



**I-19 Irvington Road Traffic Interchange
Federal ID #019-A(243)
ADOT Tracs #F0488**

**Oct. 1 Public Meeting Summary Report
Public Comment Period Sept. 3 - Oct. 16, 2024**

October 2024

Prepared by Dulce Maria Rojo
Arizona Department of Transportation
Communications and Public Involvement
1221 S. 2nd. Ave.
Tucson, AZ 85713

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (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 Dulce Maria Rojo at 855.712.8530 or projects@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 Dulce Maria Rojo al 855.712.8530 o por correo electrónico al projects@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

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1. Introduction

The Interstate 19 Irvington Traffic Interchange (TI) Project is located at the I-19 and Irvington Road intersection south of Tucson. This project will reconstruct the existing diamond interchange and add a partial cloverleaf at Irvington Road. Other improvements include constructing retaining walls, signage and pavement markings, traffic signals, drainage facilities, new ADA features, and freeway lighting. Intelligent Transportation System (ITS) infrastructure (including ramp metering) will be included as needed. This project will not include any I-19 mainline widening. If sound barriers are found to be warranted, they will be added by contract modification. This project is programmed into the current 5 Year Transportation Program for a Design/Build in Fiscal Year 25.

1.1 Title VI accommodations

The public outreach effort is being conducted in compliance with Title VI and Environmental Justice guidelines approved for the project in the I-19 Irvington Road Traffic Interchange Public Involvement Plan, on record with ADOT Communications.

Project Map



2. Public Meeting

ADOT held an in-person public meeting on Oct. 1, 2024. The purpose of the meeting was to inform and to seek public input. The meeting also provided opportunities for the public to ask questions and make comments.

The meeting featured a presentation by the project team. Participants, who were provided information on how to ask questions and provide comments, could submit written questions using the comment forms provided at the meeting and online during the comment period, which ended Oct. 16.

Project team members from ADOT and the WSP Design Consultant served as presenters at the meeting. Presenters included:

- Dulce Maria Rojo, ADOT Community Relations Project Manager
- Siva Sivakumar, ADOT Project Manager
- Frank Fry, Project Manager, WSP

Additional staff such as: Sara Karasz, ADOT Senior Environmental Planner, Laura Mielcarek with Wheat Design Group and Alma Dausinger, Spanish interpreter were present to assist in answering questions at the meeting. Participants were notified that comments and questions about the project could also be submitted during the public comment period through email, telephone, USPS mail or online. Participants were notified that all project related materials, including the presentation, were available online.

The meeting included simultaneous interpretation in Spanish. Interpretation included: how to ask questions, the Title VI Nondiscrimination Notice to the Public, information about the Title VI self-id form and how to provide comments. There were 54 attendees at the meeting. Out of the 54 attendees, nine people completed the comment forms at the meeting. Of the nine comments, five indicated that they heard about the meeting by direct mail, two by email, one by the webpage and one by social media.

2.1 Public Meeting Notification

2.1.1 Project Website

ADOT posted a project website (azdot.gov/Irvington-I-19-TI), which launched May 24, 2024. The project website provides a project overview, including a list of the project elements, a timeline, the public meeting date, project fact sheets in English and Spanish, a link to an online comment form and information on the ways to ask questions or make comments. All materials related to the public meeting are posted on the project website, including:

- Fact sheet (in English and Spanish)
- A project area map
- Public meeting information
- Public meeting presentation (in English and Spanish)
- Public meeting script (in English and Spanish)
- Public meeting exhibit boards
- Contact information
- Note: A link to the online comment form was included on the website until the comment period ended Oct. 16

Copies of the public meeting materials posted to the website are included in Appendix B.

2.1.2 GovDelivery Emails

Information on how to participate in the in person public meeting and reminder notices were distributed by ADOT Community Relations Project Manager on the following dates:

- Sep. 10, 2024
- Sep. 17, 2024
- Sep. 30, 2024

GovDeliverys were sent to 13,845 subscribers.

2.1.3 News Release

ADOT Public Information Office staff distributed a news release to media outlets on Sep. 17.

