berrang | Email | For years I have driving to the Arizona State Prison on Wilmot Road from Miracle Mile. For years there have been constant slow downs, accidents, bottlenecks, all because two lanes have not been widened to 3 lanes each direction from Campbell to Kolb Road. I surely hope the time is at hand for this time-consuming journey for thousands of motorists to be addressed and remedied.<br><br>Two lanes are manifestly not equipped to handle the enormous increase in traffic that has occurred in just the last five years, not to mention the East bound disaster called the Palo Verde and Alvernon on ramps. Whoever designed those surely did not have traffic flow and ease of access in mind.<br><br>That is my take on the issue.<br><br>James Berrang | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 11/15/2018 | Dennis Aust | Website | Comments: I would be in favor of the System Alternative IV as it would certainly be the safer option for isolating the heavy traffic that passes through the area from the traffic entering and exiting the freeway in this area. C-D's are very good when they are done right, but there are some areas where they are done very poorly, which is usually when they are only one lane or are in areas where they block several freeway exits. Thank you for asking for outside input. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 11/19/2018 | Joey Iuliano | Website | Comments: Induced demand demonstrates that widening roads does not solve congestion. We need better transit in the area, not more pavement. If we provide viable transit alternatives, it will help get people out of their vehicles. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 11/19/2018 | Jose Garcia | Website | Comments: I work in the area of the project. I think we should wait until the City builds the final mile linking I-10. At this point it may make more sense to partially fund that project so we can get a better idea on how traffic patterns can change as the road connects to St. Marys. Are there plans to build direct connection ramps from I-10 onto St. Mary's? Is State Route 810 (Golf Links) actually going to happen? Grade separated interchanges at Swan and Craycroft would be needed in the future and would make sense to integrate those projects into this plan. I support plan I and I also work a lot in this area. I know a lot of the ideas I brought up in this comment aren't in any of the plans but I believe it's important to consider them. | Comment: I work in the area of the project. I think we should wait until the City builds the final mile linking I-10. At this point it may make more sense to partially fund that project so we can get a better idea on how traffic patterns can change as the road connects to St. Mary's.<br>Response: The traffic model used for this project is based on the PAG regional traffic model which incorporates the west connection to I-10. Currently the SR 210 connection to I-10 uses the frontage road along I-10 at St. Mary's Road. Ramp connections to the north at occur at Speedway Blvd and to the south at Congress Street.<br><br>Comment: Are there plans to build direct connection ramps from I-10 onto St. Mary's?<br>Response: We are not aware of any current plans to build direct connection ramps onto I-10 near St. Mary's Road.<br><br>Comment: Is State Route 810 (Golf Links) actually going to happen? Grade separated interchanges at Swan and Craycroft would be needed in the future and would make sense to integrate those projects into this plan.<br>Response: Currently Golf Links Road is not designated as SR 810. We do not know if Golf Links Road will be designated as SR 810 in the future. However, this project incorporates several free flowing ramps from Golf Links Road onto SR 210.<br><br>Comment: I support plan (Alternative) I and I also work a lot in this area. I know a lot of the ideas I brought up in this comment aren't in any of the plans but I believe it's important to consider them.<br>Response: Your comments will be passed along to PAG and ADOT for consideration. |

| Date | Constituent Name | Method of Contact | Constituent Comment/Question | ADOT Response |
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| 11/20/2018 | Jason Hagar | Website | Comments: I think either option being considered (but not the no build alternative) would be a vast improvement over what we have, but I like option IV the most. A collector distributor system that allows people moving from the southeast side to the northwest side, or other movements that completely bypass the Kolb<->Alvernon area would really do a better job than simply adding two regular lanes. One concern I don't see addressed here is the complexity of the Golf Links/Alvernon interchange. If it isn't upgraded to free flowing, and something done to improve flow through the traffic lights between there and I-10, then it won't be as much of a help on Alvernon. The rest of SR-210 traffic has to stop every mile or two and that's just not really conducive to building a true alternate route through the area. Most traffic already goes 50-55 through Tucson depending on the street and time of day, so ADOT really needs to look at doing something that allows traffic to move at about 65 MPH down 210. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 11/20/2018 | Kristy Skaar | Email | Interstate 10 definitely need to be expanded to more lanes out to at least Houghton. The congestion and car accidents from around the Pali Verde/ Alvernon exit is just too dangerous and needs to be addressed. Please consider doing something/anything to help reduce the danger.<br><br>Thanks!<br>Kristy Skaar | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 11/21/2018 | Ken Zablotny | Email | I live in the southeast corridor and travel I-10 east and west 3-4 times a week.<br><br>After reading all alternatives that you have proposed, I would vote for Alternative 1.<br><br>I-10 from the east into Tucson is a death trap, with all the truck traffic and growth in homes and businesses southeast, I-10 needs to be expanded immediately all the way from Houghton, but because costs are always the issue, from Kolb westbound would be a great start.<br><br>Looking forward to ADOT getting started as soon as possible.<br><br>Ken Zablotny<br><br>Corona de Tucson | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| | | | Good Day to those concerned,<br><br>I wanted to take a moment to share my thoughts on the proposed widening of 1-10 from the I-19 interchange to the east as well as the extension of SR210 south to 1-10.<br><br>I moved with my family from the Chicago suburbs to Tucson in 1996. I graduated from Sabino HS while living at that time in Rita Ranch. After military service in San Diego and having circumnavigated the planet, I returned to Tucson and lived for several years in Casas Adobes on the northwest side, and now own my home in Julian Ranch which is within the study corridor. I appreciate the opportunity to share my opinions on the different proposed routes and hope this project moves forward quickly, as it is badly needed.<br><br>I have worked at the Raytheon Missile Systems airport plant for about 10 years now. When looking to buy my first home, the only area of town that I ruled out was the northeast side, as I refused to commute through the entire city via surface streets every day. In fact, I elected to work overnights and to deal with the inconveniences that comes with night shift work, in order to avoid the daytime traffic and commutes. And while there are other projects that would help relieve congestion (Downtown Links, an expanded streetcar or light rail to the eastside or airport etc..) I feel that this project would have the most impact and would allow for the future growth of the southeast side.<br><br>I see several benefits to the proposed expansion. I reviewed the 3 proposed route alternatives (as well as the eliminated alternatives) and I prefer System ALT #1 for a few reasons.<br><br>1) System ALT 1, gets my preference in regards to the intersection of Aviation Pkwy, Golf Links and Alvernon N/S. Extending SR210 south and allowing Aviation Pkwy and Golf Links to act as collectors for southbound traffic from a wide area of the city, funneling that traffic into an expanded SR210 with controlled access and at freeway speeds would allow for much smoother and faster transit past the west side of D-M AFB to connect to I-10. Alvernon Way currently handles that load, with traffic lights and side streets, slower speed limits and pedestrians along the sidewalks make for a more dangerous route for such a large volume of traffic. I feel it would be most beneficial to allow both Aviation Pkwy and Golf Links Rd to feed freely into the north/south corridor without stopping, as well as connecting freely to each other. ALT 2 would require Golf Links to stop before taking a right or left onto SR210. I like the idea of being able to travel east/west through the city between downtown and the D-M AFB main gate at Craycroft and Golf Links, without traffic lights and at | |

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| 11/21/2018 | Eric A. | Email | freeway speeds (which is why I think it would be great if Golf Links could also bypass the intersection at Swan Rd using on and off ramps which would effectively turn Aviation-Barraza / Golf Links into an east/west midtown freeway with connections to 1-10, easing access to much more of the city center and relieving a lot of congestion).<br><br>2) System ALT 2 would establish a new route along the south and west side of DM-AFB that would only be 2 lanes in each direction. I would think that most of the same traffic that clogs up Alvernon Way currently, would transition to that route and with only two lanes it would be easier to cause a back-up with a minor traffic accident than on a 4 lane route.<br>I prefer using the current route of Alvernon Way to improve and widen, as I also hope that one day it can be extended south from 1-10, controlled access and at freeway speeds, all the way to the new Aerospace Pkwy which then continues west to Nogales Hwy. With a possible Aerospace Pkwy connection to a future Sonoran Corridor passing through the area south/east of the Airport, this configuration could establish a true grid of high capacity corridors to connect most the south south/east of the city. It would also help to handle the increasing number of commuters that use that corridor to get to an expanding Raytheon Airport site, as well as increased truck and industrial traffic expected with the Aerospace Tech Park as well as a planned Air Cargo facility at Tucson International Airport.<br><br>3) System ALT 1, gets my preference in regards to the question of whether to use a Collector Distributor system or not. I would prefer simply increasing the number of lanes in the main route of 1-10 over adding separated C/D lanes. One concern I have, the same reason I don't like creating a new route for SR210, is that a smaller number of lanes makes it easier to cause a traffic jam if an accident is blocking a lane or two. If the mainline is 4 or 5 lanes, an accident won't create such a bottleneck as it would on a 3 lane C/D or a 3 lane mainline. I think about drivers approaching the split between the mainline route or the C/D route, if there is an accident and backup on the express lanes, all traffic would shift to the C/D lanes which would then become clogged. If you're on the express lanes and are stuck in a traffic jam, there is no way to exit the freeway if you want to take an alternate route that may be available. I think a stretch of high capacity multiple lane freeway could handle losing a lane or two due to an accident or maintenance much better than a more narrow route, even though there may be more total lanes as in a 3EXP+3C/D setup like System ALT 4.<br>I also wonder how first responders would reach an accident on the express lanes. Fire and Police respond to calls from wherever they are at the time, and we can't assume they would always respond from a certain station or use a certain route. I see that C/D lanes are still used in System ALT 1, however it is only from about Park to Kino and does not seem to be more than an extended on-ramp to allow minimum separation between on-ramps for that eastbound segment.<br><br>I like that sections that pass residential areas plan for noise blocking walls. I live approx. 2300ft from a section that has no sound barrier, and at any time of day or night I can hear trucks, motorcycles and sirens and all manner of highway noise. I feel lucky that I am about as far from the highway as I can be within my neighborhood, meaning almost everyone of my neighbors hear more highway noise than I do.<br><br>I read a letter from Chuck Huckelberry requesting further consideration to be given to a variation of System ALT 3 which would bring SR210 down Wilmot Rd to I-10. I do think Wilmot needs widening to 2 lanes in each direction with a bridge over the UPRR, but for residential access between two large neighborhoods needing access to I-10 or Valencia, not as a high capacity corridor for traffic headed for the city center.<br><br>I haven't found much info on proposals for improvements to Craycroft at I-10 to relieve congestion between the TTT and Pilot truck stops, but it is mentioned on the door hanger I received and will be discussed in the meeting on Nov 28 at Lauffer Middle School. I travel through the Craycroft and Travel Plaza intersection several times a day. A large number of Julian Ranch residents exit the neighborhood through that route. One single semi truck who is unfamiliar with the area, doesn't think he can make a turn or mis-judges a turn, will stop traffic for minutes on end causing a backup of residential traffic as well as block in/outbound vehicles from the busy Pilot gas pumps and Taco Bell etc. It's a nightmare, at all hours of the day. Even with light traffic, trucks balk at the tight turn onto or off of Travel Plaza Way, turning the whole area into a parking lot. I don't know what the options are, but I wish the trucks could be separated into their own lane somehow, so passenger vehicles can navigate through more easily. Possibly a truck only exit from the east end of the Pilot onto the westbound Craycroft exit lanes so the trucks could then proceed through for westbound or take a left to eastbound I-10 (of course there would be merging issues with the slow trucks). Travel Plaza Way should be for passenger vehicles using the gas pumps or Taco Bell and for residential traffic accessing Littletown and Julian Ranch. I also think that westbound truck traffic from the TTT should be routed toward the west end of their property, exiting onto either the current frontage road or a future on ramp toward Valencia/I-10. Trucks exiting the TTT onto southbound Craycroft, only to turn right onto the westbound frontage rd/on-ramp, is an un-necessary complication and can easily cause backups in that compact/congested area. Any turn lanes and on-ramps from Craycroft onto either east or westbound I-10 should have 2 lanes, so a slow truck trying to accelerate from the stop doesn't hold up a line of cars from making it through the intersection (currently the timing at the south bound lights allow for one semi truck to get moving and clear the intersection before turning red for any cars unlucky enough to fall in behind that truck)<br><br>In summary...<br>I do not like ALT 2 because it wouldn't use Alvernon Way as the route for SR210, which I think is necessary to properly connect one day to Aviation Pkwy and the proposed Sonoran corridor.<br>I do not like ALT 4 because it uses a Collector/Distributor system from Alvernon to Kolb. I prefer increasing capacity by widening the mainline to 4 or more lanes.<br>I prefer ALT 1 overall, because it allows for a continuous connection between Aviation/Barraza and Golf Links. It then uses Alvernon Way as the route to widen and improve for the connection to I-10, which I hope would later be extended further south to connect with other transportation corridors like the badly needed Sonoran Corridor (preferably from Pima Mine Rd to Rita Rd using the Alvernon and Old Vail Connection survey lines).<br>Please help the residents that use Craycroft to access I-10, as the truck traffic is a nightmare.<br><br>I appreciate your time reading this, feel free to use my input as public comment. I only ask not to use my last name/email if this is to be reproduced. Feel free to contact me for any clarification or additional input.<br><br>Eric A. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 11/21/2018 | Jackson Hurst | Email | Hi I would like to sign up for project updates and be added to the mailing list for the Interstate 10 and State Route 210 Design Concept Report and Environmental Assessment Project. My mailing address is [redacted]<br><br>Sent from [redacted] | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email address has been added to our distribution list and you will be included in future communications regarding the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |

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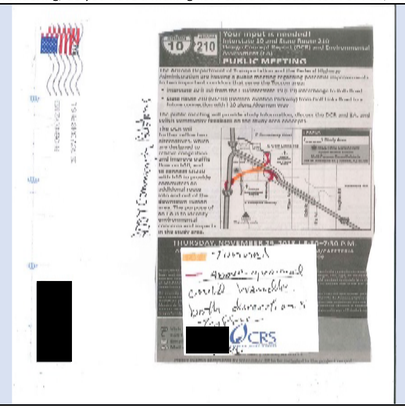
| 11/21/2018 | Jackson Hurst | Phone | Hi I was wondering, do you have a mailing list I could be added to? For I-10/SR210 the Design Concept Report and Environmental Assessment project? | Responded to Jackson's email sent on the same day:<br><br>Thank you for contacting the Interstate 10 and State Route 210 study team. Your email address has been added to our distribution list and you will be included in future communications regarding the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 11/21/2018 | Michael Ellis | Mail |  <br> | Called Michael 12/13/18 and informed him of the Sonoran Corridor Study and gave him the ADOT Project Information Line to contact if he has questions regarding that project. He didn't have additional comments on the I-10/SR210 study. |
| 11/26/2018 | Jerry Peek | Email | Hello--<br><br>I use Aviation-Barazza Parkway almost everyday to drive from my home near Country club and the parkway. I am of course disappointed that the parkway will not continue to interstate 10 directly, and instead will be routed on to a slow surface street with no direct connection to I-10. I understand that this is a done deal and can't be changed.<br><br>I wish that the project mentioned in this Arizona Daily Star article could be scrapped and the funds used to make a more useful connection between I-10 near Alvernon to I-10 near St. Marys. I understand this would call too dangerous a fight of tooth and nail in cause of the disruption in the neighborhood's character. Could the new roadway be partly underground? again, I realize that that probably has been considered and rejected. Still, that's my opinion. Thank you for considering it.<br><br>Jerry Peek | Comment: I use Aviation-Barraza Parkway almost every day to drive from my home near Country club and the parkway. I am of course disappointed that the parkway will not continue to interstate 10 directly, and instead will be routed on to a slow surface street with no direct connection to I-10. I understand that this is a done deal and can't be changed.<br>Response: The plan for this project is to connect the Aviation-Barraza Parkway (SR 210) to I-10 to the south along Alvernon Way. However, we are not aware of any current plans to build direct connection ramps onto I-10 to the west near St. Mary's Road.<br><br>Comment: I wish that the project mentioned in this Arizona Daily Star article could be scrapped and the funds used to make a more useful connection between I-10 near Alvernon to I-10 near St. Mary's. I understand this would call too dangerous a fight of tooth and nail in cause of the disruption in the neighborhood's character. Could the new roadway be partly underground? Again, I realize that that probably has been considered and rejected. Still, that's my opinion. Thank you for considering it.<br>Response: Your comments will be passes along to PAG. |
| 11/26/2018 | Dave Dzurick, DM | Email | This would provide easier and faster access to central Tucson. Something badly needed.<br><br>Dave Dzurick, DM<br>Tucson | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 11/26/2018 | Rob Landino | Email | Hi, I live in Casa Grande and as a truck driver use that stretch of the interstate quite often. Just an idea, but instead of adding more lanes that will just get backed up when they merge again how about an I-10 East "Express" or "Bypass" that take the traffic from I-10 and I-19 in the downtown area and bypass all exits except for Kolb Rd reconnecting with I-10 right around Rita Rd or Houghton Rd? Just an idea... | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |

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| 11/26/2018 | Greta Hochstatter | Email | I would like to be added to the distribution list for any upcoming information regarding this process.<br><br>Thank you,<br><br>Greta Hochstatter<br>Property Administrator<br><br>Office: [redacted]<br>Fax: [redacted] | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email address has been added to our distribution list and you will be included in future communications regarding the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 11/26/2018 | George Christakos | Email | Go with second proposal. Consider all the way to Houghton road. Especially that road going to four lanes. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 11/26/2018 | Anthony Figueroa | Website | Comments: As a lifetime resident of Tucson, I applaud this project. This area has been under served when it comes to highway road access and improvements, it also continues to grow in population. This project has my full support! | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 11/26/2018 | German Quiroga | Email | I support System Alternative I and IV, connecting SR210 with I-10 at Alvernon. There is not much more detail that I can comment on.<br><br>German Quiroga | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 11/26/2018 | Victor Gasho | Email | To Whom it May Concern,<br><br>I wholly support the System Alternative I concept to :<br>• Designate Alvernon Way as SR 210 from Golf Links Road to the I-10<br>• Add a new system interchange to provide access from SR210 to I-10<br>• Add up to two (2) lanes in each direction on I-10 from the I-10/I-19 interchange to Alvernon Way<br>• Add up to four (4) lanes in each direction on I-10 from Alvernon Way to Kolb Road<br>This area is extremely dangerous in the area of Alvernon to Kino and I should know as I drive it twice each weekday. The number of incidents here is alarming and additional lanes must be added to address safety and congestion. The “do nothing” option is totally unacceptable. The System Alternative IV with collector distributor lanes seems to be a waste of money and real estate and would add to the environmental impact to the area by consuming more land. Therefore I would be in favor of Alternative I.<br>Sincerely,<br>Victor Gasho<br>[redacted] | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |

| Date | Constituent Name | Method of Contact | Constituent Comment/Question | ADOT Response |
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| 11/27/2018 | Garrett Anderson | Website | Comments: The entrance onto the new SR210 south from Alvernon Way looks very inefficient. Condensing a 3-lane road (Alvernon SB) into a 1-lane ramp that has multiple weaves, merges, and a traffic light before finally entering onto SR210 SB will lead to massive traffic backups.<br>Name: Garrett Anderson<br>Company / Organization:<br>Email Address: [redacted]<br>Phone: | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 11/28/2018 | Greta Hochstatter | Phone | My name is Greta Hogstedder. I am with Prucell Tire Company. [redacted] I would like to know if there are accommodations in your meeting for tomorrow night for call ins. Our company is based in Missouri and we would like to call in to listen in to the public meeting if possible. | Responded via email after the public meetings held November 28 and 29, 2018:<br>Thank you for contacting the Interstate 10 and State Route 210 study team. All the information that was provided at the public meetings that were held November 28 and 29, 2018 is available on the Interstate 10 and State Route 210 study website under the Public Meetings tab. You will be included in future communications regarding the Interstate 10 and State Route 210 study. We also encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 11/28/2018 | Paulette Francen | Public Meeting Comment Form - Lauffer | Would like aerial map of area section and an overlay of what is proposed. | Emailed Paulette the aerial map and encouraged her to visit the study website for more information regarding the I-10/SR 210 study. |
| 11/28/2018 | Ryan Parks | Roll Plot Map Comment - Lauffer | I love this new proposed design! | Thank you for contacting the Interstate 10 and State Route 210 study team. Your comment has been shared with the study team and has been entered into the official public record. |
| 11/28/2018 | Ryan Parks | Roll Plot Map Comment - Lauffer | What happens to these businesses when traffic is diverted. | Response: Five of the eight warehouses near Alvernon Way will be acquired. The remaining three warehouses will remain. No additional property will be taken from the other two parcels located south of Ajo Way and north of I-10. |
| 11/28/2018 | Ramses Gaona | Roll Plot Map Comment - Lauffer | Meh. Better option collector distributer. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your comment has been shared with the study team and has been entered into the official public record. |
| 11/28/2018 | Ryan Parks | Roll Plot Map Comment - Lauffer | Find a better solution. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your comment has been shared with the study team and has been entered into the official public record. |
| 11/28/2018 | Ramses Gaona | Roll Plot Map Comment - Lauffer | Good idea for regular traffic (cars). Bad idea for trucks. From Pilot, how do they go eastbound with out going one extra mile westbound? | Response: You are correct. From Pilot center, trucks will utilize the connector road to travel south to the westbound frontage road and then turn right and travel west to the Valencia Road TI to make a u-turn to travel eastbound on I-10. |
| 11/29/2018 | Lori Ehman | Website | Comments: I travel on I-10 between Houghton Rd to the Park Ave exit for work Monday - Friday during peak rush times. I agree that I-10 needs to already be expanded. I vote for alternative 1 to expand the lanes of I-10, not by the CD lanes alternative. I'm wondering why the expansion ends at Kolb Rd and doesn't include all the way to Houghton Rd. Rita Rd and Houghton Rd exits are at the heart of residents exiting here and an expected increase in growth. I-10 congestion clears up past -east of Houghton Rd. The Vail School District is the top district and more families with new development are increasing here. Exiting freeway traffic backs up onto the freeway at both the Rita Rd and Houghton Rd exits. This project not going all the way to Houghton Rd was an oversight. If it's not done with this project, ADOT should plan expanding this part of the freeway in the near future following this one. The need is already here and is only going to increase. | Response: The project ended at Kolb Road due to financial concerns that there would not be enough funds to complete the I-10 widening improvements beyond Kolb Road over the next 20 years. ADOT recognizes the need for future improvements beyond Kolb Road to the Houghton Road area. Stopping at Kolb Road allows time for additional planning involving the Sonoran Corridor to identify a connection point with I-10. Additional planning along I-10 will be done in the future that will incorporate the Sonoran Corridor system interchange. ADOT has a traffic signal improvement planned for the Rita Road Traffic Interchange in the near future. Construction plans for a new traffic interchange at Houghton Road are underway with construction planned for in the near future. |
| 11/29/2018 | Art Ehman | Email | Hello,<br><br>With the recent tennants and proposed tennant of the port of Tucson on Kolb; the proposed expansion of Ratheon in the UA Tech Park on Rita; and the almost 5900 in process planned homes on the Houghton corridor we have and will increased congestion on I-10. The Rita Rd. exit is already overwhelmed with ADOT warning signs currently in place and Houghton exit is close to capacity. There is no frontage roads in place so when there is an accident it takes hours to divert traffic. The Kolb Rd. exit will be in the same predicament once Amazon is up to capacity.<br><br>I believe an I10 expansion that does not include widening to Houghton is a deadly and costly mistake.<br><br>Than you,<br>Art Ehman | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |

