

Welcome!

Interstate 19 Irvington Road Traffic Interchange

Public Information Meeting
Oct. 1, 2024

Dulce:

Welcome and thank you for joining us this evening for the Interstate 19/Irvington Road Traffic Interchange public meeting! It's so nice to see all of you. My name is Dulce Maria Rojo, I am a Community Relations Project Manager with the Arizona Department of Transportation. I serve as the community's point of contact on the project.

We would like to give a special welcome to the elected officials and government administration staff who have joined us

(Get the names from the sign-in sheet. Introduce starting with highest elected official.)

Tonight's meeting is an opportunity for you to learn about the improvements that are to come at the I-19/Irvington Road Traffic Interchange and provide your input.

If you haven't done so already, please sign in and pick up a copy of the flyer and a comment card from the sign-in table. We will review the comment cards and address them after the presentation has ended. Also, if you didn't take the one-question self-identification survey already, we encourage you to take the survey before you leave tonight's meeting. By completing this voluntary survey ADOT will be able to determine who attends its public meetings and how the department can improve participation. The survey will also help ADOT fulfill federal reporting requirements.

If you would like Spanish interpretation, please join our interpreter at the table in the back of the room. Lastly, please silence your cell phones and refrain from any side conversations until we conclude the presentation.

-SPANISH-

¡Bienvenidos y gracias por acompañarnos esta tarde en

la reunión pública del Intercambio de tráfico de la carretera Interestatal 19/Irvington Road! Que gusto verlos a todos. Mi nombre es Dulce María Rojo, de la Oficina de Relaciones Comunitarias del Departamento de Transporte de Arizona. Nos gustaría dar una especial bienvenida a los funcionarios electos y al personal de las diferentes entidades gubernamentales que se han sumado a nosotros esta tarde, como...

La reunión de esta noche es una oportunidad importante para que usted conozca las mejoras que se realizarán en el cruce de tráfico I-19/Irvington Road.

Si aún no lo ha hecho, por favor obtenga una copia de los folletos y las tarjetas para hacer comentarios de la mesa de registro. Revisaremos las tarjetas de comentarios y las abordaremos una vez finalizada la presentación.

Además, si aún no ha respondido la encuesta de autoidentificación de una sola pregunta, le recomendamos que lo haga antes de salir de la reunión de esta noche. Al completar esta encuesta voluntaria, el Departamento de Transporte de Arizona, mejor conocido como ADOT, podrá determinar quién asiste a sus reuniones públicas y cómo el departamento puede mejorar la participación. La encuesta también ayudará a ADOT a cumplir con los requisitos federales de los

informes.

Si desea interpretación en español, únase a nuestro intérprete en la mesa al fondo de la sala. Por último, le pedimos que pongan sus teléfonos celulares en silencio y se abstengan de cualquier conversación secundaria hasta que concluyamos la presentación.

Agenda

- Overview of project design and improvements
- Anticipated construction schedule
- Opportunity for the public to ask questions and make comments

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Dulce:

The purpose of this meeting is to provide information on the project design and improvement plans, share the anticipated construction schedule, and to provide an opportunity for the public to ask questions and make comments.

Agency Partners

- City of Tucson
- Pima Association of Governments (PAG)
- Regional Transportation Authority (RTA)
- Pima County
- SunTran
- FHWA

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Dulce:

We would like to acknowledge our agency partners on this project including:

The City of Tucson, Pima Association of Governments, Regional Transportation Authority, Pima County, Sun Tran and the Federal Highway Administration, which is providing project funding.

Tonight's Presenters

- Dulce Maria Rojo, ADOT South Central Community Relations Project Manager
- Siva Sivakumar, P.E., ADOT Project Manager
- Frank Fry, P.E., WSP Project Manager

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Dulce: I'd like to introduce tonight's presenters. They are:

- *Siva Sivakumar, P.E. ADOT Project Manager*
- *Frank Fry, P.E. WSP Project Manager*

Other project team members will be available for questions after the presentation including:

- *Sarah Karasz, ADOT Senior Environmental Project Manager*
- *Laura Mielcarek, with Wheat Design Group, who is handling the landscaping and aesthetics*

Next, I'd like to welcome Siva Sivakumar, P.E. ADOT Project Manager

Project Status

Completed Steps:

- Environmental Assessment
- Data collection and traffic modeling
- Determined preferred alternatives

Current/Upcoming Steps:

- Final design and environmental reviews
- Construction

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Siva: Thank you Dulce.