The news release can be found in Appendix A.

2.1.4 Social Media

A social media calendar was created with content and graphics and sent to ADOT's Social Media team to post. Posts were made between Sep. 1 and Oct. 1, on ADOT's Facebook, Twitter and NextDoor sites to provide the public meeting details and provide information about the comment period. The social media posts were uploaded on the following dates:

Twitter:

Sep 1, Sep 4, Sep 7, Sep 8, Sep 12, Sep 17, Sep 19, Sep 24, Sep 28, Sep 29, Sep 30 and Oct 1.

Facebook: Sep. 5, Sep. 10, Sep. 17 and Sep. 22.

Nextdoor: Sep. 17 and Sep. 30.

Images of the social media posts can be found in Appendix A.

2.1.5 Stakeholder Outreach

Community Relations held meetings with project stakeholders, including a virtual meeting with Mike Garret with North American Development Group/Spectrum Mall on April 4, 2024 — and an in-person meeting with Julie Ramseth at the Bourn Companies Headquarters on April 5, 2024.

In addition, Community Relations created a contact list that included businesses, HOAs, schools and churches within a mile radius of the project area. The team communicated with 89 contacts from the list via email to provide information about the project and the public meeting. Emails were sent to the stakeholders Sept. 6 and Sept. 23. A copy of the emails can be found in Appendix A.

GovDeliveries were sent to 13,845 subscribers. Copies of the GovDeliveries can be found in Appendix A.

2.1.6 Direct Mail

Postcards were sent via Every Door Direct Mailing (EDDM) in English and Spanish to all residential and business properties (9,967 total) within 1-mile of the project. The postcards included information about the project, how to participate in the in person public meeting and how to provide comments. The postcards were delivered to mailboxes on Sept. 13.

A copy of the mailer can be found in Appendix A

2.1.7 Earned Media

Two local television stations, KOLD 13 and KGUN 9 posted online stories about the public meeting on Oct. 1.

A copy can be found in Appendix B .

2.2 Public Meeting Materials

A variety of public meeting materials were made available in both English and Spanish to the public online via the project website and in person at the public meeting. These public meeting materials included:

- Presentation (online and in person)
- Script (online and in person)
- Exhibit boards(online and in person)
- Fact sheet (online and in person)
- Comment form (online and in person)
- Title VI Nondiscrimination Notice to the Public poster (in person only)
- ADA Auxiliary Aids and Service notice (in person only)
- Title VI brochures in English and Spanish (in person only)
- Title VI Self-Identification survey (online and in person)
- Sign in sheets (in person only)

Copies of the materials listed above can be found in Appendix B.

2.2.1 Presentation

A copy of the presentation (in English and Spanish) with the script included was posted on the project website on Oct. 1. The presentation can be found in Appendix B and covered the following topics:

- Welcome
- Agenda
- Agency Partners

- Presenters
- Project Status
- Purpose of the Project
- Project overview
- Traffic Interchange Configuration
- Irvington Road Over I-19
- Irvington Road Improvements
- Landing Center Drive Improvements
- Additional Improvements
- Aesthetics
- Environmental Considerations
- Anticipated Timeline
- What to expect during construction
- Questions and Comments/How to Comment

3. Public Comments

This section summarizes the comments received during the public comment period from Sept. 3 through Oct. 16.

Comments were submitted through the following methods:

- At the public meeting
- Phone: ADOT Bilingual Project Information Line at 855.712.8530
- Email: Dulce Maria Rojo at drojo@azdot.gov
- Mail: ADOT Communications, 1221 S. Second Ave. Tucson, AZ, 85713
- Online: <https://azdot.gov/Irvington-I-19-TIComments>

A total of 79 comments were received by Oct. 16, the last day of the comment period. The team received 68 comments via the online form, nine written comments at the meeting and one comment by phone and email. Below is a list of the most common themes/comments made:

Comments and questions received during the public comment period and at the in person public meeting addressed the following topics:

- Concerns and recommendations for bike and pedestrian safety and access.
- Recommendations about future ramps on Drexel Road
- Recommendations on the design of the interchange
- Concerns about the Partial Cloverleaf, due to previous designs
- Concerns regarding the current condition of the road and the project timeline
- Recommendations on improvements on Landing Center Drive
- Concerns regarding businesses financial support during construction

The public comments and questions are included in Appendix C.