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| 11/29/2018 | Scott Anders | Website | Comments: Let's start by adding a lane both ways. Check DPS reports almost daily there is a accident on I 10 between Rita RD and Palo Verde. Causing major back ups due to the road turning it into 1 lane. Tucson has 2 highway. 1 main freeway that runs the length of the town. Why is it so hard to have 1 freeway built to accommodate this town and Phoenix seems to have no problem popping up freeways all over the place. I know this study stops at Kolb but 1 more exit down Rita Rd has the most congestion than any other off ramp in Tucson. The line in back up 1/2 to 1 mile off the shoulder of I10. A 4 way stop way the solution. Joke | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 11/29/2018 | Jim and Mary Weber | Email | Please add us to the I-10 / SR 210 distribution list<br><br>Classic Pools Inc. [redacted]<br>Jim and Mary Weber<br>[redacted]<br><br>We own a piece of property in the area<br><br>[redacted]<br><br>Thank You<br>Classic Pools Inc.<br>Mary Weber | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email address has been added to our distribution list and you will be included in future communications regarding the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 11/29/2018 | Meg Weesner | Public Meeting Comment Form - Apollo | Ensure that there is connectivity/continuity of Aviation Bikeway. The map now shows it dead ending into a street with what appears to be commercial development. Aviation Bikeway is part of Tucson's Loop! This route is a separate bike route (not a bike lane) and needs to be maintained and remain connected. | Response: To ensure connectivity/continuity, the Aviation Bikeway will be rerouted over Palo Verde Road at the signalized intersection with E. 37th Street instead of under Palo Verde Road at the bridge. The bikeway at Alvernon Way and Golf Links Road will be routed north along the west side of the new 100 Acre Woods Bike Park to E. 37th Street. The bike path will follow 37th Street westerly over Palo Verde Blvd at the signal with Palo Verde Blvd. 37th Street becomes E. Golf Links Road to the west of Palo Verde Road. The rider will continue west on E. Golf Links Road to reconnect back into the bikeway. |
| 11/29/2018 | Anonymous | Public Meeting Comment Form - Apollo | •Need larger projector projection/screen for presentation, i.e. hard to see/read if not extremely close to screen.<br>•SR210 goes downtown, but does not yet get to I-10, when?<br>•Consider I-10 to I-19 connector, South of Tucson Airport (TUS).<br>•If this will take 20 years to complete, the traffic will be disturbed for 20 years, and the road will only meet the needs then! (too late).<br>•Air quality could be not as bad with move AH fuel vehicles. | Response: Bulleted comments are answered in the order presented.<br>•Agree the school presentation screen could have been larger for the size of the room.<br>•Connecting SR 210 to I-10 on the west end of SR 210 is a funding/timing issue for another project.<br>•Connecting I-10 to I-19 south of the Tucson Airport is the charge for the Sonoran Corridor (SR410) planning study.<br>•The phasing plan to construct the proposed improvements identified the most critical sections for early construction. Unfortunately phasing of construction is necessary due to the nearly $1.2-billion funding needed to construct the project.<br>•This project will improve air quality by keeping traffic moving. |
| 11/29/2018 | A. Jacobs | Public Meeting Comment Form - Apollo | I don't think the barrier for the express lane is a good idea because once an accident happens or a car breaks down there won't be a way to exit the lane. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your comment has been shared with the study team and has been entered into the official public record. |
| 11/29/2018 | Anonymous | Public Meeting Comment Form - Apollo | Favor Alt V. Wish it could happen sooner. The need is already there. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your comment has been shared with the study team and has been entered into the official public record. |
| 11/29/2018 | John Howell | Public Meeting Comment Form - Apollo | Dear ADOT,<br>I'm concerned about exiting Elvira Rd. to turn on to Craycroft and then I-10 W. during the morning commute. Big-rig trucks cause congestion.<br>Left turn at travel plaza way: I'm skeptical about cars having to make right turn and then U-turn to get onto I-10 W. during the morning commute. Many residents effected south of Craycroft, adjacent to I-10.<br>Thank you!<br>John Howell | Thank you for contacting the Interstate 10 and State Route 210 study team. Your comment has been shared with the study team and has been entered into the official public record. |
| 11/29/2018 | Anonymous | Public Meeting Comment Form - Apollo | •I like the Diverging Diamond concept at the I-10/Kolb Rd. TI.<br>•I like the Collector/Distributer concept along I-10. I believe it will make through traffic safer.<br>•I like system-to-system interchange at I-10 and Palo Verde.<br>•Please complete the SR210 section to St. Mary's | Thank you for contacting the Interstate 10 and State Route 210 study team. Your comment has been shared with the study team and has been entered into the official public record. |
| 11/29/2018 | Josh Hall | Public Meeting Comment Form - Apollo | I believe as the Tucson, AZ metro grows, widening the I-10 with (system Alternative I) is very ideal. It provides easy access around an already crowded surface street region that Tucson relies on already.<br><br>If (system I) does not seem fit, then system (Alternative IV) would be the second best option.<br><br>The (no build alternative) should not be considered.<br><br>Tucson traffic backs up on a daily basis from Kino Parkway to Kolb with the region growing. I also feel this will attract business to Tucson, AZ. The clover leaf Interchanges at Kino Parkway, Palo Verde and Alvernon are dangerous interchanges. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your comment has been shared with the study team and has been entered into the official public record. |

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| 11/29/2018 | Mark Laster | Public Meeting Comment Form - Apollo | I am very concerned about the possible new right of way/easements/set backs and how they will effect my property at Purcell Tire, [redacted]. We originally purchased and designed our property as a commercial tire facility. As such the space that we occupy is a bare minimum needed considering large over the road trucks and heavy equipment which is the core of my business. I feel that giving up any of my property would amount to an undue hardship on my business. | Response: When final design begins for this portion of the I-10 improvements you will be contacted to discuss the effect on your property. ADOT acquisition experts will work with you concerning the next steps and compensation. |
| 11/29/2018 | John Howell | Roll Plot Map Comment - Apollo | Need for noise study and reduction. | Response: A detailed noise analysis was prepared for the project. The analysis recommended a noise wall along the area of your concern. |
| 11/29/2018 | Anonymous | Roll Plot Map Comment - Apollo | Need double rt. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your comment has been shared with the study team and has been entered into the official public record. |
| 11/29/2018 | Anonymous | Roll Plot Map Comment - Apollo | This aviation connector along Alvernon makes the most sense. Right of way is already there! | Thank you for contacting the Interstate 10 and State Route 210 study team. Your comment has been shared with the study team and has been entered into the official public record. |
| 11/29/2018 | Anonymous | Roll Plot Map Comment - Apollo | Aviation Bikeway - part of the loop. It needs to connect to the continuation along Aviation Parkway. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your comment has been shared with the study team and has been entered into the official public record. |
| 11/29/2018 | Anonymous | Roll Plot Map Comment - Apollo | No access to Chevron. Why cutting off frontage access to business? | Response: The eastbound westbound frontage roads between Craycroft Road and Wilmot Road will be removed to accommodate the widening of I-10. Access to the Chevron from the westbound onramp will not be allowed per access control guidelines. Access to the Chevron from Wilmot Road will be restricted to right-in and right-out. A left-turn bay located approximately 600' north of the TI will allow U-turns for access to Chevron. |
| 11/29/2018 | Anonymous | Roll Plot Map Comment - Apollo | Strongly support collector system. Should be four lanes all the way through the project, to match with the four lanes after the 10/19 interchange on each side of the freeway. Traffic volume will increase. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your comment has been shared with the study team and has been entered into the official public record. |
| 11/29/2018 | Anonymous | Roll Plot Map Comment - Apollo | Do not support eliminating access at Palo Verde. Would be easy enough to add an auxiliary lane to exit on to Palo Verde and westbound could have a lane exit the freeway and go underneath the Alvernon/210 southbound ramps. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your comment has been shared with the study team and has been entered into the official public record. |
| 11/29/2018 | Anonymous | Roll Plot Map Comment - Apollo | Why isn't this four lanes each direction. | Response: The Regional traffic 2040 model indicates the traffic volumes east of Kino Blvd and west of Alvernon Way do not require four travel lanes in each direction. A significant portion of the I-10 traffic to the east of Alvernon Way will utilize SR 210 reducing the number of I-10 travel lanes to the west of Alvernon Way. Auxiliary lanes are incorporated in the I-10 design to minimize weaving to keep the traffic flowing |
| 11/29/2018 | Anonymous | Roll Plot Map Comment - Apollo | Since this is the only major highway going southeast, this should be a minimum of four lanes not three lanes between I-19 and Kolb. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your comment has been shared with the study team and has been entered into the official public record. |
| 12/1/2018 | Sandra Almacy | Phone | My name is Sandra Almacy I am a Tucson resident that has used the aviation parkway almost daily now for decades now, I love it, except for one part so I'd really like to talk to a human to tell about my comment. | Returned call 12/3/18 and Sandra expressed her concern about Golf Links Road signage and safety. She suggested grade separated interchanges along Golf Links Road. |
| 12/2/2018 | David Peckarsky | Website | Comments: Hello, I regularly commute both by car and by bicycle, traveling north/south across the I-10 corridor, along Alvernon, Country Club, and Kino, I encourage you to consider cyclists during design and construction, to maintain or improve bicycle lanes and access throughout the process. In particular: 1. Country Club currently seems safer for cyclists crossing the I-10 corridor compared to Kino or Alvernon, because there are no ramps between I-10 and Country Club. Since both design concepts up for discussion add interchanges at Country Club, please consider how to maintain safe passage for cyclists. 2. Kino currently has good bike lanes in the areas north and south of I-10, but there isn't a clear, safe bike lane to ride through the interchange area. Please consider how to improve bicycle access in the new designs. 3. The Julian Wash Greenway is an important part of the Chuck Huckleberry / Pima County Loop, used by commuters and recreational cyclists and pedestrians. Since some of the construction areas appear to touch or cross the Greenway, please consider how to minimize the impact of construction on trail users. Finally, when driving by car, I sometimes use the ramps onto Westbound I-10 from Northbound Kino or Alvernon. Both of those seem dangerous, with short acceleration/merge lanes and limited visibility. It looks like both these interchanges are handled the same way in both alternatives under review, and both improve the ramp from Kino (while eliminating the interchange at Alvernon). Sincerely, David Peckarsky<br>Name: David Peckarsky | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 12/3/2018 | Jonathan Crowe, AICP | Email | Brad/Tazeen,<br><br>Pima County DOT management would like to meet with you to discuss this project and the alternatives presented at the recent public meetings. There are a number of new economic development projects along this corridor that would be impacted and should be carefully considered in the project evaluation.<br><br>Would you be available to meet with our staff next week here in our Tucson offices?<br><br>Thank you,<br><br>Jonathan Crowe<br><br>Jonathan Crowe, AICP<br>Pima County Dept. of Transportation | Brad Olbert contacted Mr. Crowe by email. A meeting with Mr. Crowe (Pima County) has been scheduled for December 12, 2018 from 11 am to 12:30 pm. Rod Lane is planning to attend and Tazeen Dewan will attend by phone. |

| Date | Constituent Name | Method of Contact | Constituent Comment/Question | ADOT Response |
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| 12/4/2018 | Luis Torres | Website | Comments: I am totally supporting this project, both the SR 210 extension to I-10, and the widening of I-10 as well, as it is way overdue. I-10 EB after Kino/Alvernon gets very congested in the afternoon; speed limit or slower after Valencia Rd. In the morning, it could get to standstill WB between Craycroft and Palo Verde. For the I-10 widening, I support the collector-distributor (CD) concept from Alvernon/SR-210 towards Kolb Road. With proper signage that works for confused drivers, and seeing that you have included several slip ramps from/to C-D and express lanes, this could improve the traffic conditions a lot. This would be a great thing for this area. I live around the Craycroft Road area, and commute to Palo Verde/Ajo area every morning. The fact of having a freeway road from Craycroft to Ajo is a big plus. I also utilize SR-210 to access the downtown area in a bi-weekly basis, as it is a great bypass to get there from the east side. Get this project move forward! Now, let me share some little concerns here. As I mention, a live close to Craycroft Rd/Travel Park Way, where the Pilot/Freight Line businesses are located. These are the main roads to access my house. I'm okay with the design concept of the Craycroft interchange. I don't mind doing a U-turn at the proposed intersection. If I take Craycroft SB, and then merging to I-10 WB, I will have to drive all the way to Valencia on the frontage road, stop at a traffic light, then continue to merge to WB lanes. I'm guessing this idea is to redirect truck traffic through the frontage road all the way to Valencia, and from there keep going for WB, or turn around at Valencia to go EB. But, I think, as a resident in that area, we would need an access from Craycroft Road to the WB C-D lanes. I definitely would like to see the addition of an exit/slip ramp from the frontage road west of Craycroft to the WB C-D lanes. It could be done at some point before the proposed two-way connector road, and it can exit onto an auxiliary lane going west that could exist until the Valencia Road exit ramp from the C-D lanes. The idea of not having direct access to the freeway until you cross the traffic light at Valencia does not sound good to me. In addition, with the closing of Palo Verde off- and on-ramps, in order to access Irvington Road east of the UPRR, you will have to go all the way to the new Country Club Rd interchange, or the New SR-210/Ajo interchange. If it goes that way, there should be signage showing drivers how to access that area. There are many businesses there, which now depend on traffic, and they could get burdened by the limited access as shown in the design. Thank you for your consideration and your time!<br>Name: Luis Torres<br>Company / Organization:<br>Email Address:[redacted]<br>Phone:[redacted] | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 12/4/2018 | Orlando Alva | Email | Hi Jeremiah, my name is Orlando Alva, I'm part of the family who owns the Silver Saddle Steakhouse at [redacted] (more like frontage road off 6th & I-10) since 84'. Mark Brownell is a good friend & he mentioned you might be able to point me in the right direction about a project I've been hearing about.<br><br>I was curious about the widening of I-10 in front of or around our business & how it would affect us in the future. I was under the impression it was east of Park down to Kolb but someone mentioned it was in front of us & two lanes would be added on the frontage road ?? I'd appreciate any info you can give us, days & times of any public meetings, etc.<br><br>Thank you<br>Orlando Alva | 12/4/2018:<br>Mr. Alva,<br><br>Thank you for your note.<br><br>I think the best place to start is the project website. It gives an overview of the project. And then if you click on the "Documents" tab, you can see the more specific information including draft layouts.<br>https://www.azdot.gov/planning/transportation-studies/i-10-and-sr-210-study/overview<br><br>We held a public meeting last week. The PowerPoint presentation is also available on the website for your to review. No additional meetings are planned in the near future, but we are taking comments on the study through December 30.<br><br>Sincerely,<br>Jerimiah<br><br>12/21/18:<br>Mr. Alva,<br><br>I just wanted to follow up to see if you received the information you were looking for regarding the I-10/SR 210 project on the website below.<br><br>As a reminder, we are accepting comments on the project through Dec. 30.<br><br>Please let us know if you have further questions.<br><br>Sincerely,<br>Jerimiah |
| 12/10/2018 | Erin Litchfield | Email | Yes!!! Please do either alternative solution! Whatever you do, DON'T DO NOTHING! Expand! Expand! Expand! South and South/East Tucson is growing rapidly. Widen the roads as much as possible! And hopefully in the future, not just to Kolb but all the way to Houghton. This local homeowner has your full support!<br><br>But, please, please, please, make sure the roads are paved smoothly. Take an extra few days if necessary to make sure the road paving is flat and smooth. I hate driving on a brand new road and feeling like I'm going over bumps and hills. Completing the job quickly is great. But completing the job right is more important!<br><br>Erin | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 12/12/2018 | Gary Erickson | Email | *Hi, I commute that stretch 5 days a week & have for over 13 years. Think cause & effect + action & reaction. A major part of the problem is the nightly backup from the Rita Road exit that domino's 4 miles +/- all the way back to Wilmot with traffic creeping, stopping creeping etc..<br>*By simply making a new Rita Road exit a 1/2 mile before the present eastbound exit - all the traffic that currently is sitting on the shoulder of I -10 can exit & safely be on that new longer exit.<br>*That would keep traffic moving along at 65 MPH - which in turn would end the horrific backups.<br>*It would be a low cost project that can be done without disturbing the present backup already happening. When completed, open it and one of your major problems in that area is taken care of. You could then better assess the study area on your map. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |

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| 12/14/2018 | Michael Jansen | Email | Hello,<br><br>My name is Michael and I am a resident of the Valencia Reserve neighborhood near Valencia/Alvernon (very close to planning boundaries of this study). I-10 is badly in need of expansion in this area, and connecting SR210 to I-10 would also greatly help ease congestion and flow traffic along. I would personally prefer Alternative I, but Alternative IV would be fine as well (either would be a major upgrade and are needed). I also support the proposed enhancements to the Craycroft/I-10 interchange. My only other comment would be that I-10 should be widened out to Houghton Road (not just to Kolb Road), but I guess you have to start somewhere, and this project would be tremendous for the region.<br><br>Best regards,<br>Michael Jansen | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 12/14/2018 | Tracy Galligan | Phone | Phone call with Tracey Galligan<br><br>Tracey is the owner of the Triple T Truck Stop. She had questions about the existing right-of-way adjacent to her property along the frontage road and if there were any permits for driveways? She was having a meeting with the rest of her siblings regarding the property the following day. | Brad Olbert returned Tracey's voice message. Brad mentioned that ADOT has a website that identifies the existing right-of-way along the interstate highway. He gave her information on how to access the site to get the information. He mentioned the property may not have a permitted access point along the frontage road because the property was built up when the interstate was constructed. In the past each District posted all of the permits on the ADOT website. The permits are located by mileposts. Check the milepost for the Craycroft Road TI.<br><br>Tracey mentioned that she reviewed both of the alternatives and felt that Alternative IV takes more property from their property and that the express lanes would reduce the number of trucks getting off at the Craycroft Road TI. This would affect their business income. She preferred Alternative I. Brad asked Tracey to be sure to submit in writing to the public meeting contact site with her concerns and preferences regarding the alternatives. This will be included in the public record.<br><br>Tracey also asked if there will be more public meetings regarding the project and the alternatives. I said that there will be a public hearing next year sometime around late spring. At that time the study team will present the preferred alternative to the public. The public will have additional time to review the alternative to request additional changes. The requested changes will be reviewed for possible inclusion into the alternative. |
| 12/21/2018 | Raul Amavisca | Email | It's a good idea to connect SR 210 to I-10!<br><br>Consider updating SR 210 roadway geometrics for expected speeds, modify SR 210 median so it requires less maintenance given likely increased traffic volumes and make signs harder to tag (increase height which may mean large posts)<br><br>My 2 cents from working in Regional Traffic Engineering there long ago. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 12/21/2018 | James Ebel | Email | Additional wrecks will happen West of the proposed stretch of I-10 out past Kolb to Rita Road, and even to Houghton Road.<br>The new widening of Houghton and the completion of the Union Pacific bridge on Houghton will need to be considered in the change to the road system west of Kolb.<br>Houghton Road is going to support thousands more cars heading to their bedrooms at night and into the city by day.<br>Rita Road Technology Park is growing, and already the exit from I-10 to Rita Road is a death trap.<br>People sit each morning completely STOPPED in the I-10 emergency lane.<br>The exit lane is not long enough. The STOP sign at the left turn at the end of the ramp is too rural for such a growing interchange.<br>Some consideration needs to be given to the flow issues WEST of KOLB.<br>Especially if I-10 is four-laned, the constriction at Rita and Houghton will become MORE dangerous. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 12/22/2018 | Pete Letourneau | Website | Comments: I would prefer the collector distributor alternative because it would separate the high speed "through traffic" from slower speed local traffic. A concern is that with the growth of light industrial and transportation along Kolb road ( e.g. Amazon facility and port of Tucson rail yard), There will be more traffic from Kolb entering I-10. While this project would address traffic patterns going west, new traffic from Kolb going east would not be addressed. If there is another project to address this eastward movement, great! However if it is not taken into account, there will probably be issues in the future as growth in traffic from Kolb east continues to increase. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |

| Date | Constituent Name | Method of Contact | Constituent Comment/Question | ADOT Response |
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| 12/22/2018 | Andy Carpio | Email | Sounds good we need some type of faster west to east alternative route. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 12/23/2018 | James Hallsted | Website | Comments: Build it. Either solution will ease the traffic congestion. Please add one more lane than shown, build for the future!! | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 12/24/2018 | Marco Tellez | Website | Comments: I agree that Tucson needs better downtown access and movement using the State Route 210 with a connection to I-10. This important section is key to moving Tucson drivers thru downtown and to east Tucson. I think ADOT needs to proceed with this plan and get it built as quickly as possible. The inclusion of adding lanes to I-10 south of Alvernon is also very important. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 12/24/2018 | Kevin Gibble | Email | Hello,<br>I travel I-10 4-5 weekdays each week to the UA tech park, and I-10 widening is greatly needed in the proposed area, construction needs to start ASAP.<br><br>I prefer the alternative that provides the most lanes to I-10 for the duration of the area, and this appears to be alternative 1. The collector alternative appears to lose I10 through lanes to the local lanes, and it is not clear that this be the best benefit, and I would guess costs more as well. The improvement should be for the benefit of all potential I10 traffic, so I like alternative 1.<br><br>Also, I have additional feedback that the lane expansion should proceed all the way to Rita road, as there has been significant growth to traffic exiting and entering on Rita road. The funds saved from implementing system alternative 1 vs 4 should be immediately applied to extend the expansion to Rita Road.<br><br>-Kevin G | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 12/24/2018 | Susan Barr | Website | Comments: Will it take fatalities from cars backed up trying to exit off-ramps? Make I-10 at least 4 lanes each west and east from Alvernon to Houghton. Oh and spend our tax dollars on putting in median barriers that could prevent further fatalities like the one on I-10 on Friday December 21, 2019 killing 4 people because a vehicle crossed over where there was no barrier!!! ADOT, how do you tell those families they will never see their loved ones again? | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 12/24/2018 | Michael Summner | Phone | My name is Michael Summner and my phone number is [redacted] and I just want to say I totally support this project of Aviation 210 connecting with 10 with the system interchange which is critically important and along all of I-10, those interchanges to be reconfigured and to have those inner lanes as fast track lanes would be very very beneficial. Again I support this project and please find the funding for it so we can get moving on it. Thank you. | Returned call 12/26/18 and let Michael know that his comment will be shared with the study team and entered into the official public record for the I-10 and SR 210 study. Encouraged him to visit the study website at azdot.gov/i10SR210study. |

| Date | Constituent Name | Method of Contact | Constituent Comment/Question | ADOT Response |
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| 12/27/2018 | Mick Jensen | Email | Hello Study Team,<br><br>Please make sure to protect the artwork that decorates the South 6th Avenue/I-10 overpass!<br>Thank you.<br><br>Mick Jensen<br>Senior Planner, City of South Tucson | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 12/28/2018 | Orlando Alva | Email | Jerimiah, I appreciate the follow up email. I did review all the info on the website, its tough to follow & understand completely. Do you think you can stop by the restaurant next week sometime, id love to have an off the record chat with you about the process of this project & how it usually works.<br><br>Thanks for your time | I-10/SR 210 study - Notes on meeting with Orlando Alva, Silver Saddle - 1/24/19<br>WebEx meeting attendees:<br>Jerimiah Moerke (in Tucson)<br>Orlando Alva (in Tucson)<br>Brad Olbert (in Phoenix)<br>Tazeen Dewan (in Phoenix)<br>Topics of discussion:<br>Brad outlined improvements near the Silver Saddle restaurant including<br>• Widening of the 6th Avenue bridge over I-10 (bridge work estimated at about 9 months); access to 6th Ave. will be maintained with lane reductions/restrictions (traffic possibly pushed to the east side, then west side or vice versa for construction)<br>• I-10 widened from 3 to 4 lanes in each direction<br>• I-10 retaining walls pushed back to accommodate the 4th lane<br>• No plans to change the frontage road configuration in front of Silver Saddle<br>• Barrier will likely be needed during construction but permanent guard rail will be in the same spot<br>• 6th Avenue bridge work could be completed separately or concurrently with the widening on I-10<br>• No ROW needed on south side of frontage road near Silver Saddle<br>Other improvements discussed outside of the immediate Silver Saddle area<br>• Adjustments to the Park Ave. interchange, but ramps will be maintained during construction<br>• Overall I-10/SR 210 work split into 20 jobs<br>• Priorities will be determined with PAG- but Kino, Country Club and Palo Verde area will be top contenders<br>General timelines:<br>• 2-3 years at the very earliest before any work is done anywhere along I-10/SR 210 related to this study<br>• Sequencing will be developed after the DCR and EA<br>• Estimate 15 to 20 years for all of the smaller projects to be completed<br>• Each of the 20 jobs needs to be designed and utilities / ROW cleared before construction can begin on that project<br>Communication:<br>• Jerimiah will add Mr. Alva to the I-10/SR 210 email list<br>• Mr. Alva informed of the public hearing tentatively set for April or May |
| 12/29/2018 | Al Wiruth | Website | Comments: I am in favor or System alternative I for widening of I-10 from the I-10 & I-19 interchange. I don't know what an auxiliary lane is but increasing the number of lanes from 2 to 3 would be a major improvement. As for increasing the lanes from Alvernon to Kolb to 5 lanes plus an auxiliary I think you can get away with only 4 lanes. Just 4 lanes would double the number of freeway lanes in that portion of I-10 at this time I do not think that the collector distributor roadway (System Alternative IV) from Alvernon to Kolb would serve any real purpose and it would be very expensive. I like the idea for the improved interchange at Alvernon to I-10 from the proposed SR210. However I am not sure you need to add another lane the three lanes that is already in a major portion of the parkway. If you widen I-10 as Alternative I suggests I don't see a lot of people, unless there is a major accident downtown using the cross town parkway or S210 to get to I-10. Personally I have not seen or heard of major traffic problem on the parkway. You may want to save funds to looking at that again and maybe save funds by keeping the parkway at 3 lanes. A lot of people use the parkway to Golflinks and travel to the northwest part of the city. Traffic on Alvernon down by I-10 comes mainly north of Golflinks not from down town. I believe that SR210 was originally conceptually designed to be like a cross town freeway, but there were 2 problems. One is the AF base is at the east end of SR210 and secondly the city of Tucson has grown farther east and southeast than I believe road designers originally thought about at the time. I liked the idea of getting rid of the off ramp when traveling east on I-10 to Kino Parkway where you have to go under the bridge over I-10. Just that improvement would be a major safety improvement for travelers and truck alike. I can't speak for other residents from the southeast side of Tucson, but I keep away from downtown business district as there is limited parking. Where there is parking it is not close to venues such as Fox theater that I would attend. I do use the SR210 parkway when I want to go to the UA campus to see a show so I don't have to travel through downtown to get to Euclid. I do agree that I-10 needs to be widen for future traffic but I am also concerned that accidents on I-10 close the freeway for many hours and there is no way to get around such problems. This also needs to be addressed. Roads need to be designed for safety but also to allow traffic to move around accidents rather than tying up traffic for up to 6-8-10 hours at a time. If Alt IV is chosen, I did like the new concept of having the ability to get into and off the collector as proposed in Alt IV drawing. I was also happy to see that the collector position had changed down to Alvernon rather than starting at I-19. I just have a problem of steering potential tourist traffic away from Tucson. Also travelers driving through Tucson may want to get off for gas, restaurants, etc. and they may not know about how to get out of the collector. Will there be signs at either end to assist travelers? So I support a modified System Alternative I for reasons stated above. A no build does no one in this area of Arizona any good but only causes more traffic problems. As more storms occur in the northwest travelers and commercial trucking will travel on the southern route. We need the route to be ready for them. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 12/29/2018 | Robert | Phone | I am going to make a comment about the improvement for I-10 Baraza Parkway. I am in favor of doing either one of the two that would add additional lanes and improve traffic flow. Either one of those that would be better in moving things along. I am always in favor of adding more lanes and expanding the system. The third option of doing nothing is only for idiots and you have a lot of those unfortunately in Tucson who want to do nothing. I don't think that's an option at all, that's why we are in the mess that we are in right now. So anyone would be fine with me to add more lanes and to keep traffic moving. Thank you. | Returned call 12/31/18 and let Robert know that his comment will be shared with the study team and entered into the official public record for the I-10 and SR 210 study. Encouraged him to visit the study website at azdot.gov/i10SR210study. |