ADOT previously completed a study process, which identified a preferred design concept and evaluated potential environmental impacts for the proposed project through an Environmental Assessment, also known as an “EA”. The EA was completed in June 2012; however, we are conducting an EA update because conditions to the project area have changed since this assessment was completed and the preferred alternative has been updated to change the interchange design from a Single-Point Urban Interchange (SPUI) to a Partial Cloverleaf design to better accommodate traffic needs. We have also completed traffic modeling and analyzed the data.

Final design is on-going and we are conducting final environmental reviews. After those are completed the project will move into the construction phase.

Purpose of the Project

- Improve traffic flow on Irvington Road and cross streets.
- Increase capacity to accommodate existing and future traffic levels through 2045.
- Improve mobility for all modes of travel.



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Siva:

The purpose of the project is to improve traffic flow at the interchange including improvements on Irvington Road and cross streets. Traffic flow and congestion will continue to worsen if improvements are not made. Overall capacity will be increased to accommodate existing and future traffic levels through year 2045. Mobility will also be improved for all modes of travel including vehicles, pedestrians and bicyclists.

Project Overview

- Reconstruct the existing Irvington Road bridge and ramps
 - Partial cloverleaf ramp
- Widen on-ramps
- Add one through-lane in each direction



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Siva: Here is a quick project overview and what will be involved in this project:

- *The existing Irvington Road bridge and ramps will be reconstructed. A partial cloverleaf ramp for eastbound Irvington Road to northbound I-19 will be added as shown in the map to the right.*
- *On-ramps will be widened to include future ramp metering*
- *One through lane in each direction will be added on Irvington Road between Calle Santa Cruz and 16th Avenue*

Project Overview (continued)

- Intersection improvements along Irvington Road
- New bike/pedestrian improvements
- Install traffic signals, lighting, signage and pavement markings



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Siva:

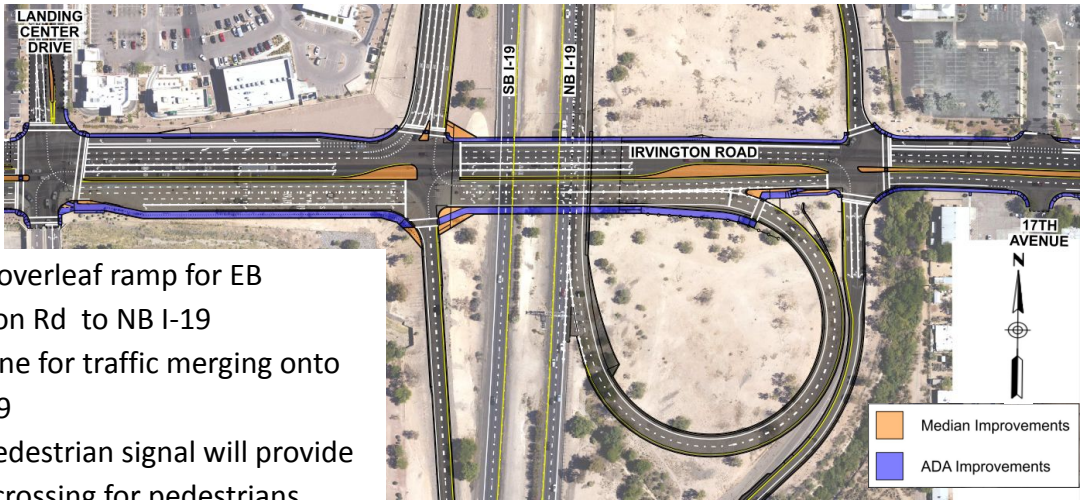
Median, ADA and signal improvements are planned at the intersections along Irvington Road between Calle Santa Cruz and 16th Avenue

The shared bike and pedestrian facility on the south side of the I-19/Irvington road bridge will be reconstructed

Traffic signals, lighting, signage and pavement markings will also be installed

>> To provide more in-depth information on project improvements, here is Frank Fry, consultant PM from WSP.

Traffic Interchange Configuration



- New cloverleaf ramp for EB Irvington Rd to NB I-19
- New lane for traffic merging onto NB I-19
- New pedestrian signal will provide a safe crossing for pedestrians

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Frank: Thank you, Siva!