4. Title VI Reporting

4.1 Self ID Surveys

Participants were asked to complete ADOT's self-identification survey for Title VI reporting purposes both online and during the in person meeting. A total of 15 people completed the self-ID survey at the meeting. Nine participants returned the self identification surveys online.

Of the 24 self-identification survey responses:

- 9 (37.5 percent) identified as White
- 11 (45.83 percent) identified as Hispanic/Latino
- 0 (0 percent) identified as African American/Black
- 0 (0 percent) identified as Asian
- 1 (4.17 percent) identified as American Indian/Alaskan Native and
- 1 (4.17 percent) identified as Native Hawaiian/Other Pacific Islander.
- 1 (4.17 percent)participants identified as white and Hispanic.
- 1 (4.17 percent) online participant identified as white and Hispanic

A copy of the Title VI survey responses can be found in Appendix D.

4.2 Title VI Public Meeting Summary

A Title VI public meeting summary documenting ADOT's compliance with Title VI and Title II nondiscrimination and accommodations was submitted to the Civil Rights Office on Oct. 18, 2024.

- **APPENDICES**

- **Appendix A: Public Meeting Notifications**
- **Appendix B: Public Meeting Materials**
- **Appendix C: Public Comments**
- **Appendix D: Survey**
- **Appendix E: Title VI Public Meeting**

○ Appendix A: Public Meeting Notifications



Dulce Maria Rojo <drojo@azdot.gov>

Fri, Sep 6, 2:48 PM ☆ ↶ ⋮

to me, bcc: Paul, bcc: Elton, bcc: joseph.l.armstrong, bcc: TCA-PAO, bcc: samuel.o.chavez, bcc: rafael.m.castillo, bcc: jeff.guthrie, bcc: dawn.barkman, bcc: commsuper, bcc: lguth

Good afternoon,

I am Dulce Maria Rojo, Community Relations Project Manager with the Arizona Department of Transportation (ADOT), responsible for public involvement for the Interstate 19 Irvington Road Traffic Interchange project. You are receiving this email because you have been identified as a stakeholder in the area.

ADOT is initiating an improvement project at the I-19 and Irvington Road traffic interchange to increase capacity and improve safety. Planned improvements include: reconstructing the existing diamond interchange and adding a partial cloverleaf ramp at Irvington Road, widening on-ramps to accommodate future ramp metering, installing traffic signals, street lighting, signage and pavement markings, and constructing pedestrian and bicycle facilities on both sides of Irvington Road. Project construction is anticipated to start in summer 2025. Schedules are subject to change due to weather and other unforeseen circumstances. A map of the project area is shared below.



ADOT will be hosting an in-person public meeting from 5:30 p.m. to 7 p.m. Tuesday, Oct. 1, at El Pueblo Activity Center Multipurpose Room, Building 9, 101 W. Irvington Road, to provide the public with an opportunity to learn about and provide input on the design plans. Community Relations intends to mail postcard invitations to the neighborhoods and businesses within a one mile radius of the project area; we anticipate the postcard being delivered by Sept. 17.

For those unable to attend the public meeting, the presentation and meeting exhibits will be available no later than the day of the meeting on the project web page. For more information, please visit: <https://azdot.gov/Irvington-I-19-TI>.

Best,
Dulce Maria Rojo
Community Relations Project Manager
South Central District

Arizona Department of Transportation
1221 S 2nd Ave. Tucson, Arizona. 85713
drojo@azdot.gov
520-667-8182

***Hablo español**

www.azdot.gov

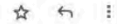
ADOT | Arizona Department of Transportation



Dulce Maria Rojo <drojo@azdot.gov>

to me, bcc: selina.barajas14, bcc: Francisca.Villegas, bcc: gallego.vanessa, bcc: Gisselle.Coronado

Sep 24, 2024, 12:03 PM



Good afternoon,

I am Dulce Maria Rojo, Community Relations Project Manager with the Arizona Department of Transportation (ADOT), responsible for public involvement for the Interstate 19 Irvington Road Traffic Interchange project. You are receiving this email because you have been identified as a stakeholder in the area.