| Date | Constituent Name | Method of Contact | Constituent Comment/Question | ADOT Response |
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| 12/30/2018 | Vidin Metelov | Website | Comments: 1. I prefer the option to include the collector distributor lanes 2. I would like 4 lanes maintained throughout the entire project, including the area designated "freeway main lanes" that is on the inside of the collector/distributor outside lanes. It'll be necessary in the future, and will be cheaper to do all at once instead of going back and widening the road in the future. 3. I would like to see the same level of brightness that I-10 has currently south of Prince Rd down to about 22nd St. That area is safely well lit, and I oppose anything that would not reach the same brightness levels. 4. I oppose removing interchanges that provide access to roads (such as Palo Verde). I would be opposed to closing any interchanges and would like to see on and off ramps maintained at all areas where there are currently interchanges. 5. I oppose purchasing the private property along the Park Av/Benson Hy exit to straighten out the on/off ramp. It could be maintained as it is now without demolishing the existing hotel. This seems unnecessary and a waste of money to acquire that property. | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| 12/31/2018 | Tracy Galligan | Email | Dear Study Team,<br>We are strongly opposed of the collector-distributor roadway option. Not only does it seem like an expensive option but it will greatly impact the businesses along I-10 from Kolb Road to Alvernon Way.<br>A large portion of our business is travelers that are unfamiliar to the area and even though there will be signage far in advance, people don't pay attention to signs. If they are in the left lanes, which most drivers tend to stay, they will miss our exit and not be able to turn around for miles.<br>We are already losing our east bound exit and now you are restricting our west bound exit. Please do not chose the collector-distributor option. Thanks! | Thank you for contacting the Interstate 10 and State Route 210 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 10 and State Route 210 study. We encourage you to visit the study website at azdot.gov/i10SR210study.<br><br>Thank you,<br><br>ADOT Community Relations<br>1221 S. Second Ave.<br>Tucson, AZ 85713<br><br>Website: azdot.gov/i10SR210study<br>Email: i10SR210study@hdrinc.com<br>Toll-free bilingual telephone hotline: 1-888-692-2678<br>Línea telefónica gratuita y bilingüe: 1-888-692-2678 |
| | | | | Response to Pima County/City of Tucson/UofA January 11, 2019 Comment Letter<br>January 14, 2019<br>General<br>Pursuant to the recent Public Information Meeting in Tucson, Pima County / City of Tucson / UofA sent a joint letter with several comments based on roll plots of the proposed concept designs. Their comments and our responses are detailed below.<br>Comment #1<br>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.<br>Response<br>Thank you for your preference related to the two system alternatives.<br>Comment #2<br>Temporary Improvements Needed. We support the ultimate recommended expansion of capacity along 1-10, 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.<br>Response<br>We appreciate your comment regarding interim improvements. Because many of the bridges on I-10 will need to be replaced, widened and raised to provide adequate clearance over the arterial streets, this requires a change in the profile of I-10. Adding temporary lanes to a roadway profile that will be later removed and reconstructed is not cost effective. Along I-10 the critical stretch of interstate needing operational improvements is from I-19 to Valencia Road. The bridges needing to be replaced to provide more clearance and to widen the structure include Ajo Way, Country Club, Irvington, Palo Verde, Drexel and Valencia. Replacing the bridges affects the I-10 profile leading up to and in between the bridges. The stretch of I-10 from I-19 to Park Ave retains the existing profile. This stretch of I-10 has already been widened to the inside. Widening to the outside would require reconstructing the existing ramps which is one of the projects in the implementation plan. Widening the 6th Avenue bridge over I-10 is a good candidate as a stand-alone interim improvement project. The 6th Avenue bridge can be designed to handle a light rail car if 6th Avenue is considered as a route for light rail. The implementation plan will be included in the Design Concept Report.<br>Comment #3<br>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<br><br>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 1-10 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.<br>Response<br>ADOT will cooperate with the region to determine the sequence of projects for the implementation plan and the projects for inclusion in the 5-year program. Each project profile in the implementation plan identifies detour routes needed to construct the project. Detailed analysis for phasing a project is typically prepared by the final design consultant.<br>Comment #4<br>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/1-10 TI and what design changes may be required.<br>Response<br>Jacobs compared the 2045 PAG model information with the traffic parameters of 2040 PAG model. The 2045 PAG model appears to include the Amazon development but does not include a loading for “The Village”. The Traffic Analysis Zone (TAZ) for the 2045 PAG model which includes the Amazon site identifies 6145 employees for the area. The I-10/SR 210 |

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| | | | | study utilized the 2040 PAG model which did not include the Amazon development. The 2040 PAG model TAZ identified 3420 employees for the same area. The difference between the two models is 2725 employees. The employment increase is more than the 1500 to 1900 employees expected for the Amazon development. The TAZ that covers the Port of Tucson area on the west side of Kolb Road showed an increase of 1340 employees. This is reasonable as Amazon will attract other businesses to the same area. The TAZ area where "The Village" is located has no employees or residents in the 2045 PAG model. PAG should add "The Village" employment and residential information to the latest 2045 model when they have sufficient data on the development.<br>The distance from Amazon to I-10 is 1.5 miles south along Kolb Road to the Kolb Road traffic interchange. However, the 2045 PAG model favors the route to the I-10 Valencia Road TI using Valencia Road which is approximately 1.0 mile shorter than by going south along Kolb Road and then northwest along I-10 to the Valencia Road TI. Valencia Road is a 6-lane divided parkway in both models. The westbound onramp at the Valencia Road TI has two lanes to accept the turning movements from Valencia Road. The westbound on-ramp traffic flows onto a mile-long auxiliary lane providing ample distance to merge onto I-10. At the I-10 Kolb Road TI the westbound onramp provides a free flow ramp for southbound to the westbound traffic.<br>The traffic flow patterns should be reviewed during final designs for the Valencia Road TI and the Kolb Road TI to make appropriate adjustments in the future.<br>Comment #5<br>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.<br>Response<br>As mentioned in the response to Comment #5, the TAZ in the latest 2045 PAG model does not include a loading for "The Village". Since "The Village" TAZ is located adjacent to the north side of I-10 to the east of Kolb Road, the TAZ will increase traffic utilizing the Kolb Road TI. It should be noted that latest 2045 PAG model decreased the density of employment to the south of I-10 and shifted employment closer to I-10 when comparing it to the 2040 PAG model. Residential areas to the south of I-10 were shifted to the north side of I-10 around the Houghton Road area.<br>The I-10/SR 210 study used the 2040 PAG model to drill down traffic volumes to obtain traffic on the roadway grid surrounding Interstate 10 and SR 210. There will be a number of developments that will arise between the development of the traffic study and when the individual projects are designed. The final design consultant will need to determine if the I-10/SR 210 concept design from the study is consistent with conditions during the design year. The concept for mainline I-10 and SR 210 should be fine but minor adjustments may be needed for some of the ramps at the time of the final design. Additional stacking storage was incorporated into the TI concept since the initial review by Pima County. The Kolb Road TI ramps and signals are projected to operate at LOS B or better for the 2040 AM and PM peak hours.<br>Comment #6<br>Kino Sports Park South. Pima County requests several improvements to support the proposed Kino Sports Park South facility: 1) an expanded 1-10 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).<br>Response<br>ADOT and Jacobs met with Pima County Administration in the past regarding the Kino Sports Park South facility and are willing to help facilitate the proposed Sports Park improvements. See our responses and comments below.<br>1) Earlier Pima County requested a bicycle/pedestrian/maintenance pathway incorporated into the channel bank similar to what is currently in place on the west side of the channel, see meeting notes with Pima County dated 5/16/2017. ADOT and Jacobs had no issue with what was planned but the pathway concept work would need to be coordinated with the Flood Control District since this is their channel. However, the comment above states that a roadway is desired. If that is the case, the county should consider a structure that is separate from the flood control channel like what was identified in your comment 2) above. Please clarify your request.<br>2) Earlier planning efforts included a bridge structure at Forgeus Avenue alignment. The structure was to be designed by and paid by Pima County but included with the construction document for the interstate improvements.<br>3) The access control guidelines allow for a right-in/right-out access within 660' of the ramp return. Depending on the location of the desired signalized intersection, it may require a variance to the access control guidelines that ADOT and FHWA will need to approve.<br>Comment #7<br>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 Tl 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 1-10.<br>Response<br>The 2040 PAG traffic model was used for the I-10 traffic study. The 2040 PAG model did not have the "Sonoran Corridor" in the model as the Sonoran Corridor was just beginning to be conceptualized. However, the 2040 PAG traffic model had a number of parkways located to the south of I-10 including an east-west parkway alignment that went from I-19 near Sahuarita to I-10 near SR 83. One of the parkways followed Alvernon Way south of I-10 and continued south along the Swan Road alignment to avoid the future runway associated with the Tucson Airport expansion. The parkway associated with Alvernon Way had six lanes and connected to the east-west parkway. In the system alternatives, Alvernon Way is shown with six through lanes needed to connect to the 6-lane parkway to the south. Kolb Road was another north-south parkway that continued south along the Wilmot Road alignment and connected to the east-west parkway.<br>Comment #8<br>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:<br>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. |

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| | | | January 11, 2019<br>Arizona Department of Transportation<br>c/o Tazeen A. Dewan P.E., Project Manager<br>ADOT MPD-Corridor Planning Group<br>[redacted]<br>Re: Design Concept Report and Environmental Assessment for Interstate 10 and State Route 210<br>Dear Ms. Dewan:<br>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 Kina/Campbell, Interstate 10, and the Kolb Road/I-10 interchange. Pima County's Kina Sports Park South project will be dependent upon improved access from 1-10 and Kina 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.<br>We support the advancement of the DCR and EA, and provide the following comments on the conceptual design plans and information presented to date:<br>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.<br>2. Temporary Improvements Needed. We support the ultimate recommended expansion of capacity along 1-10, 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.<br>3. Kino Parkway Traffic Interchange (TI) Priority. Our first priority is reconstructing the Kina 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, Aja Way and others to provide substitute access while the Kina Parkway TI is built. Therefore, we recommend analysis of an alternate strategy for reconstructing the Kina Parkway TI and 3-lane widening of 1-10 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.<br>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/1-10 TI and what design changes may be required.<br>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.<br>6. Kino Sports Park South. Pima County requests several improvements to support the proposed Kina Sports Park South facility: 1) an expanded 1-10 bridge structure at the Julian Wash to accommodate a roadway connection between the north and south Kina Sports Parks; 2) a new bridge structure at the Forgeus Avenue alignment to provide for vehicular access between the north and south Kina 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).<br>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 1-10.<br>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:<br>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.<br>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 | 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.<br>c. The elimination of access from Irvington Road to Alvernon Way will negatively impact local circulation.<br>d. The new interchange at Ajo Way and SR210 may not function during train events without mitigation.<br>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.<br>Response<br>See our responses and comments below.<br>a) We agree that this is a change in service functionality for Contractor's Way. The SR 210/Ajo Way TI provides access to Alvernon Way. The Ajo Way blockage if a train stalls on the track was a concern for TEP. The project team met with TEP regarding the change to Contractor's Way, see TEP meeting notes dated 12/12/2017. Their issue was having emergency access to the north for their service trucks if access to SR 210 at Ajo Way was blocked. At the north end of Contractor's Way a cul-de-sac is proposed. The cul-de-sac will have a locked gate to a maintenance road that will provide access to Alvernon Way at the Golf Links Road intersection. TEP will have access to the maintenance road. TEP was satisfied with this provision.<br>b) The signals at the SR 210 / Ajo Way TI will be coordinated with the railroad crossing signal located to the east of the interchange. This is a common approach with intersections near railroad crossings, like the current Alvernon Way/Irvington Road intersection and the Alvernon Way/Ajo Way intersection. The eastbound off-ramp storage at Ajo Way will be reviewed to determine if adequate storage is provided.<br>c) We agree that eliminating access to Alvernon Way at Irvington Road will affect local circulation routes. However, the regional traffic flow on Alvernon Way will be traveling on SR 210 thus reducing some of the capacity needs on Irvington Road.<br>d) The signals at the SR 210 / Ajo Way TI will be coordinated with the railroad crossing signal located to the east of the interchange. This is a common approach with intersections near railroad crossings.<br>Routing of bike paths was discussed in the 1/31/2017 progress meeting. It was noted that bike paths are an added value of the project and are not mitigated for bike path removal. Palo Verde Road is an existing bike route down to Irvington Road. With the removal of the Palo Verde Road TI at I-10 the bike route can continue south through the underpass to the Benson Highway. In the 10/12/2017 meeting with TEP, utilizing the maintenance road by bicycles was discussed. ADOT did not have an issue with bicycles using the maintenance road. However, ADOT did not want to label the maintenance road for bicycle usage. The locked gates to the maintenance road will allow access for bicycles similar to access provided at trail heads. With recent roadway widening improvements made to Valencia Road, the commercial industrial area south of DMAFB now has a good connection point to Valencia Road at Craycroft Road. Valencia Road provides good access to I-10 and to Kolb Road.<br>Based on traffic projections, the existing intersection configuration of Ajo Way and Contractors Way is adequate for the proposed changes.<br>Comment #9<br>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.<br>Response<br>The need for improvements to the north of Michigan Street were identified in the implementation and detour plan that was submitted for comment by stakeholders at the progress meeting 2/21/2018. The work (north of Michigan Street) was anticipated as a project for the local jurisdiction to provide.<br>Comment #10<br>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.<br>Response<br>We recognize the importance of the eastbound connection to Golf Links Road. Currently the 2-lane eastbound Golf Links Road is underutilized by traveling public. Eastbound peak hour traffic counts in 2010 for Golf Links Road were 555 vph (AM) and 905 vph (PM). The projected 2040 peak hour traffic volumes are 700 vph (AM) and 1040 vph (PM). A single lane ramp with a signalized intersection will be more than adequate for this movement. The signal will only have two phases to minimize delays to the traffic. The eastbound Golf Links traffic will split the signal cycle time with southbound Alvernon Way traffic. The 2040 traffic models for both system alternatives indicate the intersection will operate at a LOS B for the AM and PM peak hours.<br>Comment #11<br>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:<br>1) Dual right-turn lanes on westbound Irvington Road to northbound Palo Verde Road.<br>2) Dual right-turn lanes from northbound Palo Verde Road to eastbound Ajo Way. Extend aerial mapping to cover this area.<br>3) Southbound access from Alvernon Way/210 to Michigan Street from Ajo Way, if warranted.<br>Response<br>See our responses and comments below.<br>1) The requested work at the intersection may not be needed as traffic volumes will be lower on Irvington Road. Detailed traffic reviews of the Irvington Road/Palo Verde Intersection can be done during preparation of the final design.<br>2) Detailed traffic reviews of the Palo Verde Road/Ajo Way Intersection can be done during preparation of the final design.<br>3) Improvements requested to add a frontage road or ramp down from SR 210 to Michigan Street are not warranted. There are only a few businesses located along Michigan Street. Adding ramps or frontage roads from SR 210 to Michigan Street will take out businesses that the ramps or frontage roads intend to serve. |

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| | | | 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.<br>c. The elimination of access from Irvington Road to Alvernon Way will negatively impact local circulation.<br>d. The new interchange at Ajo Way and SR210 may not function during train events without mitigation.<br>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.<br>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.<br>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.<br>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:<br>1) Dual right-turn lanes on westbound Irvington Road to northbound Palo Verde Road.<br>2) Dual right-turn lanes from northbound Palo Verde Road to eastbound Ajo Way. Extend aerial mapping to cover this area.<br>3) Southbound access from Alvernon Way/210 to Michigan Street from Ajo Way, if warranted.<br>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.<br>13. Valencia Road Traffic Interchange. Suggest increasing left turn storage for WB off ramp at Valencia Road TI.<br>14. 1-10 Bridge at Drexel Road. Suggest increasing bridge length at Drexel Road to accommodate future development to the east.<br>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.<br>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.<br>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.<br>Sincerely, | Adding ramps or frontage roads from SR 210 to Michigan Street will take out businesses that the ramps or frontage roads intend to serve.<br>Comment #12<br>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.<br>Response<br>As discussed in Comment #9, routing of bike paths was discussed in the 1/31/2017 progress meeting. It was noted that bike paths are an added value of the project and are not mitigated for bike path removal. Palo Verde Road is an existing bike route down to Irvington Road. With the removal of the Palo Verde Road TI at I-10, the bike route would continue south through the underpass to the Benson Highway. Benson Highway connects to Drexel Road.<br>Comment #13<br>Valencia Road Traffic Interchange. Suggest increasing left turn storage for WB off ramp at Valencia Road TI.<br>Response<br>Jacobs will look at the request for additional storage for the WB off ramp at the Valencia Road TI. Comment #14<br>1-10 Bridge at Drexel Road. Suggest increasing bridge length at Drexel Road to accommodate future development to the east.<br>Response<br>Per earlier coordination from Pima County, 6/30/2017 with Robert Young, the length of the Drexel Road bridge was increased to accommodate future development to the east. The bridge shown in the DCR is proposed to have two through lanes, one turning lane, a 6' sidewalk, and a 12' wide multipurpose pathway to accommodate the Julian Wash Linear Park.<br>Comment #15<br>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.<br>Response<br>If traffic conditions north of the TI change to warrant construction of the 2-way connector road early before the Craycroft Road TI is reconstructed ADOT will need to make the decision. The 2-way connector road will need to be installed with the raised median, traffic signal, drainage improvements and the frontage road to make it work.<br>Comment #16<br>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.<br>Response<br>The traffic analysis request will be discussed within ADOT. Normal policy is to review two signals each side of the interstate. The requested traffic analysis will be included with the final design considerations for the implementation plan. |
| 1/11/2019 | Jonathan Crowe | Email | C.H. Huckelberry - Pima County Administrator; Michael Ortega, P.E. - Tucson City Manager; Bob Smith - Vice President, University of Arizona, Planning, Design & Operations | |

# Roll Plot Map Comments

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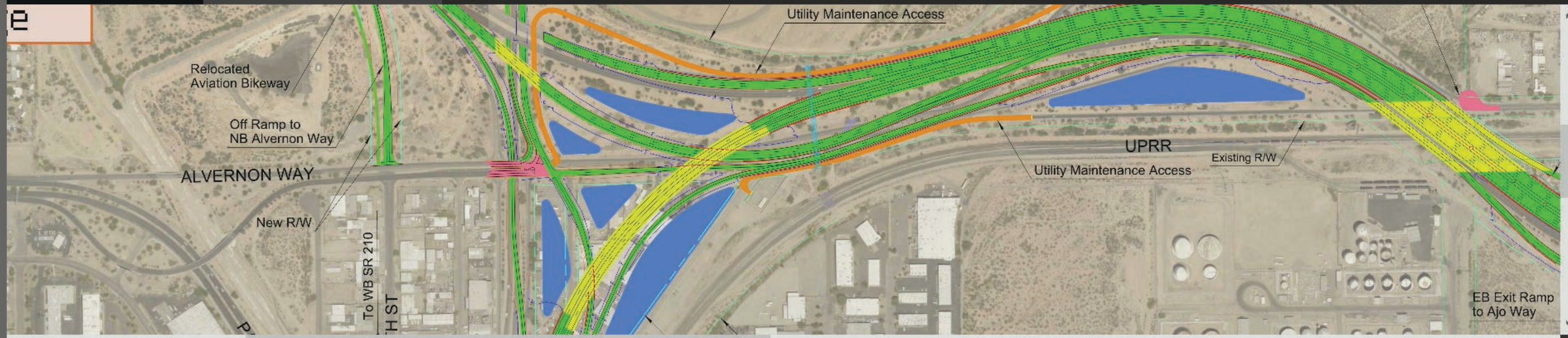
Alvernon to Kolb - Alt I | SR 210 - I10 to Golf Links Rd




Alvernon to Kolb - Alt IV | Alvernon to 6th St on I-10

I love this new proposed design!

-Ryan Parks

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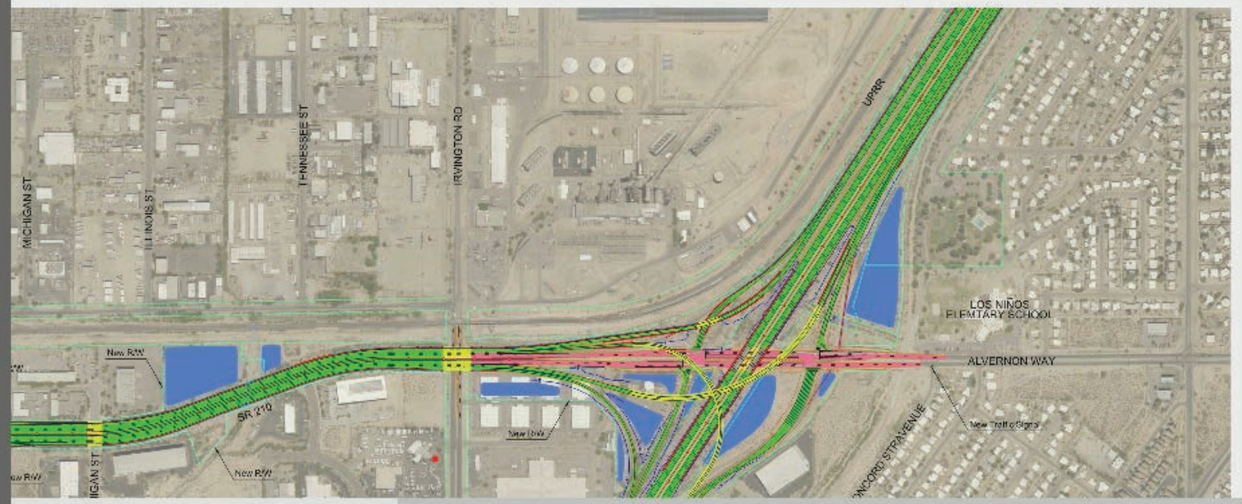
Alvernon to Kolb - Alt I | SR 210 - I10 to Golf Links Rd




Alvernon to Kolb - Alt IV | Alvernon to 6th St on I-10

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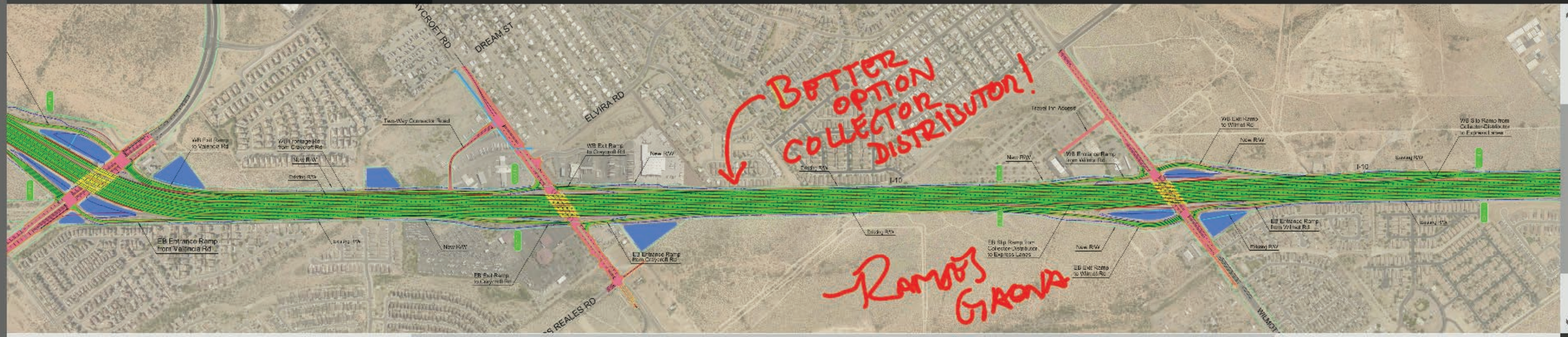
Alvernon to Kolb - Alt I | SR 210 - I10 to Golf Links Rd

Alvernon to Kolb - Alt IV | Alvernon to 6th St on I-10

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Alvernon to Kolb - Alt I | SR 210 - I10 to Golf Links Rd

Alvernon to Kolb - Alt IV | Alvernon to 6th St on I-10

Find a BETTER SOLUTION!