The design team has performed extensive traffic analysis for the interchange and adjacent intersections. Through the analysis of projected traffic volumes and traffic patterns, it was found that more traditional configurations – such as a diamond interchange, similar to what is at Houghton Road or a single point urban interchange like the one recently constructed at I-19 and Ajo Way would not work. As a result of continued analysis, it was determined that a Partial Cloverleaf design would address the issues we were finding.

The Partial Cloverleaf includes an eastbound to northbound loop ramp that provides additional capacity

and more efficiently handles the projected traffic volumes. This eliminates the left turns at the northbound entrance ramp, allowing more signal green time for the through movements and eliminates the need for left-turn lanes.

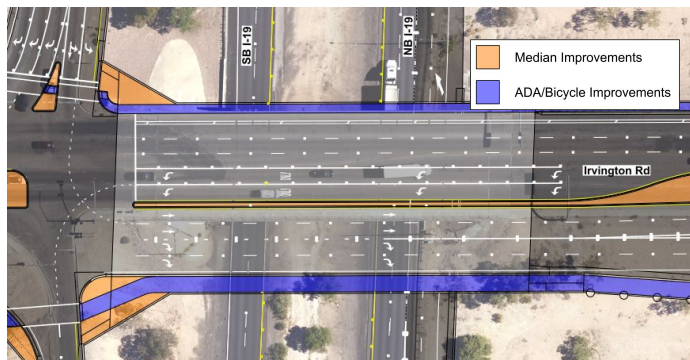
Additionally, this option improves the Right of Way impacts to the east side

of the interchange, specifically on the south side of Irvington Road.

I do want to point out that this Partial Cloverleaf design is not like the other locations in Tucson, such as the one at I-10 and Kino Parkway. The design at Irvington Road will result in approximately 3,700 feet between the entrance onto I-19 and the exit at Ajo Way. This is significantly different than the 500 feet of distance between ramps at I-10 and Kino Parkway.

Irvington Road Over I-19

- Westbound
 - Three through lanes
 - Two left-turn lanes onto southbound entrance ramp
 - Pedestrian sidewalk and bike lane on north side of bridge
- Eastbound
 - Two through lanes
 - Two lanes onto the loop ramp
 - Protected shared-use path on south side of bridge



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Frank: The proposed bridge crossing I-19 will consist of three westbound through lanes, two left turn lanes onto the southbound entrance ramp, two eastbound through lanes and two through lanes that will enter the loop ramp. There will be a 12' wide shared use path on the south side of the bridge (the lower side of this image), which will be protected by a concrete barrier. This is referred to as being shared-use, as both bicyclists and pedestrians will be on the same path. On the other side of the bridge, there will be a typical 6' wide bike lane at the same elevation as the road surface, immediately adjacent to a 6' wide raised sidewalk.

Another consideration for our design is that the bridge design will facilitate future I-19 widening underneath.

Irvington Road Improvements

West of I-19

- Add an eastbound through- lane
- Widen Irvington Road to the south
- Reconstruct the SunTran bus stop



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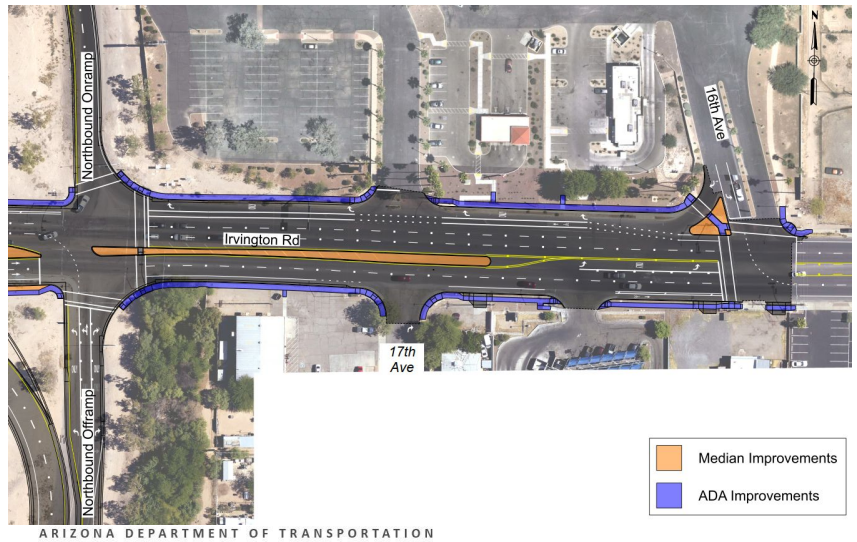
Frank: Between Calle Santa Cruz and Landing Center Drive, we plan to add a third eastbound through-lane by widening to the south. While we will not impact the existing drainage channel that runs along Irvington Road, this widening will result in some Right Of Way acquisition along the top of the channel. One item to note here is that the additional through lane will replace the existing right-turn lane into the Olive Garden; however, the additional capacity will still allow for safe turning movements at this driveway.