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Dulce Maria Rojo
COMMUNITY RELATIONS PROJECT
MANAGER
**ARIZONA DEPARTMENT
OF TRANSPORTATION**

1221 S 2nd. Ave.
Tucson, Arizona. 85713

520.667.8182
Website: azdot.gov

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¡ESTÁ INVITADO!
Reunión pública sobre mejoras en el Intercambio de tráfico de la I-19 Irvington Road
El Departamento de Transporte de Arizona (ADOT) lo invita a una reunión pública para conocer y brindar opiniones sobre los planes de diseño para mejoras al Intercambio de tráfico de la Interestatal 19 en Irvington Road.

FECHA: Martes 1 de octubre | 5:30 - 7 p.m.
UBICACIÓN: Salón de Usos Múltiples del Centro de Actividades El Pueblo, Edificio 9 - 181 W. Irvington Rd., Tucson

AGENDA DE LA REUNIÓN PÚBLICA
5:30 - 6 p.m. Puertas abiertas/Jornada de puertas abiertas
6 - 6:30 p.m. Presentación formal
6:30 - 7 p.m. Jornada de puertas abiertas

¿No puedes asistir a la reunión? Obtenga más información y proporcione comentarios:

- Visite la página web del proyecto: azdot.gov/irvington-19-TI
- Envíe un correo electrónico a Dulce M. Rojo a Drojo@azdot.gov
- Lláme a la línea del proyecto al 855.712.8530
- Envíe correspondencia al equipo del proyecto: Atención a Relaciones Comunitarias de las mejoras del intercambio de tráfico de la I-19 en Irvington Road, ADOT 1221 S. 2nd Ave., Tucson, AZ 85713

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 requieren asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con Dulce María Rojo al 520-567-8882 o drojo@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

even as former President Donald Trump continues to falsely claim he won in 2020 and seized upon the mail delivery troubles to sow doubts about the upcoming election. He repeated his claim Sunday on social media that the Postal Service is not up to the task.

voters embraced mail voting and came to rely on it. Both Democrats and Republicans launched efforts to push supporters to vote early, either in person or by mail to "bank" their votes before Election Day on Nov. 5. The first batch of mail ballots were sent last week to ab-

ized problems can be easily addressed but that "larger issues still remain."

"If the nation's election officials felt these issues had been properly addressed with USPS staff over the last year, then there would have been no need" for the election groups to air their concerns last week, he said.

In his response, he acknowledged a major work reorganization some temporary but assured the tisan election



19 | ADOT



SCAN QR code or visit: azdot.gov/irvington-19-TI

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You're invited!
I-19 Irvington Road Traffic Interchange Improvements Public Meeting

The Arizona Department of Transportation (ADOT) invites you to a public meeting to learn about and provide input on design plans for improvements to the Interstate 19 Irvington Road Traffic Interchange.

Date: Tuesday, Oct. 1 | 5:30 - 7 p.m.
Location: El Pueblo Activity Center Multipurpose Room, Building 9 101 W. Irvington Rd., Tucson

PUBLIC MEETING AGENDA
5:30 - 6 p.m. Doors open/Open house
6 - 6:30 p.m. Formal presentation
6:30 - 7 p.m. Open house

MORE INFORMATION/COMMENTS

Unable to attend the meeting? Learn more and provide comments through Oct. 16:

- Visit the project website: azdot.gov/irvington-19-TI
- Email Dulce M. Rojo at Drojo@azdot.gov
- Call the project line at 855.712.8530
- Mail the project team: Attn.: I-19, Irvington Road Traffic Interchange, ADOT Community Relations, 1221 S. 2nd Ave., Tucson, AZ 85713

*ADOT Project No. F048801C

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 requieren asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con Dulce María Rojo al 520-567-8882 o drojo@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

U.S. Postal Service tr

Your Dream Show



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"We were amazed shower turned out converted the show from working with the project to the c easy transition. We v Dreamstyle remodel

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ADOT Communications Office of Community Relations • 10 Sep

Join ADOT for a public meeting Oct. 1 for I-19 Irvington Road traffic interchange improvements...