Ryan Parks

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Alvernon to Kolb - Alt I | SR 210 - I10 to Golf Links Rd

Alvernon to Kolb - Alt IV | Alvernon to 6th St on I-10

GOOD IDEA FOR REGULAR TRAFFIC (CARS)
BAD IDEA FOR TRUCKS.
— RAMBS GARNER

FROM PLOT, HOW DO THEY GO EAST BOUND WITHOUT GOING ONE EXTRA MILE WESTBOUND??

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Alvernon to Kolb - Alt I | SR 210 - I10 to Golf Links Rd

Alvernon to Kolb - Alt IV | Alvernon to 6th St on I-10

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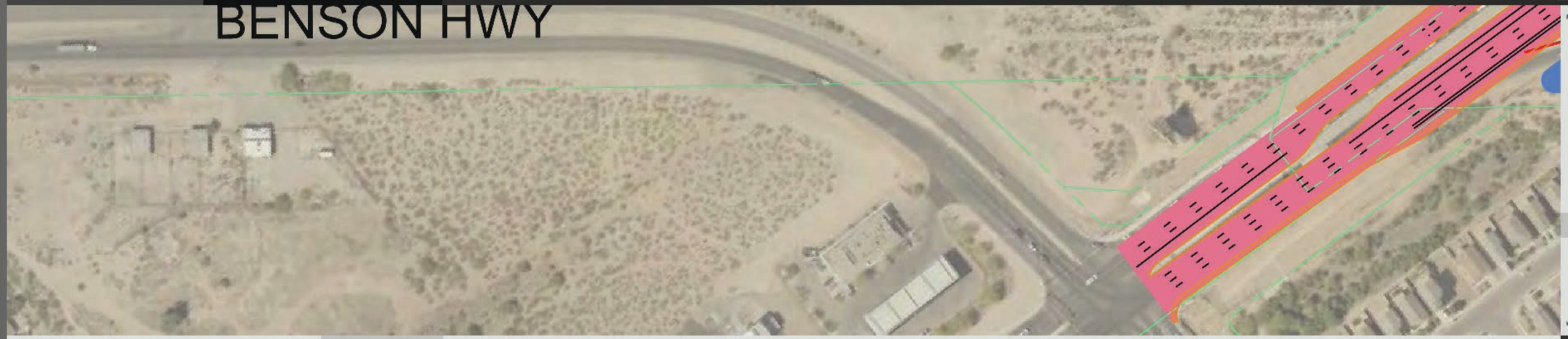
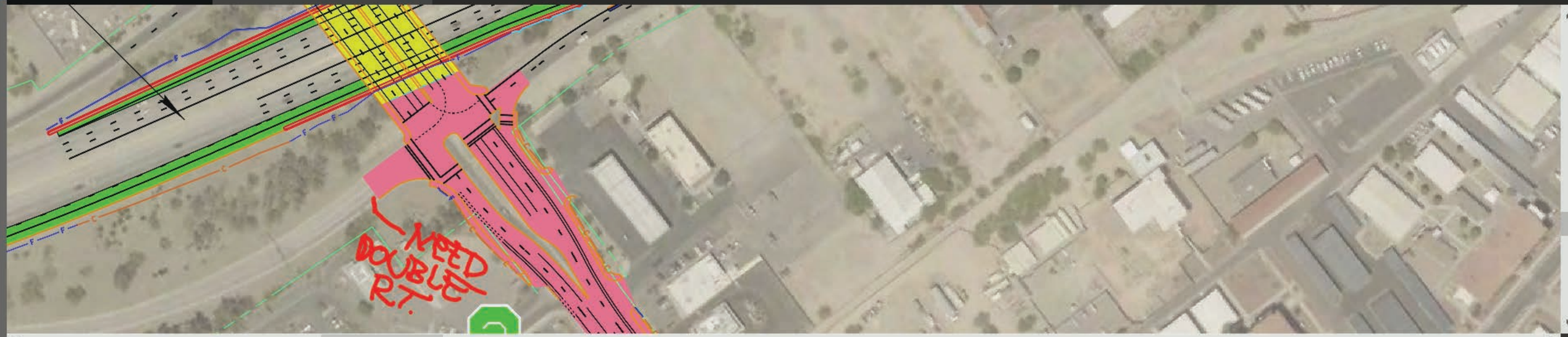
Alvernon to Kolb - Alt I | SR 210 - I10 to Golf Links Rd

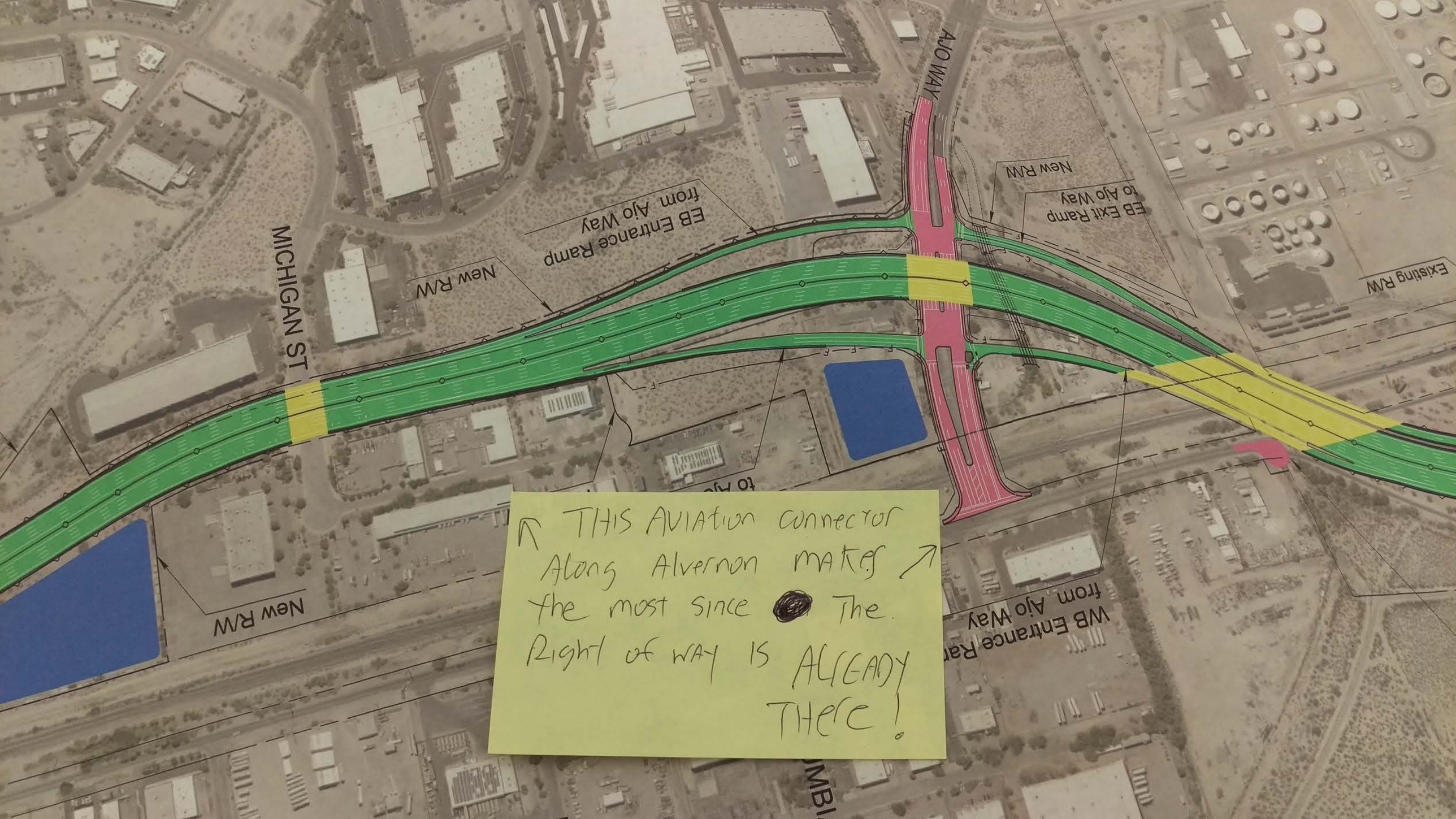



Alvernon to Kolb - Alt IV | Alvernon to 6th St on I-10

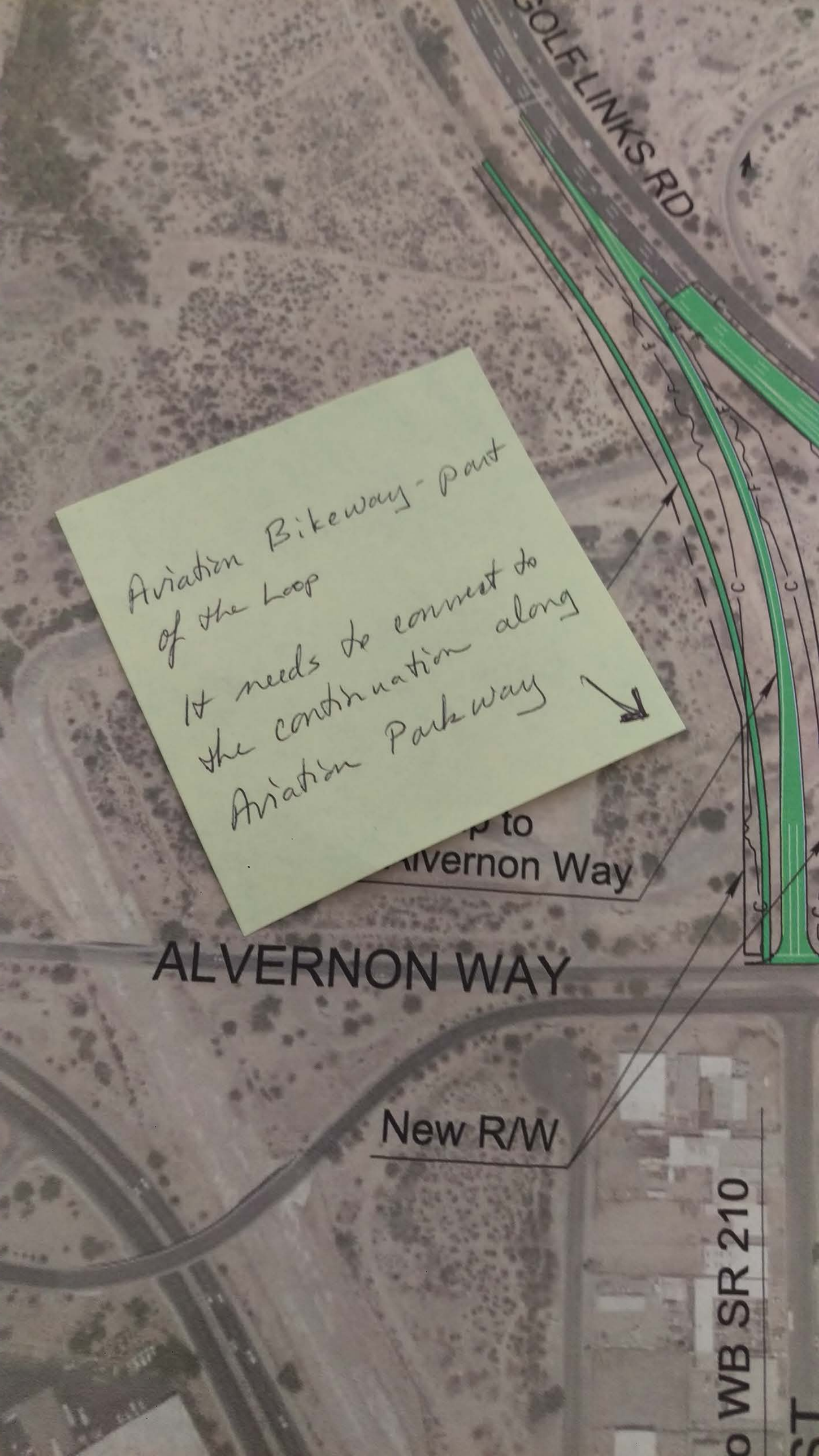


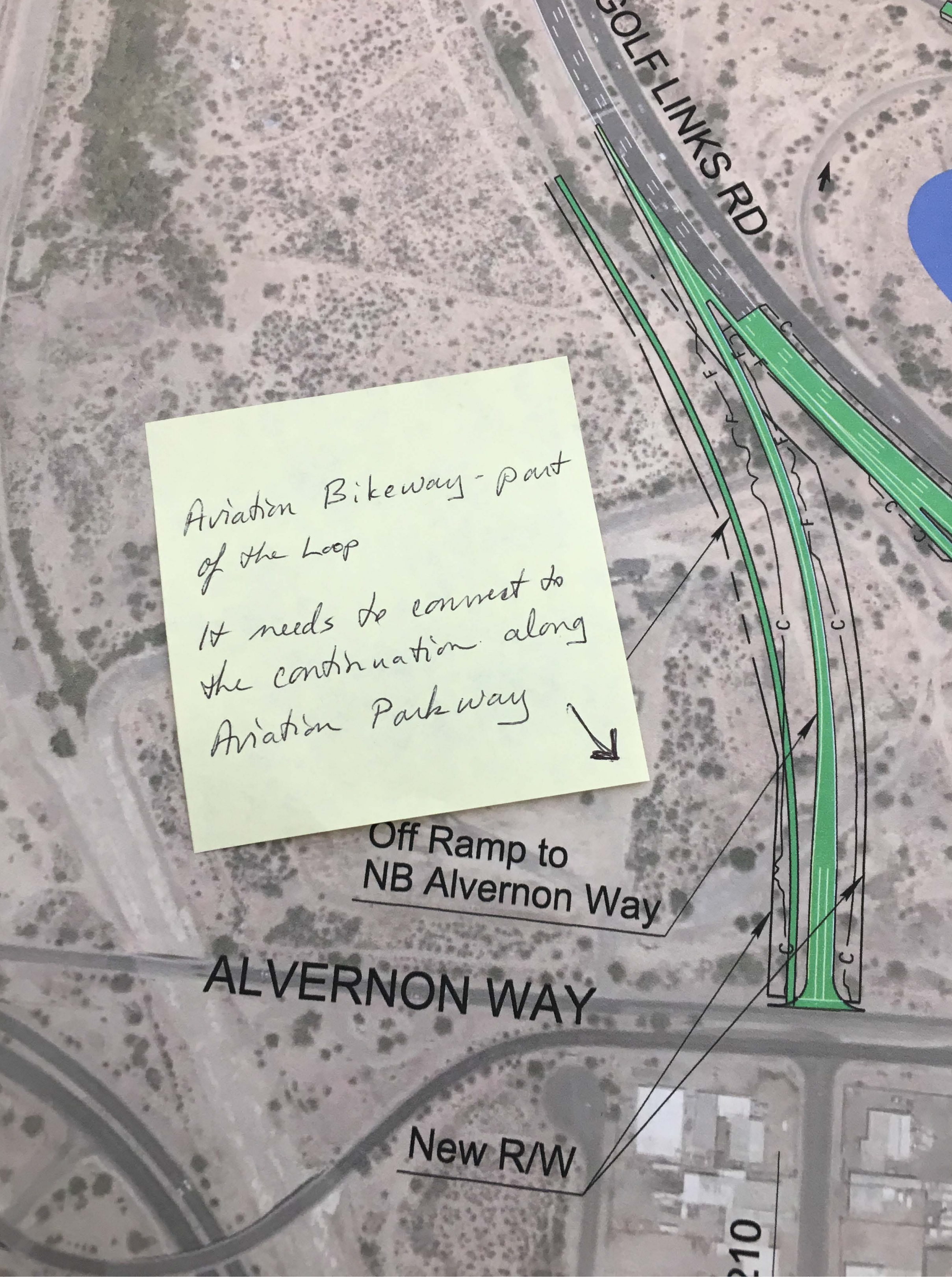

135.81% 1 of 1

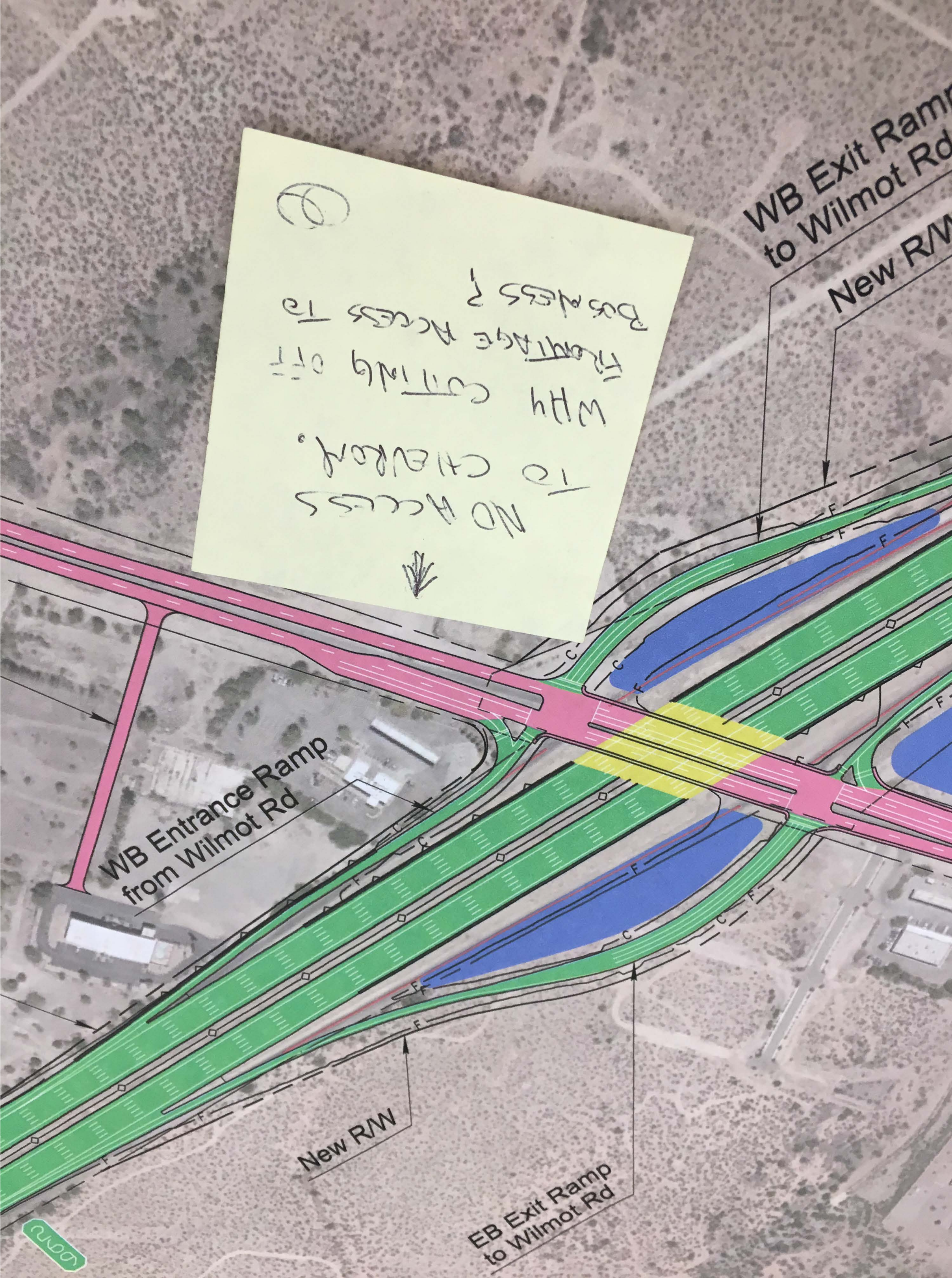
5:56 PM 11/29/2018




↖ THIS AVIATION connector
Along Alvernon makes ↗
the most since ● The
Right of way IS ALREADY
THERE!


GOLF LINKS RD
Aviation Bikeway - Part of the Loop
It needs to connect to the continuation along Aviation Parkway
p to
lvernon Way
ALVERNON WAY
New R/W
o WB SR 210


GOLF LINKS RD
Aviation Bikeway - part of the Loop
It needs to connect to the continuation along Aviation Parkway
Off Ramp to NB Alvernon Way
ALVERNON WAY
New R/W
010



EB Exit Ramp to Wilmot Rd

New R/W

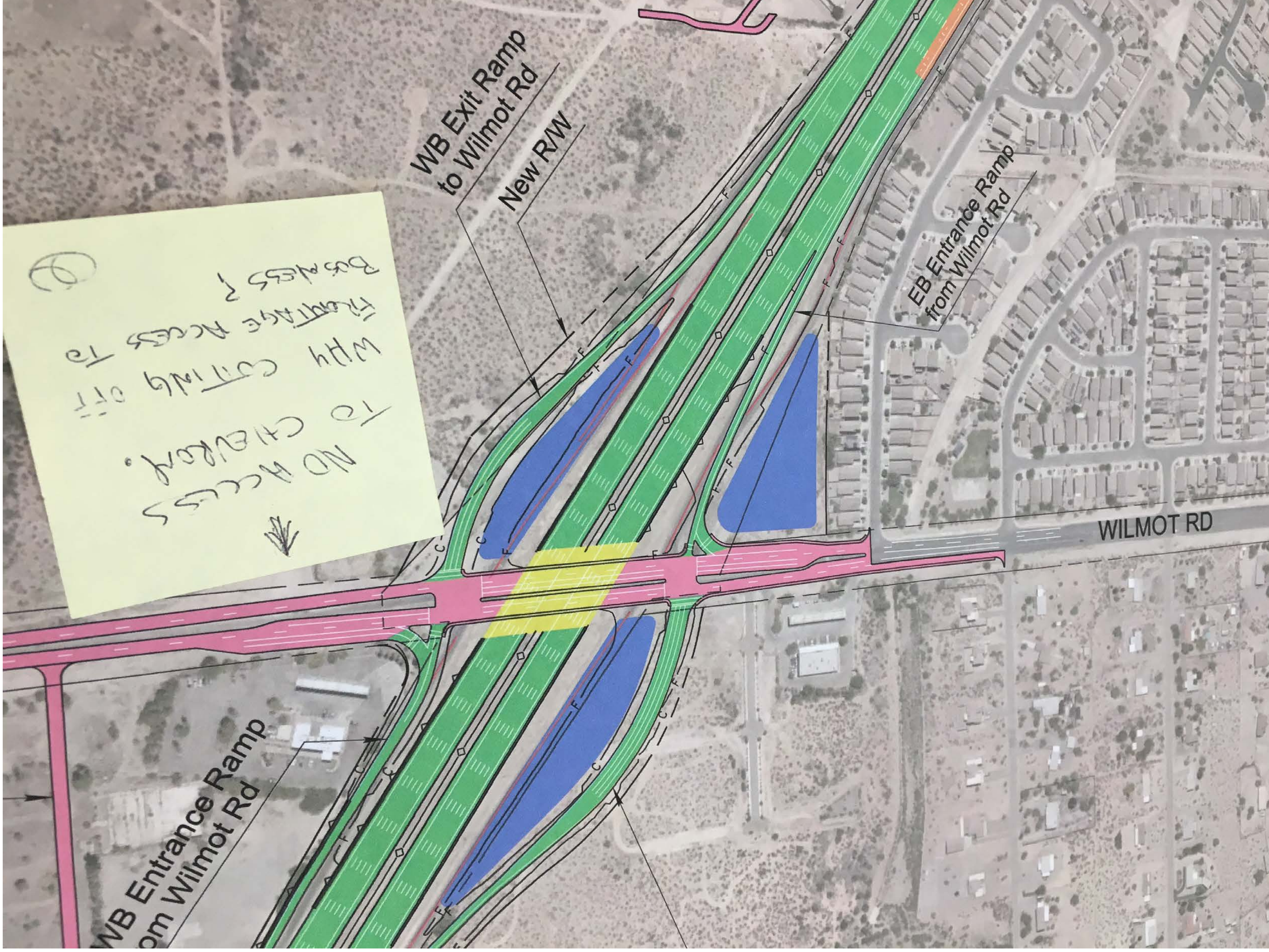
WB Entrance Ramp from Wilmot Rd

NO ACCESS TO CHEVRON.

WHY CUTTING OFF FRONTAGE ACCESS TO BUSINESS?