Also, we will reconstruct the existing SunTran bus stop to align with the new sidewalk.

Irvington Road Improvements

East of I-19

- Realign Irvington Road at 16th Avenue
- Widen NB and SB Irvington Road
- Install raised median across 17th Avenue

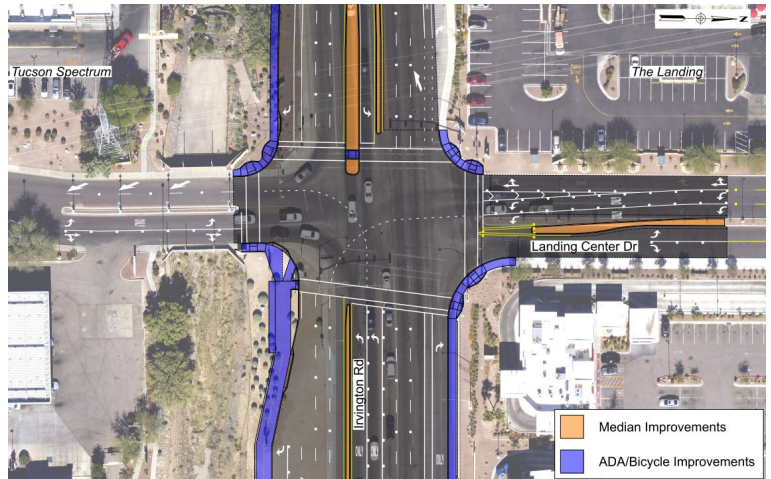


Frank: East of I-19, the improvements consist of adding a 3rd westbound travel lane, as well as minor widening for the center raised median and bicycle lanes. These improvements will require minor acquisitions on the north and south sides of Irvington Road. Affected property owners will be contacted regarding impacts to their properties over the next 6 months.

One item to note for this portion of the project is that a raised median will be installed from the intersection with the northbound ramps to a point between 17th and 16th Avenue. The raised median will reduce the probability of pedestrian and vehicular accidents and improves the flow of traffic in the short distance between the existing traffic signals. This will eliminate left turns into and out of 17th Avenue.

Landing Center Drive Improvements

- Modify the north leg to allow dual left turns
- Add dual left-turn lanes from Irvington Road to Tucson Spectrum Mall
- Add an eastbound through-lane



Frank: First, I'd like to point out that this exhibit has been rotated so that north is to the right and Irvington Road is the roadway oriented vertically on the slide.

This intersection is highly congested throughout the day. Our improvements include:

1. Adjusting the north leg of the intersection by shifting the southbound lanes, so that the dual left-turn movements from both northbound and southbound can take place at the same time. This will reduce delays as there will no longer be a need to have these opposing left turns occur separately.

2. Installing dual left-turn lanes from Irvington Road into

the Tucson Spectrum. This will improve efficiency of the intersection as the second turn lane allows for twice as many vehicles to turn at the same time.

3. As previously noted, we will now have a third eastbound lane that will allow more traffic to get through the intersection during peak time frames.

Additional Improvements

- Landscaping
- Retaining Walls
- Drainage
- Lighting
- Utilities

Example/Inspiration:
Ajo Way Retaining Wall



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Frank: Other improvements associated with the project include landscaping of the impacted shoulder areas, retaining walls where needed to reduce fill slopes and maintain the existing Right of Way and drainage improvements - such as new storm drains - that will reduce water from pooling along Irvington Road.

We will replace intersection and roadway lighting along the corridor, as-needed.

And, while not as noticeable, we will have various utility relocations and modifications. These relocations will have minimal impacts to existing customers and will be limited to tie-overs and/or reconnections.