[See more](#)



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Sep 22 · 

I-19 Irvington Road Traffic Interchange Improvements

ADOT is initiating a project to reconstruct the traffic interchange at Interstate 19 and Irvington Road in Tucson. The purpose of the project is to improve traffic flow and safety at the interchange.

A public meeting to learn about and provide input on design plans for these improvements is planned for Oct. 1 from 5:30 to 7 p.m. at the El Pueblo Activity Center Multipurpose Room, Building 9, 101 W. Irvington Rd., Tucson

Planned improvements include:

- ✓ Reconstructing the existing diamond interchange and adding a partial cloverleaf ramp at Irvington Road.
- ✓ Widening on-ramps to accommodate future ramp metering.
- ✓ Installing traffic signals, lighting, signage and pavement markings.
- ✓ Constructing pedestrian and bicycle improvements on both sides of Irvington Road.

The meeting presentation and exhibits will be posted to the project website prior to the meeting at: azdot.gov/Irvington-I-19-TI



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Menu

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metering.

✓ Installing traffic signals, lighting, signage and pavement markings.

✓ Constructing pedestrian and bicycle improvements on both sides of Irvington Road.

The meeting presentation and exhibits will be posted to the project website prior to the meeting at: azdot.gov/Irvington-I-19-TI



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Menu

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SHARE

Join ADOT for a public meeting Oct. 1 for I-19 Irvington Road traffic interchange improvements

The Arizona Department of Transportation invites you to a public meeting Oct. 1 to learn about and provide input on design plans for improvements to the Interstate 19 Irvington Road Traffic Interchange.

The public meeting will be held:

- Tuesday, Oct. 1, from 5:30 p.m. to 7 p.m.
- El Pueblo Activity Center Multipurpose Room, Building 9, 101 W. Irvington Rd., Tucson

The meeting will include a presentation by the project team, followed by an opportunity for questions and comments from attendees. The presentation and meeting exhibits will be available on the project [website](#).

We Want to Hear from You!

You can submit your comments through Oct. 16 in any of the following ways:

- Attend the public meeting
- Online comment form: <https://azdot.gov/irvington-i-19-TIComments>
- Email: DRojo@azdotgov
- Phone: 855.712.8530
- Mail: ADOT Community Relations, 1221 S. 2nd. Ave., Tucson, AZ 85713

Project construction is anticipated to start in summer 2025. Learn more about the project and sign up to receive updates by email at <https://azdot.gov/irvington-i-19-TI>.

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SHARE

Don't miss the I-19 Irvington Road Traffic Interchange project public meeting tomorrow Oct. 1



Don't miss your chance to learn about a project to reconstruct the Interstate 19 Irvington Road traffic interchange. ADOT will hold an in-person public meeting **Tuesday, Oct. 1**, to provide more information to area residents and businesses and to receive your questions and comments. Project construction is anticipated to start in late summer/fall of 2025.

The meeting will be held:

Tuesday, Oct. 1, from 5:30 p.m. to 7 p.m. The presentation will begin at 6 p.m.



I-19 Irvington Road Traffic Interchange Improvements/Mejoras en el intercambio de tráfico de la I-19 Irvington Road

I-19 Irvington Road Traffic Interchange Improvements In-Person Public Meeting

The Arizona Department of Transportation (ADOT) invites you to a public meeting Oct. 1 to learn about and provide input on design plans for improvements to the Interstate 19 Irvington Road Traffic Interchange.

MEETING DETAILS

DATE: Tuesday, Oct. 1, 5:30 p.m.-7 p.m.