New R/W

WB Exit Ramp to Wilmot Rd



WILMOT RD

WB Entrance Ramp from Wilmot Rd

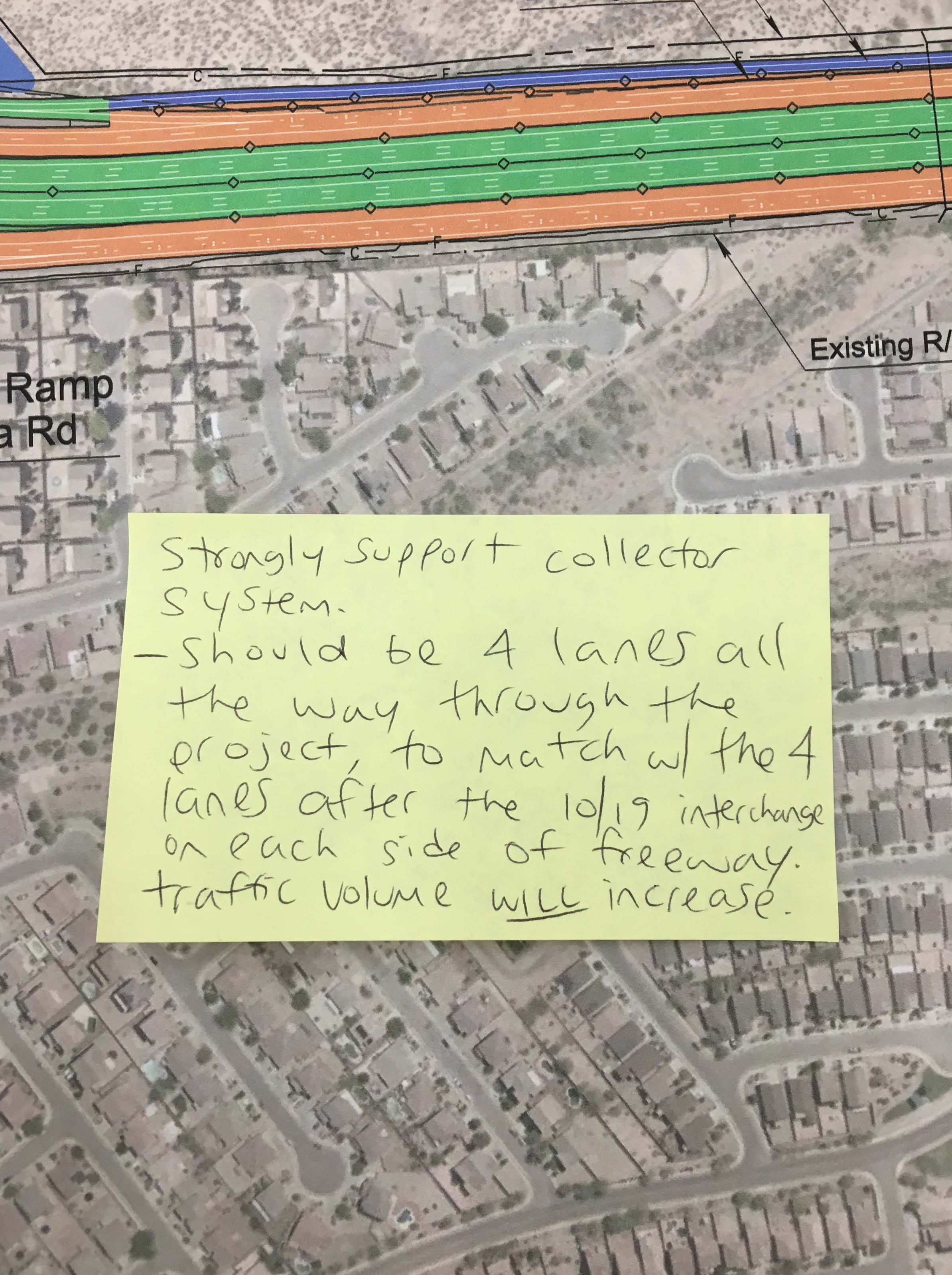
EB Entrance Ramp from Wilmot Rd

New RW

WB Exit Ramp to Wilmot Rd

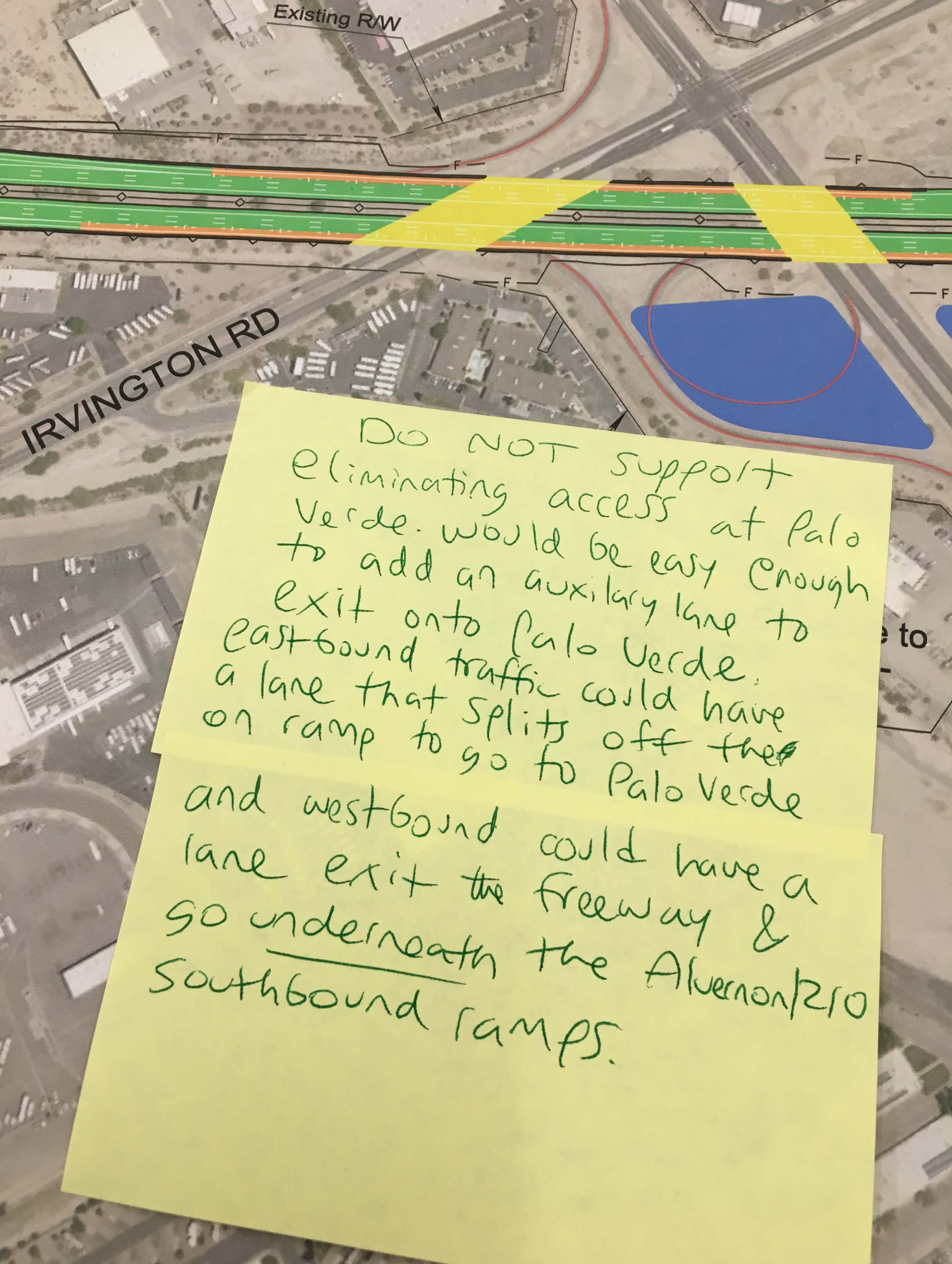
NO ACCESS TO CHEVRON.

WHY CUTTING OFF FRONTAGE ACCESS TO BUSINESS?

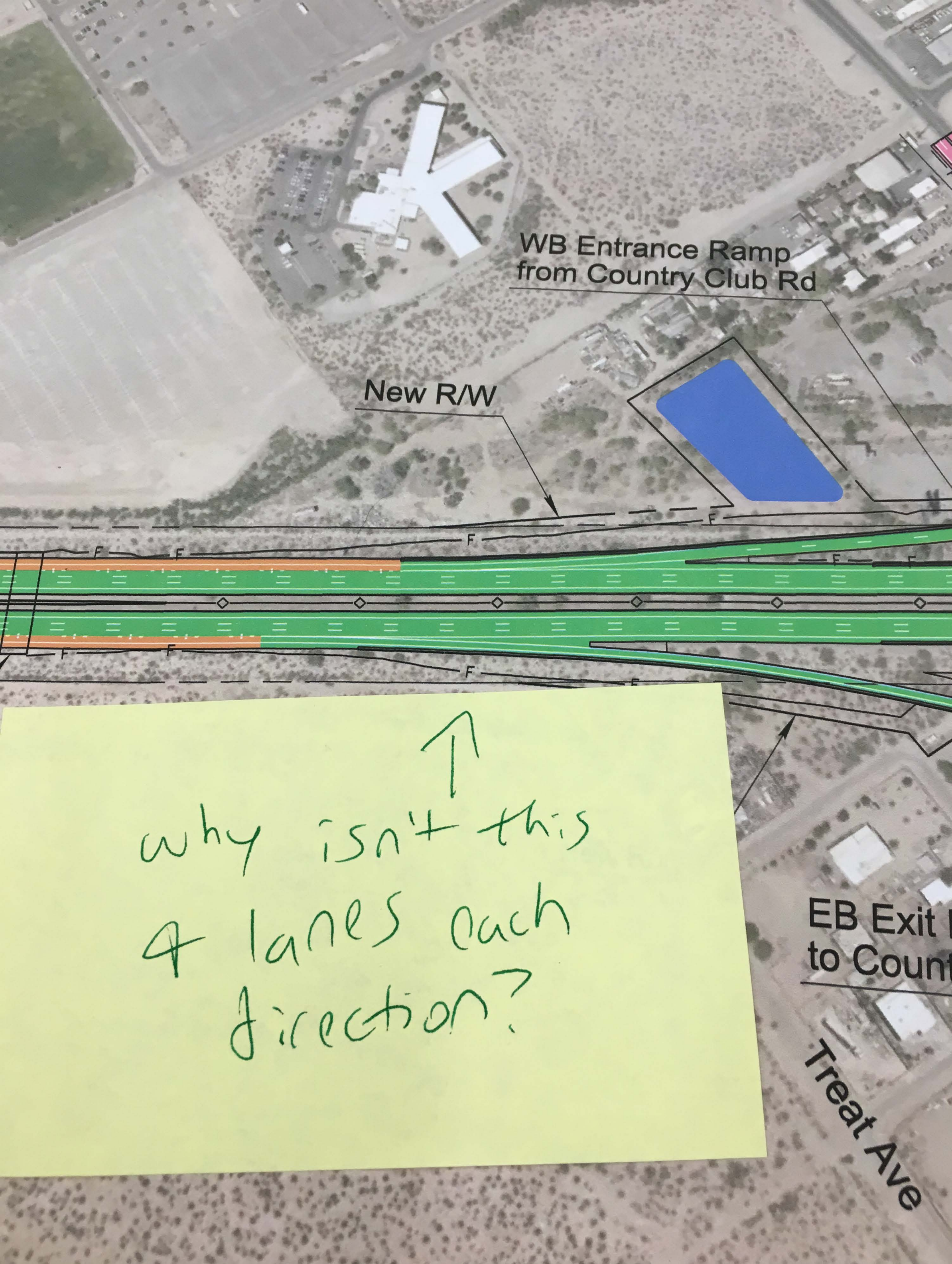



Strongly support collector system.

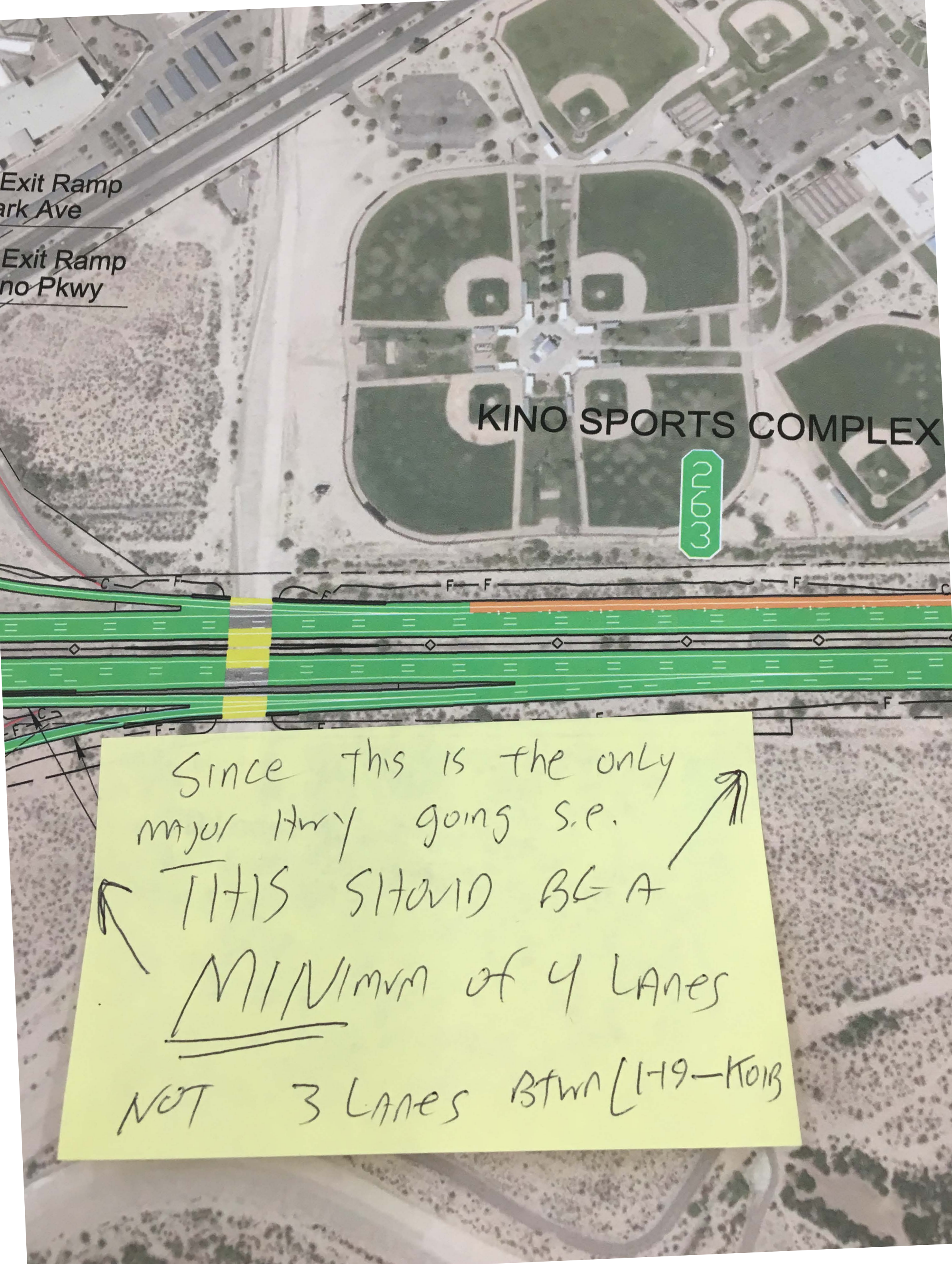
- Should be 4 lanes all the way through the project, to match w/ the 4 lanes after the 10/19 interchange on each side of freeway. traffic volume <u>WILL</u> increase.




Do NOT support eliminating access at Palo Verde. would be easy enough to add an auxilary lane to exit onto Palo Verde. eastbound traffic could have a lane that splits off the on ramp to go to Palo Verde and westbound could have a lane exit the freeway & go underneath the Alvernon/210 southbound ramps.




why isn't this
4 lanes each
direction?




Since this is the only major Hwy going S.E.

THIS SHOULD BE A

MINIMUM of 4 LANES

NOT 3 LANES BTWN I-19—KOIB

# Comments

**From:** Mike Robinette
**To:** Interstate 10 State Route 210 Study
**Subject:** RE: Interstate 10/State Route 210 study: Your input is needed!
**Date:** Wednesday, November 14, 2018 2:20:45 PM

---

Interstate 10 from I/10/Interstate 19 interchange to Kolb Road

- If this is what used to be called the Sonoran Corrider, wouldn't it be more sensible to connect it to Rita Road?
- As part of this effort, I-10 needs to be widened to three lanes on each side all the way to Colossal Cave Road.
- Build the new section of highway in the mostly empty desert space between I-19 and I-10, north of Pima Mine Road.

State Route 2010 (Barraza-Aviation Parkway)

- If this is going to be connected to I-10, make it a true Parkway and remove all the stop lights along the way and build proper interchanges for those roads. Traffic lights hinder quick traffic flow and turn this into just another city street. Remove the lights and increase the speed limit to 65 MPH. Make it a true expressway.

Regards,

Mike Robinette

| | |
|---|---|
| **From:** | James Berrang |
| **To:** | Interstate 10 State Route 210 Study |
| **Subject:** | Interstate 10/State Route 210 study |
| **Date:** | Thursday, November 15, 2018 8:09:28 AM |

---

For years I have driving to the Arizona State Prison on Wilmot Road from Miracle Mile. For years there have been constant slow downs, accidents, bottlenecks, all because two lanes have not been widened to 3 lanes each direction from Campbell to Kolb Road. I surely hope the time is at hand for this time-consuming journey for thousands of motorists to be addressed and remedied.

Two lanes are manifestly not equipped to handle the enormous increase in traffic that has occurred in just the last five years, not to mention the East bound disaster called the Palo Verde and Alvernon on ramps. Whoever designed those surely did not have traffic flow and ease of access in mind.

That is my take on the issue.

James Berrang
[redacted]

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**From:** [redacted] [mailto:[redacted]
**Sent:** Thursday, November 15, 2018 4:24 PM
**To:** Jerimiah Moerke; [redacted]
**Cc:** Cyndi Striegler; Tammy Homberg
**Subject:** I-10/SR210 Feasibility Study Comment

---

**Comments:** I would be in favor of the System Alternative IV as it would certainly be the safer option for isolating the heavy traffic that passes through the area from the traffic entering and exiting the freeway in this area. C-D's are very good when they are done right, but there are some areas where they are done very poorly, which is usually when they are only one lane or are in areas where they block several freeway exits. Thank you for asking for outside input.

**Name:** Dennis Aust

**Company / Organization:**

**Email Address:** [redacted]

**Phone:**

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.

**From:** [redacted]
**To:** [redacted] Interstate 10 State Route 210 Study
**Cc:** [redacted]
**Subject:** I-10/SR210 Feasibility Study Comment
**Date:** Monday, November 19, 2018 2:30:49 PM

---

**Comments:** Induced demand demonstrates that widening roads does not solve congestion. We need better transit in the area, not more pavement. If we provide viable transit alternatives, it will help get people out of their vehicles.

**Name:** Joey Iuliano

**Company / Organization:** CAPLA

**Email Address:** [redacted]

**Phone:** [redacted]

---

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.

**From:** [redacted]
**To:** [redacted] Interstate 10 State Route 210 Study
**Cc:** [redacted]
**Subject:** I-10/SR210 Feasibility Study Comment
**Date:** Monday, November 19, 2018 7:37:17 PM

---

**Comments:** I work in the area of the project. I think we should wait until the City builds the final mile linking I-10. At this point it may make more sense to partially fund that project so we can get a better idea on how traffic patterns can change as the road connects to St. Marys. Are there plans to build direct connection ramps from I-10 onto St. Mary's? Is State Route 810 (Golf Links) actually going to happen? Grade separated interchanges at Swan and Craycroft would be needed in the future and would make sense to integrate those projects into this plan. I support plan I and I also work a lot in this area. I know a lot of the ideas I brought up in this comment aren't in any of the plans but I believe it's important to consider them.

**Name:** Jose Garcia

**Company / Organization:**

**Email Address:** [redacted]

**Phone:** [redacted]

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.

**From:** [redacted]
**To:** [redacted] Interstate 10 State Route 210 Study
**Cc:** [redacted]
**Subject:** I-10/SR210 Feasibility Study Comment
**Date:** Tuesday, November 20, 2018 12:54:21 PM

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**Comments:** I think either option being considered (but not the no build alternative) would be a vast improvement over what we have, but I like option IV the most. A collector distributor system that allows people moving from the southeast side to the northwest side, or other movements that completely bypass the Kolb<->Alvernon area would really do a better job than simply adding two regular lanes. One concern I don't see addressed here is the complexity of the Golf Links/Alvernon interchange. If it isn't upgraded to free flowing, and something done to improve flow through the traffic lights between there and I-10, then it won't be as much of a help on Alvernon. The rest of SR-210 traffic has to stop every mile or two and that's just not really conducive to building a true alternate route through the area. Most traffic already goes 50-55 through Tucson depending on the street and time of day, so ADOT really needs to look at doing something that allows traffic to move at about 65 MPH down 210.

**Name:** Jason Hagar

**Company / Organization:**

**Email Address:** [redacted]

**Phone:** [redacted]

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| | |
|---|---|
| **From:** | Kristy Skaar |
| **To:** | Interstate 10 State Route 210 Study |
| **Subject:** | I 10 expansion |
| **Date:** | Tuesday, November 20, 2018 1:36:37 PM |

---

Interstate 10 definitely need to be expanded to more lanes out to at least Houghton. The congestion and car accidents from around the Pali Verde/ Alvernon exit is just too dangerous and needs to be addressed. Please consider doing something/anything to help reduce the danger.

Thanks!
Kristy Skaar

Sent from my iPhone

**From:** Ken Zablotny
**To:** Interstate 10 State Route 210 Study
**Subject:** I-10 and Alvernon study
**Date:** Wednesday, November 21, 2018 8:15:23 AM

---

I live in the southeast corridor and travel I-10 east and west 3-4 times a week.

After reading all alternatives that you have proposed, I would vote for Alternative 1.

I-10 from the east into Tucson is a death trap, with all the truck traffic and growth in homes and businesses southeast, I-10 needs to be expanded immediately all the way from Houghton, but because costs are always the issue, from Kolb westbound would be a great start.

Looking forward to ADOT getting started as soon as possible.

Ken Zablotny

Corona de Tucson

**From:** [redacted]
**To:** Interstate 10 State Route 210 Study
**Subject:** comments on 1-10/SR210 feasibility study
**Date:** Wednesday, November 21, 2018 8:34:17 AM

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Good Day to those concerned,

I wanted to take a moment to share my thoughts on the proposed widening of 1-10 from the I-19 interchange to the east as well as the extension of SR210 south to 1-10.

I moved with my family from the Chicago suburbs to Tucson in 1996. I graduated from Sabino HS while living at that time in Rita Ranch. After military service in San Diego and having circumnavigated the planet, I returned to Tucson and lived for several years in Casas Adobes on the northwest side, and now own my home in Julian Ranch which is within the study corridor. I appreciate the opportunity to share my opinions on the different proposed routes and hope this project moves forward quickly, as it is badly needed.

I have worked at the Raytheon Missile Systems airport plant for about 10 years now. When looking to buy my first home, the only area of town that I ruled out was the northeast side, as I refused to commute through the entire city via surface streets every day. In fact, I elected to work overnights and to deal with the inconveniences that comes with night shift work, in order to avoid the daytime traffic and commutes. And while there are other projects that would help relieve congestion (Downtown Links, an expanded streetcar or light rail to the eastside or airport etc..) I feel that this project would have the most impact and would allow for the future growth of the southeast side.

I see several benefits to the proposed expansion. I reviewed the 3 proposed route alternatives (as well as the eliminated alternatives) and I prefer System ALT #1 for a few reasons.

1) System ALT 1, gets my preference in regards to the intersection of Aviation Pkwy, Golf Links and Alvernon N/S. Extending SR210 south and allowing Aviation Pkwy and Golf Links to act as collectors for southbound traffic from a wide area of the city, funneling that traffic into an expanded SR210 with controlled access and at freeway speeds would allow for much smoother and faster transit past the west side of D-M AFB to connect to I-10. Alvernon Way currently handles that load, with traffic lights and side streets, slower speed limits and pedestrians along the sidewalks make for a more dangerous route for such a large volume of traffic. I feel it would be most beneficial to allow both Aviation Pkwy and Golf Links Rd to feed freely into the north/south corridor without stopping, as well as connecting freely to each other. ALT 2 would require Golf Links to stop before taking a right or left onto SR210. I like the idea of being able to travel east/west through the city between downtown and the D-M AFB main gate at Craycroft and Golf Links, without traffic lights and at freeway speeds (which is why I think it would be great if Golf Links could also bypass the intersection at Swan Rd using on and off ramps which would effectively turn Aviation-Barraza / Golf Links into an east/west midtown freeway with connections to 1-10, easing access to much more of the city center and relieving a lot of congestion).

2) System ALT 2 would establish a new route along the south and west side of DM-AFB that would only be 2 lanes in each direction. I would think that most of the same traffic that clogs up Alvernon Way currently, would transition to that route and with only two lanes it would be easier to cause a back-up with a minor traffic accident than on a 4 lane route.