Aesthetics

- Aesthetics and color palette will be similar to the Ajo Way Traffic Interchange.



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Frank: The aesthetic features for this project will be similar to what was recently constructed at I-19 and Ajo Way/ State Route 86 Traffic Interchange. Some of those aesthetic elements will be repeated such as the mountains and saguaro motifs. I do want to point out that the images above are from the Ajo Way Traffic Interchange as we are in the early stages of design for these treatments. These will be detailed in the coming months and included in future design submittals.

Environmental Considerations

- Evaluate and document potential impacts to:
 - Socio-Economic (Environmental Justice/Title VI), Cultural Resources and Historic Properties
 - Air Quality, Biology, Hazardous Materials and Noise
 - Land Use and Section 4(f)
- Updates previous study to analyze potential changes to impacts.
- Seek and document public and agency input.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 06/25/2024, and executed by FHWA and ADOT.

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Frank:

As part of the environmental analysis, ADOT will be evaluating and documenting various potential environmental impacts. As mentioned earlier, ADOT is conducting an update to the previous Environmental Assessment completed in 2012, based on updated conditions in the area, as well as a change in the selected interchange design.

These include potential impacts to minority and low income populations, cultural resources and historic properties, air quality, noise, plants and wildlife, hazardous materials and other considerations.

During this process we are seeking input and comments from the public and various agencies with jurisdiction in the project area on those potential impacts and the

project design.

Anticipated Timeline*



** Estimated timeline, subject to change.*

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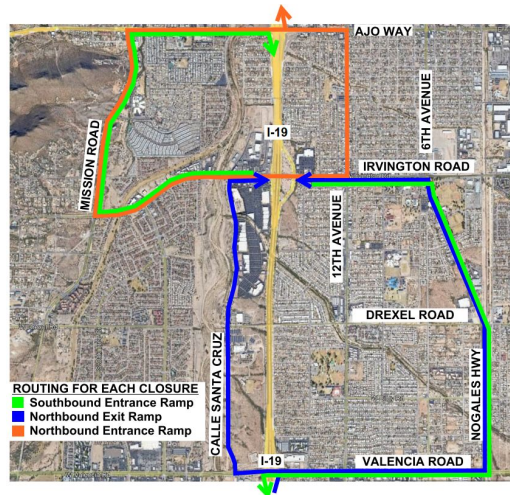
Frank:

As noted, our final design is ongoing with construction anticipated to begin in 2025 - either late summer or early fall.

We are currently anticipating an 18-month construction timeline which would have the project complete in early 2027.

What to Expect During Construction

- Two lanes on Irvington Road will remain open in each direction during construction
- No long-term closures to cross streets - overnight or weekend
- Business access and pedestrian traffic will be maintained
- Potential for up to 60-day ramp closures



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Frank: We will minimize impacts to drivers and adjacent properties to the extent possible during construction.

The contractor will be required to keep two lanes open in each direction on Irvington Road. There will be no long-term closures to cross streets and driveways. Business access will be maintained as at least one driveway will be open at all times.

Additionally, pedestrian access through the corridor will be provided throughout construction.

I will note the potential for 60-day ramp closures; however, if these occur, the contractor will provide detour routes similar to what is shown in the slide. Traffic control is subject to change due to unforeseen circumstances.

Questions and Comments

Comments are being accepted through Oct. 16.

Ways to make comments or ask questions:

- Tonight's meeting
- Online: <https://azdot.gov/Irvington-I-19-TIComments>
- Email: DRojo@azdot.gov
- Phone: 855.712.8530
- Mail: ADOT 1221 S. Second Ave., Tucson, AZ 85713

More information/sign up for mailing list: <https://azdot.gov/Irvington-I-19-TI>

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Dulce: Thank you Frank.

That completes the presentation for our public meeting. We appreciate you taking time to learn more about the project and provide your feedback, your input is important to us.

Comments are being accepted through October 16 in several ways.

You can provide a comment at tonight's meeting - by completing a comment form and dropping it in the comment box at the sign-in table.

You can also submit a comment or question to us through our online comment form, which is linked from the project website, or by email, phone or mail.

We invite you to visit our website for updates and to subscribe to the project mailing list to receive construction alerts at:

<https://azdot.gov/Irvington-I-19-TI>

Also, a quick reminder if you haven't already done so to complete our short self ID survey at the sign-in table.

We thank you for participating tonight.