LOCATION: El Pueblo Activity Center Multipurpose Room, Building 9
101 W. Irvington Rd., Tucson, AZ 85714

5:30-6 p.m. Doors open/Open house
6-6:30 p.m. Formal presentation
6:30-7 p.m. Open house

The meeting presentation and exhibits will be posted to the project website prior to the meeting at: azdot.gov/Irvington-I-19-TI

IMPROVEMENTS INCLUDE

- ▶ Reconstructing the existing diamond interchange and adding a partial cloverleaf ramp at Irvington Road.
- ▶ Widening on-ramps to accommodate future ramp metering.
- ▶ Installing traffic signals, lighting, signage and pavement markings.
- ▶ Constructing pedestrian and bicycle improvements on both sides of Irvington Road.

UNABLE TO ATTEND? LEARN MORE AND PROVIDE COMMENTS

- ▶ Visit the project website: azdot.gov/Irvington-I-19-TI
 - ▶ Email Dulce M. Rojo at DRojo@azdot.gov
 - ▶ Call the project line at 855.712.8530
- Mail the project team: Attn: I-19 Irvington Road Traffic Interchange, ADOT Community Relations, 1221 S. 2nd Ave., Tucson, AZ 85713

Reunión Pública en persona sobre mejoras en el intercambio de tráfico de la I-19 Irvington Road

El Departamento de Transporte de Arizona (ADOT) lo invita a una reunión pública el 1 de octubre para informarse y dar su opinión sobre los planes de diseño para las mejoras en el intercambio de tráfico de la I-19 Irvington Road.

DETALLES DE LA REUNIÓN PÚBLICA

FECHA: Martes 1 de octubre, 5:30 p.m.-7 p.m.

UBICACIÓN: Salón de Usos Múltiples del Centro de Actividades El Pueblo, Edificio 9
101 W. Irvington Rd., Tucson, AZ 85714

5:30-6 p.m. Puertas abren/Jornada de puertas abiertas
6-6:30 p.m. Presentación formal
6:30-7 p.m. Jornada de puertas abiertas

La presentación de la reunión y las exhibiciones se publicarán en el sitio web del proyecto antes de la reunión en: azdot.gov/Irvington-I-19-TI

LAS MEJORAS INCLUYEN

- ▶ Reconstruir el intercambio de diamantes existente y agregar una rampa parcial en forma de trébol en Irvington Road.
- ▶ Ampliación de las rampas de acceso para dar cabida a futuras mediciones en rampa.
- ▶ Instalación de semáforos, iluminación, señalización y marcas en el pavimento.
- ▶ Construir mejoras para peatones y ciclistas en ambos lados de Irvington Road.

¿NO PUEDE ASISTIR A LA REUNIÓN? OBTENGA MÁS INFORMACIÓN Y PROPORCIONE COMENTARIOS

- ▶ Visite la página de internet del proyecto: azdot.gov/Irvington-I-19-TI
- ▶ Envíe un correo electrónico a Dulce M. Rojo a DRojo@azdot.gov
- ▶ Llame a la línea del proyecto al 855.712.8530
- ▶ Envíe correspondencia al equipo del proyecto: Atención a Relaciones Comunitarias del proyecto de las mejoras del intercambio de tráfico de I-19 en Irvington Road, ADOT 1221 S. 2nd Ave., Tucson, AZ 85713



24-80909

ADOT TRAFFIC POWER
Federal Project: 019-AL243



Arizona Department of Transportation
1221 S. 2nd Avenue
Tucson, AZ 85713

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PHOENIX, AZ
PERMIT NO. 373

I-19 Irvington Road Traffic Interchange Improvements In-Person Public Meeting

Reunión Pública en persona sobre mejoras en el intercambio de tráfico de la I-19 Irvington Road



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I-19 Irvington Traffic Interchange

Overview

The Arizona Department of Transportation is initiating an improvement project at the Interstate 19 and Irvington Road traffic interchange. The project, located in Tucson will increase capacity and improve safety.

Planned improvements include:

- Reconstructing the existing diamond interchange and adding a partial cloverleaf ramp at Irvington Road.
- Widening on-ramps to accommodate future ramp metering.
- Installing traffic signals, lighting, signage and pavement markings.
- Constructing pedestrian and bicycle improvements on both sides of Irvington Road.