I prefer using the current route of Alvernon Way to improve and widen, as I also hope that one day it can be extended south from 1-10, controlled access and at freeway speeds, all the way to the new Aerospace Pkwy which then continues west to Nogales Hwy. With a possible Aerospace Pkwy connection to a future Sonoran Corridor passing through the area south/east of the Airport, this configuration could establish a true grid of high capacity corridors to connect most the south south/east of the city. It would also help to handle the increasing number of commuters that use that corridor to get to an expanding Raytheon Airport site, as well as increased truck and industrial traffic expected with the Aerospace Tech Park as well as a planned Air Cargo facility at Tucson International Airport.

3) System ALT 1, gets my preference in regards to the question of whether to use a Collector Distributor system or not. I would prefer simply increasing the number of lanes in the main route of 1-10 over adding separated C/D lanes. One concern I have, the same reason I don't like creating a new route for SR210, is that a smaller number of lanes makes it easier to cause a traffic jam if an accident is blocking a lane or two. If the mainline is 4 or 5 lanes, an accident won't create such a bottleneck as it would on a 3 lane C/D or a 3 lane mainline. I think about drivers approaching the split between the mainline route or the C/D route, if there is an accident and backup on the express lanes, all traffic would shift to the C/D lanes which would then become clogged. If you're on the express lanes and are stuck in a traffic jam, there is no way to exit the freeway if you want to take an alternate route that may be available. I think a stretch of high capacity multiple lane freeway could handle losing a lane or two due to an accident or maintenance much better than a more narrow route, even though there may be more total lanes as in a 3EXP+3C/D setup like System ALT 4.
I also wonder how first responders would reach an accident on the express lanes. Fire and Police respond to calls from wherever they are at the time, and we can't assume they would always respond from a certain station or use a certain route. I see that C/D lanes are still used in System ALT 1, however it is only from about Park to Kino and does not seem to be more than an extended on-ramp to allow minimum separation between on-ramps for that eastbound segment.

I like that sections that pass residential areas plan for noise blocking walls. I live approx 2300ft from a section that has no sound barrier, and at any time of day or night I can hear trucks, motorcycles and sirens and all manner of highway noise. I feel lucky that I am about as far from the highway as I can be within my neighborhood, meaning almost everyone of my neighbors hear more highway noise than I do.

I read a letter from Chuck Huckelberry requesting further consideration to be given to a variation of System ALT 3 which would bring SR210 down Wilmot Rd to I-10. I do think Wilmot needs widening to 2 lanes in each direction with a bridge over the UPRR, but for residential access between two large neighborhoods needing access to I-10 or Valencia, not as a high capacity corridor for traffic headed for the city center.

I haven't found much info on proposals for improvements to Craycroft at I-10 to relieve congestion between the TTT and Pilot truckstops, but it is mentioned on the door hanger I received and will be discussed in the meeting on Nov 28 at Lauffer Middle School. I travel through the Craycroft and Travel Plaza intersection several times a day. A large number of Julian Ranch residents exit the neighborhood through that route. One single semi truck who is unfamiliar with the area, doesnt think he can make a turn or mis-judges a turn, will stop traffic for minutes on end causing a backup of residential traffic as well as block in/outbound vehicles from the busy Pilot gas pumps and Taco Bell etc. It's a nightmare, at all hours of the

day. Even with light traffic, trucks balk at the tight turn onto or off of Travel Plaza Way, turning the whole area into a parking lot. I don't know what the options are, but I wish the trucks could be separated into their own lane somehow, so passenger vehicles can navigate through more easily. Possibly a truck only exit from the east end of the Pilot onto the westbound Craycroft exit lanes so the trucks could then proceed through for westbound or take a left to eastbound I-10 (of course there would be merging issues with the slow trucks). Travel Plaza Way should be for passenger vehicles using the gas pumps or Taco Bell and for residential traffic accessing Littletown and Julian Ranch. I also think that westbound truck traffic from the TTT should be routed toward the west end of their property, exiting onto either the current frontage road or a future on ramp toward Valencia/I-10. Trucks exiting the TTT onto southbound Craycroft, only to turn right onto the westbound frontage rd/on-ramp, is an un-necessary complication and can easily cause backups in that compact/congested area. Any turn lanes and on-ramps from Craycroft onto either east or westbound I-10 should have 2 lanes, so a slow truck trying to accelerate from the stop doesn't hold up a line of cars from making it through the intersection (currently the timing at the south bound lights allow for one semi truck to get moving and clear the intersection before turning red for any cars unlucky enough to fall in behind that truck)

In summary...
I do not like ALT 2 because it wouldn't use Alvernon Way as the route for SR210, which I think is necessary to properly connect one day to Aviation Pkwy and the proposed Sonoran corridor.
I do not like ALT 4 because it uses a Collector/Distributor system from Alvernon to Kolb. I prefer increasing capacity by widening the mainline to 4 or more lanes.
I prefer ALT 1 overall, because it allows for a continuous connection between Aviation/Barraza and Golf Links. It then uses Alvernon Way as the route to widen and improve for the connection to I-10, which I hope would later be extended further south to connect with other transportation corridors like the badly needed Sonoran Corridor (preferably from Pima Mine Rd to Rita Rd using the Alvernon and Old Vail Connection survey lines).
Please help the residents that use Craycroft to access I-10, as the truck traffic is a nightmare.

I appreciate your time reading this, feel free to use my input as public comment. I only ask not to use my last name/email if this is to be reproduced. Feel free to contact me for any clarification or additional input.

Eric A.
[redacted]

| | |
|---|---|
| **From:** | Jackson Hurst |
| **To:** | Interstate 10 State Route 210 Study |
| **Subject:** | Sign up for project updates and be added to the mailing list for the Interstate 10 and State Route 210 Design Concept Report and Environmental Assessment Project |
| **Date:** | Wednesday, November 21, 2018 1:37:40 PM |

---

Hi I would like to sign up for project updates and be added to the mailing list for the Interstate 10 and State Route 210 Design Concept Report and Environmental Assessment Project. My mailing address is [redacted]

Sent from [redacted]

**From:** Jerry Peek
**To:** Interstate 10 State Route 210 Study
**Subject:** Re: Road Runner: Tell Arizona Transportation Department about 2 Tucson road projects
**Date:** Monday, November 26, 2018 7:48:39 AM

---

Hello--

I use Aviation-Barazza Parkway almost everyday to drive from my home near Country club and the parkway. I am of course disappointed that the parkway will not continue to interstate 10 directly, and instead will be routed on to a slow surface street with no direct connecton to I-10. I understand that this is a done deal and can't be changed.

I wish that the project mentioned in this Arizona Daily Star article could be scrapped and the funds used to make a more useful connection between I-10 near Alvernon to I-10 near St. Marys. I understand this would call too dangerous a fight of tooth and nail in cause of the disruption in the neighborhood's character. Could the new roadway be partly underground? again, I realize that that probably has been considered and rejected. Still, that's my opinion. Thank you for considering it.

Jerry Peek
[redacted]

**From:** [redacted]
**To:** Interstate 10 State Route 210 Study
**Subject:** My vote for Option 1
**Date:** Monday, November 26, 2018 5:13:12 AM

---

This would provide easier and faster access to central Tucson. Something badly needed.

Dave Dzurick, DM
Tucson

**From:** Rob Landino
**To:** Interstate 10 State Route 210 Study
**Subject:** Improvements to I-10 in Tucson
**Date:** Monday, November 26, 2018 10:18:26 AM

---

Hi, I live in Casa Grande and as a truck driver use that stretch of the interstate quite often. Just an idea, but instead of adding more lanes that will just get backed up when they merge again how about an I-10 East "Express" or "Bypass" that take the traffic from I-10 and I-19 in the downtown area and bypass all exits except for Kolb Rd reconnecting with I-10 right around Rita Rd or Houghton Rd? Just an idea...

| | |
|---|---|
| **From:** | Property |
| **To:** | Interstate 10 State Route 210 Study |
| **Subject:** | Updates |
| **Date:** | Monday, November 26, 2018 1:09:03 PM |
| **Attachments:** | image003.png |

---

I would like to be added to the distribution list for any upcoming information regarding this process.

Thank you,

*Greta Hochstatter*
Property Administrator
PURCELL TIRE AND SERVICE CENTERS
Office: [redacted] Ext. 1157
Fax: [redacted]

| | |
|---|---|
| **From:** | George Christakos |
| **To:** | Interstate 10 State Route 210 Study |
| **Subject:** | I-10 expansion proposal. |
| **Date:** | Monday, November 26, 2018 1:55:13 PM |

---

Go with second proposal. Consider all the way to Houghton road. Especially that road going to four lanes.

| | |
|---|---|
| **From:** | Estelle, Haley |
| **To:** | Interstate 10 State Route 210 Study |
| **Subject:** | FW: I-10/SR210 Feasibility Study Comment |
| **Date:** | Thursday, November 29, 2018 3:11:43 PM |

---

**Haley Estelle**
D [redacted] M [redacted]

hdrinc.com/follow-us

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**From:** Jerimiah Moerke <[redacted]
**Sent:** Monday, November 26, 2018 3:04 PM
**To:** Estelle, Haley <[redacted] Ryerson, Stevie <[redacted]
**Subject:** FW: I-10/SR210 Feasibility Study Comment

Did you get this one? It appears the HDR email has been pulled. ☹

**From:** [redacted] [mailto:[redacted]
**Sent:** Monday, November 26, 2018 3:01 PM
**To:** Jerimiah Moerke
**Cc:** Cyndi Striegler; Tammy Homberg
**Subject:** I-10/SR210 Feasibility Study Comment

**Comments:** As a lifetime resident of Tucson, I applaud this project. This area has been under served when it comes to highway road access and improvements, it also continues to grow in population. This project has my full support!

**Name:** Anthony Figueroa

**Company / Organization:**

**Email Address:** [redacted]

**Phone:**

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| | |
|---|---|
| **From:** | Estelle, Haley |
| **To:** | Interstate 10 State Route 210 Study |
| **Subject:** | FW: I-10/ SR 210 Study #1833047080 |
| **Date:** | Thursday, November 29, 2018 3:11:48 PM |

---

**Haley Estelle**
D [redacted] M [redacted]

hdrinc.com/follow-us

---

**From:** Jerimiah Moerke <[redacted]
**Sent:** Monday, November 26, 2018 1:14 PM
**To:** Estelle, Haley <[redacted] Ryerson, Stevie <[redacted]
**Subject:** FW: I-10/ SR 210 Study #1833047080

FYI--This came in from the general ADOT email box. The layouts are all available online now, so I don't know what more to provide.

---

**From:** Rusty Crerand
**Sent:** Monday, November 26, 2018 1:13 PM
**To:** Jerimiah Moerke; Joanna Bradley
**Subject:** I-10/ SR 210 Study #1833047080

J & J,
Who is taking these?

Thanks,
Rusty

**11/26/2018 1:00:09 PM**
**I support System Alternative I and IV, connecting SR210 with I-10 at Alvernon. There is not much more detail that I can comment on.**

**German Quiroga**
[redacted]

Rusty Crerand
Constituent Services Officer
ADOT Communications
[redacted]

---

**From:** Victor Gasho
**To:** Interstate 10 State Route 210 Study
**Subject:** I10 SR210 Concepts
**Date:** Tuesday, December 4, 2018 3:16:12 PM

---

To Whom it May Concern,

I wholly support the System Alternative I concept to :

- Designate Alvernon Way as SR 210 from Golf Links Road to the I-10
- Add a new system interchange to provide access from SR210 to I-10
- Add up to two (2) lanes in each direction on I-10 from the I-10/I-19 interchange to Alvernon Way
- Add up to four (4) lanes in each direction on I-10 from Alvernon Way to Kolb Road

This area is extremely dangerous in the area of Alvernon to Kino and I should know as I drive it twice each weekday. The number of incidents here is alarming and additional lanes must be added to address safety and congestion. The "do nothing" option is totally unacceptable. The System Alternative IV with collector distributor lanes seems to be a waste of money and real estate and would add to the environmental impact to the area by consuming more land. Therefore I would be in favor of Alternative I.

Sincerely,

Victor Gasho

[redacted]

**From:** [redacted]
**To:** [redacted]
**Cc:** [redacted] Interstate 10 State Route 210 Study
**Subject:** I-10/SR210 Feasibility Study Comment
**Date:** Tuesday, November 27, 2018 8:09:04 PM

---

**Comments:** The entrance onto the new SR210 south from Alvernon Way looks very inefficient. Condensing a 3-lane road (Alvernon SB) into a 1-lane ramp that has multiple weaves, merges, and a traffic light before finally entering onto SR210 SB will lead to massive traffic backups.

**Name:** Garrett Anderson

**Company / Organization:**

**Email Address:** [redacted]

**Phone:**

---

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| | |
|---|---|
| **From:** | Dansiea Jones Morris |
| **To:** | Interstate 10 State Route 210 Study |
| **Subject:** | Fwd: Comment Form |
| **Date:** | Thursday, November 29, 2018 9:10:01 PM |
| **Attachments:** | Public Meeting Comment Form Page 1.PDF<br>Public Meeting Comment Form Page 2.PDF |

---

---------- Forwarded message ---------
From: **Dansiea Jones Morris** <[redacted]
Date: Thu, Nov 29, 2018 at 8:51 PM
Subject: Comment Form
To: <[redacted]

Good evening,

Please find the attached feedback form from Public Meeting held on Wednesday, November 28, 2018.

Thank you.

Dansiea Morris

COMMENT FORM

# Public Meeting

## INTERSTATE 10 AND STATE ROUTE 210

*Phase II - Environmental Assessment & Design Concept Report*

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

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

- ☐ Area Resident/Property Owner along SR 210
- ☐ Area Business Owner/ Employee along SR 210
- ☐ Representing a group along SR 210: _____
- ☒ Area Resident/Property Owner along I-10
- ☒ Area Business Owner/Employee along I-10
- ☐ Representing a group along I-10: _____
- ☐ Commuter
- ☐ Agency/Jurisdiction: _____
- ☐ Other: _____

2. Purpose statement for the study:

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

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

Do you support the purposes of the study?

☒ Yes

Please explain: I support the study; however the current proposal does not prove to be cost-effective for those who will benefit the most from these improvements.

☐ No

Please explain: _____

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

November 2018

ADOT | U.S. Department of Transportation Federal Highway Administration | RTA Regional Transportation Authority

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

- ☐ Air Quality
- ☐ Biological Resources
- ☒ Cultural Resources (Archeological and Historic)
- ☒ Habitat Connectivity
- ☐ Hazardous Materials
- ☐ Land Use
- ☒ Neighborhood and Community Considerations
- ☐ Noise
- ☐ Public Parks/Recreation
- ☐ Title VI/Environmental Justice
- ☐ Visual Resources (Aesthetics, Line of Sight)
- ☐ Water Resources
- ☐ Other _____

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

- ☐ Accessibility and Convenience
- ☐ Capacity
- ☒ Congestion
- ☒ Constructability
- ☐ Environmental Impacts: _____
- ☒ Integration into Existing Neighborhood
- ☒ Private Property Impacts/ Relocation/Land Acquisition
- ☒ Project Cost
- ☒ Safety and Security
- ☒ Social and Economic Conditions
- ☐ Traffic Impacts
- ☒ User Experience
- ☐ Other _____

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

- ☐ Yes
- ☒ No

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

My first in being this involved, but those who answered questions often had confusing explanations or seemed doubtfull!

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

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

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

**Email:** i10SR210Study@hdrinc.com

**Online:** www.azdot.gov/i10SR210study

**From:** [redacted]
**To:** [redacted]
**Cc:** [redacted] Interstate 10 State Route 210 Study
**Subject:** I-10/SR210 Feasibility Study Comment
**Date:** Thursday, November 29, 2018 6:23:44 AM

---

**Comments:** I travel on I-10 between Houghton Rd to the Park Ave exit for work Monday - Friday during peak rush times. I agree that I-10 needs to already be expanded. I vote for alternative 1 to expand the lanes of I-10, not by the CD lanes alternative. I'm wondering why the expansion ends at Kolb Rd and doesn't include all the way to Houghton Rd. Rita Rd and Houghton Rd exits are at the heart of residents exiting here and an expected increase in growth. I-10 congestion clears up past -east of Houghton Rd. The Vail School District is the top district and more families with new development are increasing here. Exiting freeway traffic backs up onto the freeway at both the Rita Rd and Houghton Rd exits. This project not going all the way to Houghton Rd was an oversight. If it's not done with this project, ADOT should plan expanding this part of the freeway in the near future following this one. The need is already here and is only going to increase.

**Name:** Lori Ehman

**Company / Organization:**

**Email Address:** [redacted]

**Phone:** [redacted]

---

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**From:** Art Ehman - AZTUC (AZTUC)
**To:** Interstate 10 State Route 210 Study
**Subject:** I-10 study
**Date:** Thursday, November 29, 2018 8:46:59 AM

---

Hello,

With the recent tennants and proposed tennant of the port of tucson on Kolb; the proposed expansion of Ratheon in the UA Tech Park on Rita; and the almost 5900 in process planned homes on the Houghton corridor we have and will increased confestion on I-10. The Rita Rd. exit is already overwhelmed with ADOT warning signes currently in place and Houghton exit is close to capicity. There is no frontage roads in place so when there is an acident it takes hours to divert traffic. The Kolb Rd. exit will be in the same predicament once Amazon is up to capacity.

I believe an I10 expansion that does not include widening to Houghton is a deadly and costly mistake.

Than you,

Art Ehman

Sent from my Verizon, Samsung Galaxy smartphone

**From:** [redacted]
**To:** [redacted]
**Cc:** [redacted] Interstate 10 State Route 210 Study
**Subject:** I-10/SR210 Feasibility Study Comment
**Date:** Thursday, November 29, 2018 6:33:19 PM

---

**Comments:** Let's start by adding a lane both ways. Check DPS reports almost daily there is a accident on I 10 between Rita RD and Palo Verde. Causing major back ups due to the road turning it into 1 lane. Tucson has 2 highway. 1 main freeway that runs the length of the town. Why is it so hard to have 1 freeway built to accommodate this town and Phoenix seems to have no problem popping up freeways all over the place. I know this study stops at Kolb but 1 more exit down Rita Rd has the most conjestion than any other off ramp in Tucson. The line in back up 1/2 to 1 mile off the shoulder of I10. A 4 way stop way the solution. Joke

**Name:** Scott Anders

**Company / Organization:**

**Email Address:** [redacted]

**Phone:**

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**From:** [redacted]
**To:** Interstate 10 State Route 210 Study
**Subject:** Fwd: add to distribution list
**Date:** Thursday, November 29, 2018 4:03:59 PM

---

Please add us to the I-10 / SR 210 distribution list

Classic Pools Inc. (520)[redacted]
Jim and Mary Weber
[redacted]

We own a piece of property in the area

[redacted]

Thank You
Classic Pools Inc.
Mary Weber

**From:** [redacted]
**To:** [redacted]
**Cc:** [redacted] Interstate 10 State Route 210 Study
**Subject:** I-10/SR210 Feasibility Study Comment
**Date:** Sunday, December 2, 2018 8:31:14 PM

---

**Comments:** Hello, I regularly commute both by car and by bicycle, traveling north/south across the I-10 corridor, along Alvernon, Country Club, and Kino, I encourage you to consider cyclists during design and construction, to maintain or improve bicycle lanes and access throughout the process. In particular: 1. Country Club currently seems safer for cyclists crossing the I-10 corridor compared to Kino or Alvernon, because there are no ramps between I-10 and Country Club. Since both design concepts up for discussion add interchanges at Country Club, please consider how to maintain safe passage for cyclists. 2. Kino currently has good bike lanes in the areas north and south of I-10, but there isn't a clear, safe bike lane to ride through the interchange area. Please consider how to improve bicycle access in the new designs. 3. The Julian Wash Greenway is an important part of the Chuck Huckleberry / Pima County Loop, used by commuters and recreational cyclists and pedestrians. Since some of the construction areas appear to touch or cross the Greenway, please consider how to minimize the impact of construction on trail users. Finally, when driving by car, I sometimes use the ramps onto Westbound I-10 from Northbound Kino or Alvernon. Both of those seem dangerous, with short acceleration/merge lanes and limited visibility. It looks like both these interchanges are handled the same way in both alternatives under review, and both improve the ramp from Kino (while eliminating the interchange at Alvernon). Sincerely, David Peckarsky

**Name:** David Peckarsky

**Company / Organization:**

**Email Address:** [redacted]

**Phone:** [redacted]

---

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**From:** Jonathan Crowe
**To:** [redacted] Interstate 10 State Route 210 Study
**Cc:** Kathryn Skinner; Diane Garcia; Jim Cunningham
**Subject:** FW: I-10, I-19 to Kolb Road and SR 210, Golf Links Road to I-10 (H7825) - DCR & EA Public Meetings
**Date:** Monday, December 3, 2018 4:13:47 PM
**Importance:** High

---

Brad/Tazeen,

Pima County DOT management would like to meet with you to discuss this project and the alternatives presented at the recent public meetings. There are a number of new economic development projects along this corridor that would be impacted and should be carefully considered in the project evaluation.

Would you be available to meet with our staff next week here in our Tucson offices?

Thank you,

Jonathan Crowe

Jonathan Crowe, AICP
Pima County Dept. of Transportation
Public Works Building
[redacted]
W [redacted]

**Subject:** I-10, I-19 to Kolb Road and SR 210, Golf Links Road to I-10 (H7825) - DCR & EA Public Meetings

On behalf of Tazeen Dewan,

You are invited to attend two open house Public Meetings for Phase 2: I-10; Junction I-19 to Kolb Road & SR 210 (Barraza-Aviation Parkway); Golf Links Road to I-10.

The first open house will be a Neighborhood Public Meeting to discuss the I-10/SR 210/Craycroft Road Improvements.

The meeting will be held November 28, 2018, 5:30– 7:30 p.m. at the:
Billy Lane Lauffer Middle School Gymnasium
5385 E. Littletown Road, Tucson, AZ 85756

The Littletown Public meeting is being held to provide better access to information for the low income/minority neighborhood and to discuss the proposed improvements to I-10, SR 210 and the Craycroft Road TI. Direct mailers will be sent to the neighborhood around the Craycroft Road TI for the meeting.

The second open house will be a Public Meeting to discuss the I-10/SR 210 Improvements.
The meeting will be held November 29, 2018, 5:30– 7:30 p.m. at the:
Apollo Middle School
Multi-Purpose Room/Cafeteria
265 W. Nebraska St., Tucson, AZ 85706

The second public meeting will have a much wider distribution for public notices and ads.

Both public meetings will present the same information to those in attendance, which includes: roll plots illustrating the two alternatives, a PowerPoint presentation, a project fact sheet, a questionnaire and display banners.

The information presented to the public will be available on the Jacobs team website as it is approved for distribution by ADOT.

The Jacobs team website is: www.jacobsaz.com
Project Name: I-10 / SR 210
Login: I-10 Corridor
Password: Empirita

If you have any questions or need additional information, please contact me or Brad Olbert with Jacobs at [redacted] or e-mail to [redacted].

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

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

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto con ADOT a [redacted] o en [redacted] Las solicitudes

deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

Thank you,

Tazeen Dewan, PE
Project Manager
Major Projects Group
[redacted]
www.azdot.gov

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**From:** [redacted]
**To:** [redacted]
**Cc:** [redacted] Interstate 10 State Route 210 Study
**Subject:** I-10/SR210 Feasibility Study Comment
**Date:** Tuesday, December 4, 2018 12:41:06 PM

---

**Comments:** I am totally supporting this project, both the SR 210 extension to I-10, and the widening of I-10 as well, as it is way overdue. I-10 EB after Kino/Alvernon gets very congested in the afternoon; speed limit or slower after Valencia Rd. In the morning, it could get to standstill WB between Craycroft and Palo Verde. For the I-10 widening, I support the collector-distributor (CD) concept from Alvernon/SR-210 towards Kolb Road. With proper signage that works for confused drivers, and seeing that you have included several slip ramps from/to C-D and express lanes, this could improve the traffic conditions a lot. This would be a great thing for this area. I live around the Craycroft Road area, and commute to Palo Verde/Ajo area every morning. The fact of having a freeway road from Craycroft to Ajo is a big plus. I also utilize SR-210 to access the downtown area in a bi-weekly basis, as it is a great bypass to get there from the east side. Get this project move forward! Now, let me share some little concerns here. As I mention, a live close to Craycroft Rd/Travel Park Way, where the Pilot/Freight Line businesses are located. These are the main roads to access my house. I'm okay with the design concept of the Craycroft interchange. I don't mind doing a U-turn at the proposed intersection. If I take Craycroft SB, and then merging to I-10 WB, I will have to drive all the way to Valencia on the frontage road, stop at a traffic light, then continue to merge to WB lanes. I'm guessing this idea is to redirect truck traffic through the frontage road all the way to Valencia, and from there keep going for WB, or turn around at Valencia to go EB. But, I think, as a resident in that area, we would need an access from Craycroft Road to the WB C-D lanes. I definitely would like to see the addition of an exit/slip ramp from the frontage road west of Craycroft to the WB C-D lanes. It could be done at some point before the proposed two-way connector road, and it can exit onto an auxiliary lane going west that could exist until the Valencia Road exit ramp from the C-D lanes. The idea of not having direct access to the freeway until you cross the traffic light at Valencia does not sound good to me. In addition, with the closing of Palo Verde off- and on-ramps, in order to access Irvington Road east of the UPRR, you will have to go all the way to the new Country Club Rd interchange, or the New SR-210/Ajo interchange. If it goes that way, there should be signage showing drivers how to access that area. There are many businesses there, which now depend on traffic, and they could get burdened by the limited access as shown in the design. Thank you for your consideration and your time!