Project Flyer

[English \(PDF\)](#)



[Spanish \(PDF\)](#)

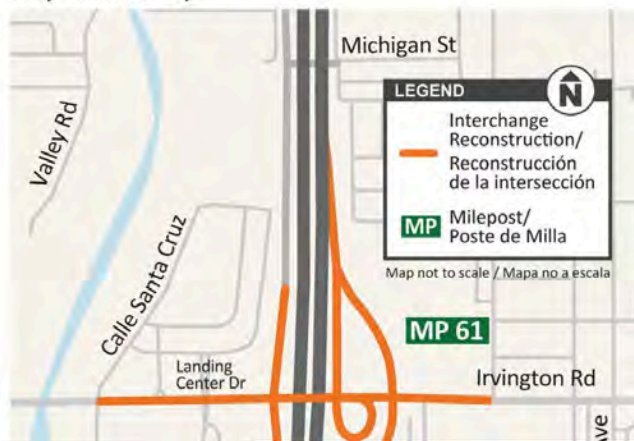


Project Area Map

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Project Area Map



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Public Meeting Documents


[Irvington Road Improvements \(West of I-19\)](#)

[Landscape & Aesthetics](#)

[Traffic Interchange Configuration](#)

Landing Center Drive Improvements 


I-19 Improvements 


Bridge Configuration 

Irvington Road Improvements (East of I-19) 

Public Meeting Details

The Arizona Department of Transportation and its project partners held an in-person meeting on proposed improvements to the I-19 Irvington Road Traffic Interchange on Tuesday, October 1st. The project team shared project details and were on hand to discuss the proposed improvements for the I-19 Irvington Road Traffic Interchange, answered questions and received comments from the participants.

Meeting Presentation - English (PDF) 

Meeting Presentation - Spanish (PDF) 



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Questions

Submit questions or request information in any of the following ways:

- **Phone:** call the ADOT Bilingual Project Information Line at 855.712.8530
- **Email:** Dulce Maria Rojo at drojo@azdot.gov
- **Mail:** ADOT Communications, 1221 S. Second Ave. Tucson, AZ, 85713

Project Schedule

- The project is currently in the design phase
- Design is expected to be completed in spring 2025
- Construction is anticipated to start in summer 2025.

Stay Informed



Please [subscribe](#) to receive project updates by email.



I-19, Irvington Road Traffic Interchange Improvements

OVERVIEW

The Arizona Department of Transportation is initiating a project to reconstruct the traffic interchange at Interstate 19 and Irvington Road in Tucson. The purpose of the project is to improve traffic flow and safety at the interchange.

Planned improvements include:

- ▶ Reconstructing the existing diamond interchange and adding a partial cloverleaf ramp at Irvington Road.
- ▶ Widening on-ramps to accommodate future ramp metering.
- ▶ Installing traffic signals, lighting, signage and pavement markings.
- ▶ Constructing pedestrian and bicycle improvements on both sides of Irvington Road.

PROJECT SCHEDULE

- ▶ The project is currently in the design phase.
- ▶ Design is expected to be completed in spring 2025.
- ▶ Construction is anticipated to start summer 2025.

STAY INFORMED

Visit the project website at azdot.gov/irvington-19 for more information and to subscribe for project updates by email.



CONTACT US

▶ **Phone:** ADOT Bilingual Project Information Line:

855.712.8540

▶ **Email:** Dora Maria Rojo at DRojo@azdot.gov

▶ **Mail:** Attn: I-19, Irvington Road Improvement

- ▶ The project is currently in the design phase.
- ▶ Design is expected to be completed in spring 2025.
- ▶ Construction is anticipated to start summer 2025.

STAY INFORMED

Visit the project website at azdot.gov/Irvington-I-19-TI for more information and to subscribe for project updates by email.