**Name:** Luis Torres

**Company / Organization:**

**Email Address:** [redacted]

**Phone:** [redacted]

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**From:** Jerimiah Moerke
**To:** [redacted]
**Cc:** Interstate 10 State Route 210 Study
**Subject:** RE: Silver saddle
**Date:** Friday, December 21, 2018 1:38:44 PM

---

Mr. Alva,

I just wanted to follow up to see if you received the information you were looking for regarding the I-10/SR 210 project on the website below.

As a reminder, we are accepting comments on the project through Dec. 30.

Please let us know if you have further questions.

Sincerely,
Jerimiah

---

**From:** Jerimiah Moerke
**Sent:** Tuesday, December 04, 2018 4:28 PM
**To:** [redacted]
**Cc:** [redacted] Jerimiah Moerke
**Subject:** RE: Silver saddle

Mr. Alva,

Thank you for your note.

I think the best place to start is the project website. It gives an overview of the project. And then if you click on the "Documents" tab, you can see the more specific information including draft layouts.
https://www.azdot.gov/planning/transportation-studies/i-10-and-sr-210-study/overview

We held a public meeting last week. The PowerPoint presentation is also available on the website for your to review. No additional meetings are planned in the near future, but we are taking comments on the study through December 30.

Sincerely,
Jerimiah

**From:** [redacted] [mailto:[redacted]
**Sent:** Tuesday, December 04, 2018 2:18 PM
**To:** Jerimiah Moerke
**Subject:** Silver saddle

Hi Jeremiah, my name is Orlando Alva, I'm part of the family who owns the Silver Saddle Steakhouse at [redacted] (more like frontage road off 6th & I-10) since 84'. Mark Brownell is a good friend & he mentioned you might be able to point me in the right direction about a project I've been hearing about.

I was curious about the widening of I-10 in front of or around our business & how it would affect us in the future. I was under the impression it was east of Park down to Kolb but someone mentioned it was in front of us & two lanes would be added on the frontage road ?? I'd appreciate any info you can give us, days & times of any public meetings, etc.

Thank you
Orlando Alva
[redacted]

Sent from AOL Mobile Mail
Get the new AOL app: mail.mobile.aol.com

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From: Orlando Alva [redacted]
Sent: Friday, December 28, 2018 10:44 AM
To: Jerimiah Moerke
Subject: Re: Silver saddle

Jerimiah, i appreciate the follow up email. I did review all the info on the website, its tough to follow & understand completely. Do you think you can stop by the restaurant next week sometime, id love to have an off the record chat with you about the process of this project & how it usually works.

Thanks for your time
Orlando
[redacted]

Sent from my iPad

On Dec 21, 2018, at 1:38 PM, Jerimiah Moerke <JMoerke@azdot.gov<mailto[redacted]>> wrote:

Mr. Alva,

I just wanted to follow up to see if you received the information you were looking for regarding the I-10/SR 210 project on the website below.

As a reminder, we are accepting comments on the project through Dec. 30.

Please let us know if you have further questions.

Sincerely,
Jerimiah

I-10/SR 210 study - Notes on meeting with Orlando Alva, Silver Saddle - 1/24/19

WebEx meeting attendees:
Jerimiah Moerke (in Tucson)
Orlando Alva (in Tucson)
Brad Olbert (in Phoenix)
Tazeen Dewan (in Phoenix)

Topics of discussion:

Brad outlined improvements near the Silver Saddle restaurant including

- Widening of the 6th Avenue bridge over I-10 (bridge work estimated at about 9 months); access to 6th Ave. will be maintained with lane reductions/restrictions (traffic possibly pushed to the east side, then west side or vice versa for construction)
- I-10 widened from 3 to 4 lanes in each direction
- I-10 retaining walls pushed back to accommodate the 4th lane
- No plans to change the frontage road configuration in front of Silver Saddle
- Barrier will likely be needed during construction but permanent guard rail will be in the same spot
- 6th Avenue bridge work could be completed separately or concurrently with the widening on I-10
- No ROW needed on south side of frontage road near Silver Saddle

Other improvements discussed outside of the immediate Silver Saddle area

- Adjustments to the Park Ave. interchange, but ramps will be maintained during construction
- Overall I-10/SR 210 work split into 20 jobs
- Priorities will be determined with PAG- but Kino, Country Club and Palo Verde area will be top contenders

General timelines:

- 2-3 years at the very earliest before any work is done anywhere along I-10/SR 210 related to this study
- Sequencing will be developed after the DCR and EA
- Estimate 15 to 20 years for all of the smaller projects to be completed
- Each of the 20 jobs needs to be designed and utilities / ROW cleared before construction can begin on that project

Communication:

- Jerimiah will add Mr. Alva to the I-10/SR 210 email list
- Mr. Alva informed of the public hearing tentatively set for April or May

**From:** Erin Litchfield
**To:** Interstate 10 State Route 210 Study
**Subject:** Yes!!! I Fully Support Either Alternative!!!
**Date:** Monday, December 10, 2018 7:42:32 PM

---

Yes!!! Please do either alternative solution! Whatever you do, DON'T DO NOTHING! Expand! Expand! Expand! South and South/East Tucson is growing rapidly. Widen the roads as much as possible! And hopefully in the future, not just to Kolb but all the way to Houghton. This local homeowner has your full support!

But, please, please, please, make sure the roads are paved smoothly. Take an extra few days if necessary to make sure the road paving is flat and smooth. I hate driving on a brand new road and feeling like I'm going over bumps and hills. Completing the job quickly is great. But completing the job right is more important!

Erin

**From:** Gary Erickson
**To:** Interstate 10 State Route 210 Study
**Subject:** RE;I-10 suggestions
**Date:** Wednesday, December 12, 2018 4:15:32 PM

---

*Hi, I commute that stretch 5 days a week & have for over 13 years. Think cause & effect + action & reaction. A major part of the problem is the nightly backup from the Rita Road exit that domino's 4 miles +/- all the way back to Wilmot with traffic creeping, stopping creeping etc..
*By simply making a new Rita Road exit a 1/2 mile before the present eastbound exit - all the traffic that currently is sitting on the shoulder of I -10 can exit & safely be on that new longer exit.
*That would keep traffic moving along at 65 MPH - which in turn would end the horrific backups.
*It would be a low cost project that can be done without disturbing the present backup already happening. When completed, open it and one of your major problems in that area is taken care of. You could then better assess the study area on your map.

sincerely, Gary Erickson

**From:** Michael Jansen
**To:** Interstate 10 State Route 210 Study
**Subject:** Please build!
**Date:** Friday, December 14, 2018 11:23:33 AM

---

Hello,

My name is Michael and I am a resident of the Valencia Reserve neighborhood near Valencia/Alvernon (very close to planning boundaries of this study). I-10 is badly in need of expansion in this area, and connecting SR210 to I-10 would also greatly help ease congestion and flow traffic along. I would personally prefer Alternative I, but Alternative IV would be fine as well (either would be a major upgrade and are needed). I also support the proposed enhancements to the Craycroft/I-10 interchange. My only other comment would be that I-10 should be widened out to Houghton Road (not just to Kolb Road), but I guess you have to start somewhere, and this project would be tremendous for the region.

Best regards,
Michael Jansen

TOWN OF Sahuarita

**Michael Jansen**
Economic Development Specialist

Email: [redacted]
Office
Fax:

| | |
|---|---|
| **From:** | Raul Amavisca |
| **To:** | Interstate 10 State Route 210 Study |
| **Subject:** | Good idea to connect I-10 to SR 210! |
| **Date:** | Friday, December 21, 2018 4:28:16 PM |
| **Attachments:** | image001.png |

---

It's a good idea to connect SR 210 to I-10!

Consider updating SR 210 roadway geometrics for expected speeds, modify SR 210 median so it requires less maintenance given likely increased traffic volumes and make signs harder to tag (increase height which may mean large posts)

My 2 cents from working in Regional Traffic Engineering there long ago.

**Raul G. Amavisca, PE**
**Engineering Administrator**
Central District
[redacted]
www.azdot.gov

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**From:** James Ebel
**To:** Interstate 10 State Route 210 Study
**Subject:** Additional wrecks will happen
**Date:** Friday, December 21, 2018 6:33:40 PM

---

Additional wrecks will happen West of the proposed stretch of I-10 out past Kolb to Rita Road, and even to Houghton Road.
The new widening of Houghton and the completion of the Union Pacific bridge on Houghton will need to be considered in the change to the road system west of Kolb.
Houghton Road is going to support thousands more cars heading to their bedrooms at night and into the city by day.
Rita Road Technology Park is growing, and already the exit from I-10 to Rita Road is a death trap.
People sit each morning completely STOPPED in the I-10 emergency lane.
The exit lane is not long enough. The STOP sign at the left turn at the end of the ramp is too rural for such a growing interchange.
Some consideration needs to be given to the flow issues WEST of KOLB.
Especially if I-10 is four-laned, the constriction at Rita and Houghton will become MORE dangerous.

James Ebel
[redacted]

**From:** [redacted]
**To:** [redacted]
**Cc:** [redacted] Interstate 10 State Route 210 Study
**Subject:** I-10/SR210 Feasibility Study Comment
**Date:** Saturday, December 22, 2018 3:04:10 AM

---

**Comments:** I would prefer the collector distributor alternative because it would separate the high speed "through traffic" from slower speed local traffic. A concern is that with the growth of light industrial and transportation along Kolb road ( eg. Amazon facility and port of Tucson rail yard), There will be more traffic from Kolb entering I-10. While this project would address traffic patterns going west, new traffic from Kolb going east would not be addressed. If there is another project to address this eastward movement, great! However if it is not taken into account, there will probably be issues in the future as growth in traffic from Kolb east continues to increase.

**Name:** pete Letourneau

**Company / Organization:** Voyager RV Park resident

**Email Address:** [redacted]

**Phone:** [redacted]

---

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.

**From:** andy carpio
**To:** Interstate 10 State Route 210 Study
**Subject:** I19/I10 To Kolb RD. project
**Date:** Saturday, December 22, 2018 6:58:51 PM

---

Sounds good we need some type of faster west to east alternative route.

**From:** [redacted]
**To:** [redacted]
**Cc:** [redacted] Interstate 10 State Route 210 Study
**Subject:** I-10/SR210 Feasibility Study Comment
**Date:** Sunday, December 23, 2018 7:41:06 AM

---

**Comments:** Build it. Either solution will ease the traffic congestion. Please add one more lane than shown, build for the future!!

**Name:** James Hallsted

**Company / Organization:**

**Email Address:** [redacted]

**Phone:** [redacted]

---

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.

**From:** [redacted]
**To:** [redacted]
**Cc:** [redacted] Interstate 10 State Route 210 Study
**Subject:** I-10/SR210 Feasibility Study Comment
**Date:** Monday, December 24, 2018 9:22:18 AM

---

**Comments:** I agree that Tucson needs better downtown access and movement using the State Route 210 with a connection to I-10. This important section is key to moving Tucson drivers thru downtown and to east Tucson. I think ADOT needs to proceed with this plan and get it built as quickly as possible. The inclusion of adding lanes to I-10 south of Alvernon is also very important.

**Name:** Marco Tellez

**Company / Organization:**

**Email Address:** [redacted]

**Phone:** [redacted]

---

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**From:** Kevin Gibble
**To:** Interstate 10 State Route 210 Study
**Subject:** Feedback on I10 Study
**Date:** Monday, December 24, 2018 10:34:56 AM

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Hello,

I travel I-10 4-5 weekdays each week to the UA tech park, and I-10 widening is greatly needed in the proposed area, construction needs to start ASAP.

I prefer the alternative that provides the most lanes to I-10 for the duration of the area, and this appears to be alternative 1. The collector alternative appears to lose I10 through lanes to the local lanes, and it is not clear that this be the best benefit, and I would guess costs more as well. The improvement should be for the benefit of all potential I10 traffic, so I like alternative 1.

Also, I have additional feedback that the lane expansion should proceed all the way to Rita road, as there has been significant growth to traffic exiting and entering on Rita road. The funds saved from implementing system alternative 1 vs 4 should be immediately applied to extend the expansion to Rita Road.

-Kevin G

**From:** [redacted]
**To:** [redacted]
**Cc:** [redacted] Interstate 10 State Route 210 Study
**Subject:** I-10/SR210 Feasibility Study Comment
**Date:** Monday, December 24, 2018 11:09:00 AM

---

**Comments:** Will it take fatalities from cars backed up trying to exit off-ramps? Make I-10 at least 4 lanes each west and east from Alvernon to Houghton. Oh and spend our tax dollars on putting in median barriers that could prevent further fatalities like the one on I-10 on Friday December 21, 2019 killing 4 people because a vehicle crossed over where there was no barrier!!! ADOT, how do you tell those families they will never see their loved ones again?

**Name:** Susan Barr

**Company / Organization:**

**Email Address:** [redacted]

**Phone:**

---

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.

| | |
|---|---|
| **From:** | Mick Jensen |
| **To:** | Interstate 10 State Route 210 Study |
| **Subject:** | 6th Ave artwork |
| **Date:** | Thursday, December 27, 2018 10:17:16 AM |

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Hello Study Team,

Please make sure to protect the artwork that decorates the South 6th Avenue/I-10 overpass!
Thank you.

Mick Jensen
Senior Planner, City of South Tucson

**From:** [redacted]
**To:** [redacted]
**Cc:** [redacted] Interstate 10 State Route 210 Study
**Subject:** I-10/SR210 Feasibility Study Comment
**Date:** Saturday, December 29, 2018 1:22:10 PM

---

**Comments:** I am in favor or System alternative I for widening of I-10 from the I-10 & I-19 interchange. I don't know what an auxiliary lane is but increasing the number of lanes from 2 to 3 would be a major improvement. As for increasing the lanes from Alvernon to Kolb to 5 lanes plus an auxiliary I think you can get away with only 4 lanes. Just 4 lanes would double the number of freeway lanes in that portion of I-10 at this time I do not think that the collector distributor roadway (System Alternative IV) from Alvernon to Kolb would serve any real purpose and it would be very expensive. I like the idea for the improved interchange at Alvernon to I-10 from the proposed SR210. However I am not sure you need to add another lane the three lanes that is already in a major portion of the parkway. If you widen I-10 as Alternative I suggests I don't see a lot of people, unless there is a major accident downtown using the cross town parkway or S210 to get to I-10. Personally I have not seen or heard of major traffic problem on the parkway. You may want to save funds to looking at that again and maybe save funds by keeping the parkway at 3 lanes. A lot of people use the parkway to Golflinks and travel to the northwest part of the city. Traffic on Alvernon down by I-10 comes mainly north of Golflinks not from down town. I believe that SR210 was originally conceptually designed to be like a cross town freeway, but there were 2 problems. One is the AF base is at the east end of SR210 and secondly the city of Tucson has grown farther east and southeast than I believe road designers originally thought about at the time. I liked the idea of getting rid of the off ramp when traveling east on I-10 to Kino Parkway where you have to go under the bridge over I-10. Just that improvement would be a major safety improvement for travelers and truck alike. I can't speak for other residents from the southeast side of Tucson, but I keep away from downtown business district as there is limited parking. Where there is parking it is not close to venues such as Fox theater that I would attend. I do use the SR210 parkway when I want to go to the UA campus to see a show so I don't have to travel through downtown to get to Euclid. I do agree that I-10 needs to be widen for future traffic but I am also concerned that accidents on I-10 close the freeway for many hours and there is no way to get around such problems. This also needs to be addressed. Roads need to be designed for safety but also to allow traffic to move around accidents rather than tying up traffic for up to 6-8-10 hours at a time. If Alt IV is chosen, I did like the new concept of having the ability to get into and off the collector as proposed in Alt IV drawing. I was also happy to see that the collector position had changed down to Alvernon rather than starting at I-19. I just have a problem of steering potential tourist traffic away from Tucson. Also travelers driving through Tucson may want to get off for gas, restaurants, etc and they may not know about how to get out of the collector. Will there be signs at either end to assist travelers? So I support a modified System Alternative I for reasons stated above. A no build does no one in this area of Arizona any good but only causes more traffic problems. As more storms occur in the northwest travelers and commercial trucking will travel on the southern route. We need the route to be ready for them.

**Name:** Al Wiruth

**Company / Organization:** self

**Email Address:** [redacted]

**Phone:** [redacted]

---

**From:** [redacted]
**To:** [redacted]
**Cc:** [redacted] Interstate 10 State Route 210 Study
**Subject:** I-10/SR210 Feasibility Study Comment
**Date:** Sunday, December 30, 2018 9:48:34 PM

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**Comments:** 1. I prefer the option to include the collector distributor lanes 2. I would like 4 lanes maintained throughout the entire project, including the area designated "freeway main lanes" that is on the inside of the collector/distributor outside lanes. It'll be necessary in the future, and will be cheaper to do all at once instead of going back and widening the road in the future. 3. I would like to see the same level of brightness that I-10 has currently south of Prince Rd down to about 22nd St. That area is safely well lit, and I oppose anything that would not reach the same brightness levels. 4. I oppose removing interchanges that provide access to roads (such as Palo Verde). I would be opposed to closing any interchanges and would like to see on and off ramps maintained at all areas where there are currently interchanges. 5. I oppose purchasing the private property along the Park Av/Benson Hy exit to straighten out the on/off ramp. It could be maintained as it is now without demolishing the existing hotel. This seems unnecessary and a waste of money to acquire that property.

**Name:** Vidin Metelov

**Company / Organization:**

**Email Address:** [redacted]

**Phone:**

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.

**From:** Tracey Galligan
**To:** Interstate 10 State Route 210 Study; [redacted]
**Subject:** Comments I-10 SR210
**Date:** Monday, December 31, 2018 1:23:22 PM
**Attachments:** 12312018122603.pdf

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Tracey Galligan
[redacted]

# Interstate 10 and State Route 210 Public Information Meeting Comment Form

THURSDAY, NOV. 28, 2018 | 5:30–7:30 P.M.

BILLY L. LAUFFER MIDDLE SCHOOL, 5385 E. LITTLETOWN RD., TUCSON, AZ 85713

Public comments are an important part of this study and will be reviewed by the study team during the decision making process. **Comments returned by December 30, 2018, will be included in the study record and summary of this public meeting.** Please comment in the space provided below. Please print clearly.

DEAR STUDY TEAM,

WE ARE STRONGLY OPPOSED OF THE COLLECTOR-DISTRIBUTOR ROADWAY OPTION. NOT ONLY DOES IT SEEM LIKE AN EXPENSIVE OPTION BUT IT WILL GREATLY IMPACT THE BUSINESSES ALONG I-10 FROM KOLB ROAD TO ALVERNON WAY.

A LARGE PORTION OF OUR BUSINESS IS TRAVELERS THAT ARE UNFAMILIAR TO THE AREA AND EVEN THOUGH THERE WILL BE SIGNAGE FAR IN ADVANCE, PEOPLE DONT PAY ATTENTION TO SIGNS. IF THEY ARE IN THE LEFT LANES, WHICH MOST DRIVERS TEND TO STAY, THEY WILL MISS WHERE OUR EXIT AND NOT BE ABLE TO TURN AROUND FOR MILES.

WE ARE ALREADY LOSING OUR EAST BOUND EXIT AND NOW YOU ARE RESTRICTING OUR WEST BOUND EXIT. PLEASE DO NOT CHOSE THE COLLECTOR-DISTRIBUTOR OPTION

THANKS!

**Contact Information (optional)**

**Name:** TRALEY GALLIGAN TUCSON TRUCK TERMINAL

**Address:** [redacted]

**Phone:** [redacted]

**Email Address:** [redacted]

OVER →

**Thank you for your participation.**

Turn in your form during tonight's meeting or send in completed form by email or mail by December 30, 2018 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.

# Interstate 10 and State Route 210 Public Information Meeting Comment Form

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

APOLLO MIDDLE SCHOOL, 265 W. NEBRASKA STREET, TUCSON, AZ 85713

Public comments are an important part of this study and will be reviewed by the study team during the decision making process. **Comments returned by December 30, 2018, will be included in the study record and summary of this public meeting.** Please comment in the space provided below. Please print clearly.

Ensure that there is {connectivity / continuity} of Aviation Bikeway. The map now shows it dead ending into a street with what appears to be commercial development. Aviation Bikeway is part of Tucson's Loop! This route is a separate bike route (not a bike lane) and needs to be maintained and remain connected.

**Contact Information (optional)**

**Name:** Meg Weesner

**Address:** [redacted]

**Phone:**

**Email Address:** [redacted]

**Thank you for your participation.**

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# Interstate 10 and State Route 210 Public Information Meeting Comment Form

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* Need larger brighter projection/screen for presentation, ie hard to see/read if not extremely close to screen.
* SR210 goes to downtown, but does not yet get to I-10, When?
* Consider I-10 to I-19 connector, South of Tucson Airport (TUS)
* If this will take 20 years to complete, the traffic will be disturbed for 20 years, and the road will only meet the needs then! (TO later)
* Air Quality could be not as bad with more Alt fuel vehicles.

**Contact Information (optional)**

**Name:** _____

**Address:** _____

**Phone:** _____

**Email Address:** _____

**Thank you for your participation.**

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I DONT THINK THE BARRIER FOR THE EXPRESS LANE IS A GOOD IDEA, BECAUSE ONCE AN ACCIDENT HAPPENS OR A CAR BREAKS DOWN THERE WONT BE A WAY TO EXIT THAT LANE.

**Contact Information (optional)**

**Name:** A JACOBS

**Address:** [redacted]

**Phone:** [redacted]

**Email Address:** [redacted]

**Thank you for your participation.**

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# Interstate 10 and State Route 210 Public Information Meeting Comment Form

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

APOLLO MIDDLE SCHOOL, 265 W. NEBRASKA STREET, TUCSON, AZ 85713

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Favor Alt IV

Wish it could all happen sooner.

The need is already there.

**Contact Information (optional)**

**Name:** _____

**Address:** _____

**Phone:** _____

**Email Address:** _____

**Thank you for your participation.**

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

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**Reunión pública informativa sobre la Interestatal 10 y la Ruta Estatal 210**
**Comment Form**
JUEVES 29 DE NOVIEMBRE DE 2018 | 5:30-7:30 P. M.
APOLLO MIDDLE SCHOOL, 265 W. NEBRASKA STREET, TUCSON, AZ 85713

Los comentarios del público son una parte importante de este estudio y serán tenidos en cuenta por el equipo a cargo del estudio durante el proceso de toma de decisiones. **Los comentarios que se envíen antes del 30 de diciembre de 2018 serán incluidos en el registro del estudio y en el resumen de esta reunión pública.** Escriba sus comentarios en el espacio provisto debajo. Escriba con letra clara y legible.

Dear ADOT:

I'm concerned about exiting Elvira Rd to turn on to Craycroft and then i10W during the morning commute. Big-rig trucks cause congestion.

- Left turn at travel plaza way: I'm skeptical about cars having to make right turn and then U-turn to get onto i10 W during the morning commute.

* Many residents effected south of Craycroft, ajacent to i10.

Thank you!
John Howell

**Información de contacto (opcional):**

**Nombre:** John Howell

**Dirección:** [redacted]

**Teléfono:** [redacted]

**Dirección de correo electrónico:** [redacted]

**Agradecemos su participación.**

Entregue el formulario durante la reunión que se llevará a cabo esta noche o envíelo completo por correo electrónico o postal antes del 30 de diciembre de 2018 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 a cargo del estudio a mantener un registro preciso de todos los comentarios. Según la ley estatal, cualquier tipo de información identificatoria provista pasará a ser de dominio público y, como tal, se podrá divulgar a cualquier persona que la solicite.

# Interstate 10 and State Route 210 Public Information Meeting Comment Form

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

APOLLO MIDDLE SCHOOL, 265 W. NEBRASKA STREET, TUCSON, AZ 85713

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- I like the ~~Diverging~~ Diamond concept @ the I-10/Kolb Rd TI
- I like the Collector/Distributor concept along I-10. I believe it will make through-traffic safer.
- I like the System-to-System interchange at I-10 and Palo Verde
- Please complete the SR-210 section to St. Mary's

**Contact Information (optional)**

**Name:** _____

**Address:** _____

**Phone:** _____

**Email Address:** _____

**Thank you for your participation.**

Turn in your form during tonight's meeting or send in completed form by email or mail by December 30, 2018 to:
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# Interstate 10 and State Route 210 Public Information Meeting Comment Form

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APOLLO MIDDLE SCHOOL, 265 W. NEBRASKA STREET, TUCSON, AZ 85713

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I am very Concerned about the possible new right of ways / easments / set backs. and How they will effect my property at Purcell tire 1515 E Ajo way. We originally Purchased and designed our property as a Commercial Tire facility. As such the space that we occupy is a bare minimum Needed considering large over the road trucks and Heavy equipment which is the core of my business I feel that giving up any of my property would amount to an undue hardship on my business

**Contact Information (optional)**

**Name:** Mark LASTER

**Address:** [redacted] Purcell tire

**Phone:** [redacted]

**Email Address:** [redacted]

**Thank you for your participation.**

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I believe as the Tucson, Az metro grows widening the I-10 with (System Alternate 1) is very ideal. It provides easy access around an already crowed Surface Street region that Tucson relies on already.

IF (system 1) does not seem fit. Then system (Alternate 1V) would be the 2nd best option.

The (No build alternate) should not be considered.

Tucson traffic backs up on a daily basis from Kino Parkway to Kolb. with the Region growing. I also feel this will attract business to Tucson, Az
The clover leaf Interchanges at Kino Parkway, Palo verde and Alvernon are dangerous Interchanges.

**Contact Information (optional)**

**Name:** Josh Hall

**Address:** [redacted]

**Phone:** [redacted]

**Email Address:**

**Thank you for your participation.**

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# COMMENT FORM

## Public Meeting

## INTERSTATE 10 AND STATE ROUTE 210

*Phase II - Environmental Assessment & Design Concept Report*

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

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

- ☐ Area Resident/Property Owner along SR 210
- ☐ Area Business Owner/ Employee along SR 210
- ☐ Representing a group along SR 210: _____
- ☒ Area Resident/Property Owner along I-10
- ☐ Area Business Owner/Employee along I-10
- ☐ Representing a group along I-10: _____
- ☐ Commuter
- ☐ Agency/Jurisdiction: _____
- ☐ Other: _____

2. Purpose statement for the study:

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

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

Do you support the purposes of the study?

☒ Yes

Please explain: Meeting demands is important & I think offering the alternate route to the Business District will help improve the economy.

☐ No

Please explain: _____



ADOT | U.S. Department of Transportation Federal Highway Administration | RTA Regional Transportation Authority

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

- ☒ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources (Archeological and Historic)
- ☒ Habitat Connectivity
- ☐ Hazardous Materials
- ☐ Land Use
- ☐ Neighborhood and Community Considerations
- ☐ Noise
- ☐ Public Parks/Recreation
- ☐ Title VI/Environmental Justice
- ☐ Visual Resources (Aesthetics, Line of Sight)
- ☐ Water Resources
- ☐ Other _____

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

- ☒ Accessibility and Convenience
- ☒ Capacity
- ☒ Congestion
- ☐ Constructability
- ☐ Environmental Impacts: _____
- ☒ Integration into Existing Neighborhood
- ☐ Private Property Impacts/ Relocation/Land Acquisition
- ☐ Project Cost
- ☐ Safety and Security
- ☐ Social and Economic Conditions
- ☒ Traffic Impacts
- ☐ User Experience
- ☐ Other _____

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

☒ Yes ☐ No

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

_____

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

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

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

**Email:** i10SR210Study@hdrinc.com

**Online:** www.azdot.gov/i10SR210study

# COMMENT FORM

## Public Meeting

## INTERSTATE 10 AND STATE ROUTE 210

*Phase II - Environmental Assessment & Design Concept Report*

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

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

- ☐ Area Resident/Property Owner along SR 210
- ☐ Area Business Owner/ Employee along SR 210
- ☐ Representing a group along SR 210: _____
- ☐ Area Resident/Property Owner along I-10
- ☐ Area Business Owner/Employee along I-10
- ☐ Representing a group along I-10: _____
- ☒ Commuter
- ☒ Agency/Jurisdiction: City of South Tucson
- ☐ Other: _____

2. Purpose statement for the study:

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

Do you support the purposes of the study?

☒ Yes

Please explain: Improvements to this section I-10 → SR 10 are needed, have been sorely missed. Barraza is like going through an old business district in and around Eloy. Not widely used, nor policed

☐ No

Please explain: _____

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

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

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

- ☐ Accessibility and Convenience
- ☐ Capacity
- ☐ Congestion
- ☐ Constructability
- ☐ Environmental Impacts: _____
- ☐ Integration into Existing Neighborhood
- ☐ Private Property Impacts/ Relocation/Land Acquisition
- ☒ Project Cost
- ☐ Safety and Security
- ☐ Social and Economic Conditions
- ☒ Traffic Impacts
- ☐ User Experience
- ☐ Other _____

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

☒ Yes ☐ No

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

_____

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

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

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

**Email:** i10SR210Study@hdrinc.com

**Online:** www.azdot.gov/i10SR210study

# COMMENT FORM

## Public Meeting

## INTERSTATE 10 AND STATE ROUTE 210

*Phase II - Environmental Assessment & Design Concept Report*

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

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

- ☐ Area Resident/Property Owner along SR 210
- ☐ Area Business Owner/ Employee along SR 210
- ☐ Representing a group along SR 210: _____
- ☐ Area Resident/Property Owner along I-10
- ☐ Area Business Owner/Employee along I-10
- ☐ Representing a group along I-10: _____
- ☐ Commuter
- ☐ Agency/Jurisdiction: _____
- ☒ Other: Private Citizen

2. Purpose statement for the study:

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

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

Do you support the purposes of the study?

☒ Yes

Please explain: I like the concept. The improved roadway will improve the Tucson economy.

☐ No

Please explain: _____



ADOT | U.S. Department of Transportation Federal Highway Administration | RTA Regional Transportation Authority

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

- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources (Archeological and Historic)
- ☐ Habitat Connectivity
- ☐ Hazardous Materials
- ☐ Land Use
- ☐ Neighborhood and Community Considerations
- ☐ Noise
- ☐ Public Parks/Recreation
- ☐ Title VI/Environmental Justice
- ☐ Visual Resources (Aesthetics, Line of Sight)
- ☐ Water Resources
- ☐ Other No concerns

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

- ☒ Accessibility and Convenience
- ☒ Capacity
- ☒ Congestion
- ☒ Constructability
- ☐ Environmental Impacts: _____
- ☐ Integration into Existing Neighborhood
- ☐ Private Property Impacts/ Relocation/Land Acquisition
- ☐ Project Cost
- ☒ Safety and Security
- ☐ Social and Economic Conditions
- ☒ Traffic Impacts
- ☐ User Experience
- ☒ Other Improving the Tucson economy

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

☒ Yes ☐ No

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

_____

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# COMMENT FORM

## Public Meeting

## INTERSTATE 10 AND STATE ROUTE 210

*Phase II - Environmental Assessment & Design Concept Report*

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

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

- ☐ Area Resident/Property Owner along SR 210
- ☐ Area Business Owner/ Employee along SR 210
- ☐ Representing a group along SR 210: _____
- ☒ Area Resident/Property Owner along I-10
- ☐ Area Business Owner/Employee along I-10
- ☐ Representing a group along I-10: _____
- ☐ Commuter
- ☒ Agency/Jurisdiction: City of South Tucson
- ☐ Other: _____

2. Purpose statement for the study:

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

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

Do you support the purposes of the study?

☒ Yes

Please explain: Hope the studys will help planners to do final Route of Freeway go with flow + surrounding neighborhoods

☐ No

Please explain: _____



ADOT U.S. Department of Transportation Federal Highway Administration RTA Regional Transportation Authority

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

- [x] Air Quality
- [ ] Biological Resources
- [ ] Cultural Resources (Archeological and Historic)
- [ ] Habitat Connectivity
- [ ] Hazardous Materials
- [ ] Land Use
- [x] Neighborhood and Community Considerations
- [x] Noise -Trucks
- [ ] Public Parks/Recreation
- [ ] Title VI/Environmental Justice
- [ ] Visual Resources (Aesthetics, Line of Sight)
- [ ] Water Resources
- [ ] Other _____

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

- [x] Accessibility and Convenience
- [ ] Capacity
- [x] Congestion
- [ ] Constructability
- [x] Environmental Impacts: Pollution Air
- [ ] Integration into Existing Neighborhood
- [ ] Private Property Impacts/ Relocation/Land Acquisition
- [ ] Project Cost
- [ ] Safety and Security
- [ ] Social and Economic Conditions
- [x] Traffic Impacts 10/19 lane change
- [ ] User Experience
- [ ] Other _____

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

- [x] Yes
- [ ] No

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

_____

Please return completed comment form to the sign-in table. You can also complete this form, scan it and return it by email, or mail in your completed form.
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COMMENT FORM

# Public Meeting

## INTERSTATE 10 AND STATE ROUTE 210

*Phase II - Environmental Assessment & Design Concept Report*

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

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

- ☐ Area Resident/Property Owner along SR 210
- ☐ Area Business Owner/ Employee along SR 210
- ☐ Representing a group along SR 210: _____
- ☐ Area Resident/Property Owner along I-10
- ☐ Area Business Owner/Employee along I-10
- ☐ Representing a group along I-10: _____
- ☒ Commuter
- ☐ Agency/Jurisdiction: _____
- ☐ Other: _____

2. Purpose statement for the study:

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

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

Do you support the purposes of the study?

☒ Yes

Please explain: I have been traveling I-10 from Rita Road to King, M-F, for the past 17 years for work @ UA. This is LONG overdue. This will greatly improve my quality of life. I am ready for my "White-Knuckle" commute to end. :)

☐ No

Please explain: _____



ADOT U.S. Department of Transportation Federal Highway Administration RTA Regional Transportation Authority

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

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

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

- ☒ Accessibility and Convenience
- ☒ Capacity
- ☒ Congestion
- ☐ Constructability
- ☐ Environmental Impacts: _____
- ☐ Integration into Existing Neighborhood
- ☐ Private Property Impacts/ Relocation/Land Acquisition
- ☐ Project Cost
- ☒ Safety and Security
- ☐ Social and Economic Conditions
- ☒ Traffic Impacts
- ☒ User Experience
- ☐ Other _____

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

☒ Yes ☐ No

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

_____

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

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PHOENIX AZ 850
15 DEC 2018 PM 1 L

ADOT Community Relations

INTERSTATE 10 ARIZONA 210

# Your input is needed!

## Interstate 10 and State Route 210 Design Concept Report (DCR) and Environmental Assessment (EA)

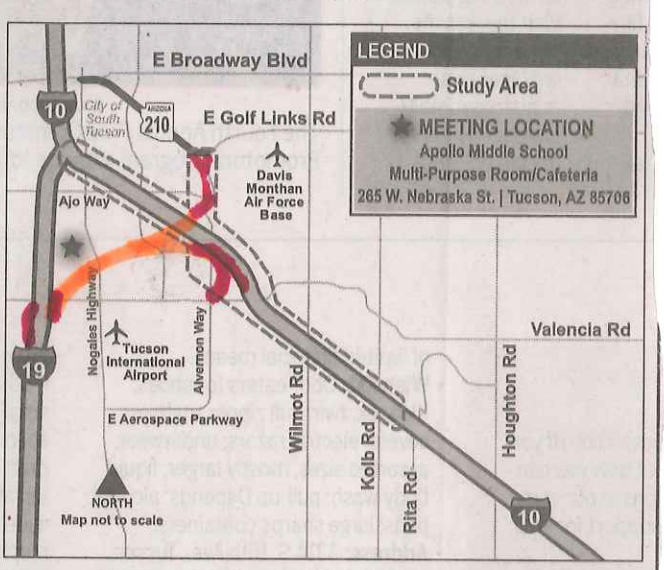
## PUBLIC MEETING

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

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

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

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




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

Tunnel

– Above ground

could handle both directions Traffic

[redacted]

CRS CATHOLIC RELIEF SERVICES

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

[redacted]

January 11, 2019

Arizona Department of Transportation
c/o Tazeen A. Dewan P.E., Project Manager
ADOT MPD-Corridor Planning Group
[redacted]

**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

**I-10, I-19 to Kolb Rd and SR 210, Golf Links Road to I-10**
**Response to Pima County/City of Tucson/UofA January 11, 2019 Comment Letter**
**January 14, 2019**

## General

Pursuant to the recent Public Information Meeting in Tucson, Pima County / City of Tucson / UofA sent a joint letter with several comments based on roll plots of the proposed concept designs. Their comments and our responses are detailed below.

## Comment #1

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

## Response

Thank you for your preference related to the two system alternatives.

## Comment #2

***Temporary Improvements Needed.*** *We support the ultimate recommended expansion of capacity along 1-10, but are concerned that funding constraints will result in worsening congestion and reduced safety long before ultimate improvements can be constructed. Therefore, we suggest that temporary mainline widening (such as one additional lane in each direction) be considered and incorporated into the implementation plan. This plan should identify temporary improvements, costs, scheduling and phasing.*

## Response

We appreciate your comment regarding interim improvements. Because many of the bridges on I-10 will need to be replaced, widened and raised to provide adequate clearance over the arterial streets, this requires a change in the profile of I-10. Adding temporary lanes to a roadway profile that will be later removed and reconstructed is not cost effective. Along I-10 the critical stretch of interstate needing operational improvements is from I-19 to Valencia Road. The bridges needing to be replaced to provide more clearance and to widen the structure include Ajo Way, Country Club, Irvington, Palo Verde, Drexel and Valencia. Replacing the bridges affects the I-10 profile leading up to and in between the bridges. The stretch of I-10 from I-19 to Park Ave retains the existing profile. This stretch of I-10 has already been widened to the inside. Widening to the outside would require reconstructing the existing ramps which is one of the projects in the implementation plan. Widening the 6$^{th}$ Avenue bridge over I-10 is a good candidate as a stand-alone interim improvement project. The 6$^{th}$ Avenue bridge can be designed to handle a light rail car if 6$^{th}$ Avenue is considered as a route for light rail. The implementation plan will be included in the Design Concept Report.

## Comment #3

***Kino Parkway Traffic Interchange (TI) Priority.*** *Our first priority is reconstructing the Kino Parkway Tl 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 Tl 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 Tl is built. Therefore, we recommend analysis of an alternate strategy for reconstructing the Kino Parkway Tl and 3-lane widening of 1-10 as the first design and construction project before the Country Club Road Tl is designed. We understand this may require modifying the 5-year PAG Highway Program.*

**Response**
ADOT will cooperate with the region to determine the sequence of projects for the implementation plan and the projects for inclusion in the 5-year program. Each project profile in the implementation plan identifies detour routes needed to construct the project. Detailed analysis for phasing a project is typically prepared by the final design consultant.

**Comment #4**
***Amazon Facility Impacts.*** *Please confirm and document that the traffic model assumes the recent addition of the new Amazon Fulfillment Center near Kolb/Valencia, as well as "The Village" near Science Park Drive and Kolb Road. If not assumed, please document how these facilities and associated employee and freight traffic will impact the Kolb/1-10 Tl and what design changes may be required.*

**Response**
Jacobs compared the 2045 PAG model information with the traffic parameters of 2040 PAG model. The 2045 PAG model appears to include the Amazon development but does not include a loading for "The Village". The Traffic Analysis Zone (TAZ) for the 2045 PAG model which includes the Amazon site identifies 6145 employees for the area. The I-10/SR 210 study utilized the 2040 PAG model which did not include the Amazon development. The 2040 PAG model TAZ identified 3420 employees for the same area. The difference between the two models is 2725 employees. The employment increase is more than the 1500 to 1900 employees expected for the Amazon development. The TAZ that covers the Port of Tucson area on the west side of Kolb Road showed an increase of 1340 employees. This is reasonable as Amazon will attract other businesses to the same area. The TAZ area where "The Village" is located has no employees or residents in the 2045 PAG model. PAG should add "The Village" employment and residential information to the latest 2045 model when they have sufficient data on the development.

The distance from Amazon to I-10 is 1.5 miles south along Kolb Road to the Kolb Road traffic interchange. However, the 2045 PAG model favors the route to the I-10 Valencia Road TI using Valencia Road which is approximately 1.0 mile shorter than by going south along Kolb Road and then northwest along I-10 to the Valencia Road TI. Valencia Road is a 6-lane divided parkway in both models. The westbound onramp at the Valencia Road TI has two lanes to accept the turning movements from Valencia Road. The westbound on-ramp traffic flows onto a mile-long auxiliary lane providing ample distance to merge onto I-10. At the I-10 Kolb Road TI the westbound onramp provides a free flow ramp for southbound to the westbound traffic.

The traffic flow patterns should be reviewed during final designs for the Valencia Road TI and the Kolb Road TI to make appropriate adjustments in the future.

**Comment #5**
***Kolb Road Traffic Interchange (TI).*** *Existing and planned development at the Port of Tucson and UA Tech Park (most recently Amazon and The Village) will continue to rely heavily on Kolb Road for primary access. All truck traffic for the UA Tech Park enters and exits through the Kolb*

*Road/Science Park Drive intersection. For these reasons, it is critical to ensure this Tl can accommodate significant planned growth with particular consideration for freight and truck traffic and stacking at the TI.*

**Response**
As mentioned in the response to Comment #5, the TAZ in the latest 2045 PAG model does not include a loading for "The Village". Since "The Village" TAZ is located adjacent to the north side of I-10 to the east of Kolb Road, the TAZ will increase traffic utilizing the Kolb Road TI. It should be noted that latest 2045 PAG model decreased the density of employment to the south of I-10 and shifted employment closer to I-10 when comparing it to the 2040 PAG model. Residential areas to the south of I-10 were shifted to the north side of I-10 around the Houghton Road area.

The I-10/SR 210 study used the 2040 PAG model to drill down traffic volumes to obtain traffic on the roadway grid surrounding Interstate 10 and SR 210. There will be a number of developments that will arise between the development of the traffic study and when the individual projects are designed. The final design consultant will need to determine if the I-10/SR 210 concept design from the study is consistent with conditions during the design year. The concept for mainline I-10 and SR 210 should be fine but minor adjustments may be needed for some of the ramps at the time of the final design. Additional stacking storage was incorporated into the TI concept since the initial review by Pima County. The Kolb Road TI ramps and signals are projected to operate at LOS B or better for the 2040 AM and PM peak hours.

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

**Response**
ADOT and Jacobs met with Pima County Administration in the past regarding the Kino Sports Park South facility and are willing to help facilitate the proposed Sports Park improvements. See our responses and comments below.

1) Earlier Pima County requested a bicycle/pedestrian/maintenance pathway incorporated into the channel bank similar to what is currently in place on the west side of the channel, see meeting notes with Pima County dated 5/16/2017. ADOT and Jacobs had no issue with what was planned but the pathway concept work would need to be coordinated with the Flood Control District since this is their channel. However, the comment above states that a roadway is desired. If that is the case, the county should consider a structure that is separate from the flood control channel like what was identified in your comment 2) above. Please clarify your request.
2) Earlier planning efforts included a bridge structure at Forgeus Avenue alignment. The structure was to be designed by and paid by Pima County but included with the construction document for the interstate improvements.
3) The access control guidelines allow for a right-in/right-out access within 660' of the ramp return. Depending on the location of the desired signalized intersection, it may require a variance to the access control guidelines that ADOT and FHWA will need to approve.

**Comment #7**

***Sonoran Corridor Connection.*** *Please confirm and document that the traffic model used for this study includes and assumes that the Sonoran Corridor is built, and confirm the type and size of roadway (2 or 4 lanes). We recommend that the Alvernon Way Tl 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 1-10.*

**Response**

The 2040 PAG traffic model was used for the I-10 traffic study. The 2040 PAG model did not have the "Sonoran Corridor" in the model as the Sonoran Corridor was just beginning to be conceptualized. However, the 2040 PAG traffic model had a number of parkways located to the south of I-10 including an east-west parkway alignment that went from I-19 near Sahuarita to I-10 near SR 83. One of the parkways followed Alvernon Way south of I-10 and continued south along the Swan Road alignment to avoid the future runway associated with the Tucson Airport expansion. The parkway associated with Alvernon Way had six lanes and connected to the east-west parkway. In the system alternatives, Alvernon Way is shown with six through lanes needed to connect to the 6-lane parkway to the south. Kolb Road was another north-south parkway that continued south along the Wilmot Road alignment and connected to the east-west parkway.

**Comment #8**

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

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

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

**Response**

See our responses and comments below.

a) We agree that this is a change in service functionality for Contractor's Way. The SR 210/Ajo Way TI provides access to Alvernon Way. The Ajo Way blockage if a train stalls on the track was a concern for TEP. The project team met with TEP regarding the change to Contractor's Way, see TEP meeting notes dated 12/12/2017. Their issue was having emergency access to the north for their service trucks if access to SR 210 at Ajo Way was

blocked. At the north end of Contractor's Way a cul-de-sac is proposed. The cul-de-sac will have a locked gate to a maintenance road that will provide access to Alvernon Way at the Golf Links Road intersection. TEP will have access to the maintenance road. TEP was satisfied with this provision.

b) The signals at the SR 210 / Ajo Way TI will be coordinated with the railroad crossing signal located to the east of the interchange. This is a common approach with intersections near railroad crossings, like the current Alvernon Way/Irvington Road intersection and the Alvernon Way/Ajo Way intersection. The eastbound off-ramp storage at Ajo Way will be reviewed to determine if adequate storage is provided.

c) We agree that eliminating access to Alvernon Way at Irvington Road will affect local circulation routes. However, the regional traffic flow on Alvernon Way will be traveling on SR 210 thus reducing some of the capacity needs on Irvington Road.

d) The signals at the SR 210 / Ajo Way TI will be coordinated with the railroad crossing signal located to the east of the interchange. This is a common approach with intersections near railroad crossings.

Routing of bike paths was discussed in the 1/31/2017 progress meeting. It was noted that bike paths are an added value of the project and are not mitigated for bike path removal. Palo Verde Road is an existing bike route down to Irvington Road. With the removal of the Palo Verde Road TI at I-10 the bike route can continue south through the underpass to the Benson Highway. In the 10/12/2017 meeting with TEP, utilizing the maintenance road by bicycles was discussed. ADOT did not have an issue with bicycles using the maintenance road. However, ADOT did not want to label the maintenance road for bicycle usage. The locked gates to the maintenance road will allow access for bicycles similar to access provided at trail heads. With recent roadway widening improvements made to Valencia Road, the commercial industrial area south of DMAFB now has a good connection point to Valencia Road at Craycroft Road. Valencia Road provides good access to I-10 and to Kolb Road.

Based on traffic projections, the existing intersection configuration of Ajo Way and Contractors Way is adequate for the proposed changes.

**Comment #9**

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

**Response**

The need for improvements to the north of Michigan Street were identified in the implementation and detour plan that was submitted for comment by stakeholders at the progress meeting 2/21/2018. The work (north of Michigan Street) was anticipated as a project for the local jurisdiction to provide.

**Comment #10**

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

**Response**
We recognize the importance of the eastbound connection to Golf Links Road. Currently the 2-lane eastbound Golf Links Road is underutilized by traveling public. Eastbound peak hour traffic counts in 2010 for Golf Links Road were 555 vph (AM) and 905 vph (PM). The projected 2040 peak hour traffic volumes are 700 vph (AM) and 1040 vph (PM). A single lane ramp with a signalized intersection will be more than adequate for this movement. The signal will only have two phases to minimize delays to the traffic. The eastbound Golf Links traffic will split the signal cycle time with southbound Alvernon Way traffic. The 2040 traffic models for both system alternatives indicate the intersection will operate at a LOS B for the AM and PM peak hours.

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

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

**Response**
See our responses and comments below.

1) The requested work at the intersection may not be needed as traffic volumes will be lower on Irvington Road. Detailed traffic reviews of the Irvington Road/Palo Verde Intersection can be done during preparation of the final design.
2) Detailed traffic reviews of the Palo Verde Road/Ajo Way Intersection can be done during preparation of the final design.
**3)** Improvements requested to add a frontage road or ramp down from SR 210 to Michigan Street are not warranted. There are only a few businesses located along Michigan Street. Adding ramps or frontage roads from SR 210 to Michigan Street will take out businesses that the ramps or frontage roads intend to serve.

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

**Response**
As discussed in Comment #9, routing of bike paths was discussed in the 1/31/2017 progress meeting. It was noted that bike paths are an added value of the project and are not mitigated for bike path removal. Palo Verde Road is an existing bike route down to Irvington Road. With the removal of the Palo Verde Road TI at I-10, the bike route would continue south through the underpass to the Benson Highway. Benson Highway connects to Drexel Road.

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

**Response**
Jacobs will look at the request for additional storage for the WB off ramp at the Valencia Road TI.

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

**Response**
Per earlier coordination from Pima County, 6/30/2017 with Robert Young, the length of the Drexel Road bridge was increased to accommodate future development to the east. The bridge shown in the DCR is proposed to have two through lanes, one turning lane, a 6' sidewalk, and a 12' wide multipurpose pathway to accommodate the Julian Wash Linear Park.

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

**Response**
If traffic conditions north of the TI change to warrant construction of the 2-way connector road early before the Craycroft Road TI is reconstructed ADOT will need to make the decision. The 2-way connector road will need to be installed with the raised median, traffic signal, drainage improvements and the frontage road to make it work.

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

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