CONTACT US

- ▶ **Phone:** ADOT Bilingual Project Information Line: 855.712.8530
- ▶ **Email:** Dulce Maria Rojo at DRojo@azdot.gov
- ▶ **Mail:** Attn: I-19, Irvington Road Improvement Project, ADOT Communications, 1221 S. Second Ave. Tucson, AZ, 85713

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ADOT Tracs: F0488
Federal Project: 019-A(243)



Mejoras en el Intercambio de tráfico I-19 en Irvington Road

DESCRIPCIÓN GENERAL

El Departamento de Transporte de Arizona está iniciando un proyecto para reconstruir el intercambio de tráfico de la I-19 en Irvington Road en Tucson. El propósito del proyecto es mejorar el flujo del tráfico y la seguridad.

Las mejoras planificadas incluyen:

- ▶ Reconstrucción del intercambio de diamantes existente y adición de una rampa parcial en forma de trébol en Irvington Road.
- ▶ Ampliación de rampas para dar cabida a futuras mediciones en rampa.
- ▶ Instalación de señales de tráfico, iluminación, señalización y marcas en el pavimento.
- ▶ Construcción de mejoras para peatones y ciclistas en ambos lados de Irvington Road.

CRONOGRAMA DEL PROYECTO

- ▶ El proyecto se encuentra actualmente en la fase de diseño.
- ▶ Se espera que el diseño esté terminado en la primavera de 2025.
- ▶ La construcción se anticipa iniciará en el verano de 2025.

MANTENTE INFORMADO



CONTÁCTANOS

- ▶ **TELÉFONO:** Llame a la línea de información del proyecto ADOT al 855.712.8530

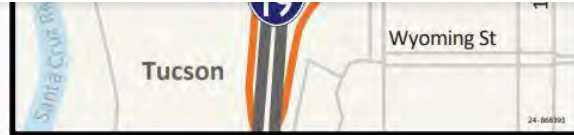
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- El proyecto se encuentra actualmente en la fase de diseño.
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MANTENTE INFORMADO

Visite el sitio web del proyecto en azdot.gov/Irvington-I-19-TI para obtener más información y suscribirse para recibir actualizaciones del proyecto por correo electrónico.



CONTÁCTANOS

- **TELÉFONO:** Llame a la línea de información del proyecto ADOT al 855.712.8530
- **CORREO ELECTRÓNICO:** Envíe una pregunta o comentario a Dulce Maria Rojo a DRojo@azdot.gov
- **CORREO:** Atención a Relaciones comunitarias de las Mejoras del Intercambio de tráfico de la I-19 en Irvington Road. ADOT 1221 S. 2nd Ave., Tucson, AZ 85713

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24-865726
ADOT Tracs: F0488
Federal Project: 019-A(243)

- **Appendix B: Public Meeting Materials**

I-19 Irvington Road TI Presentation English version.



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

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.

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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

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

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.

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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



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*

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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

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



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.

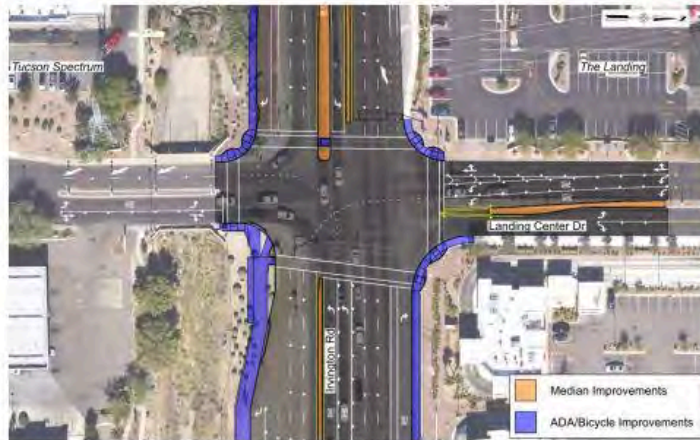


Frank: East of I-19, the improvements consist of adding a 3rd westbound travel lane, as well as minor widening for the center raised median and bicycle lanes. These improvements will require minor acquisitions on the north and south sides of Irvington Road. Affected property owners will be contacted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



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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.

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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.



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.*

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.

ADOT

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.

I-19 Irvington Road TI Presentation Spanish version.

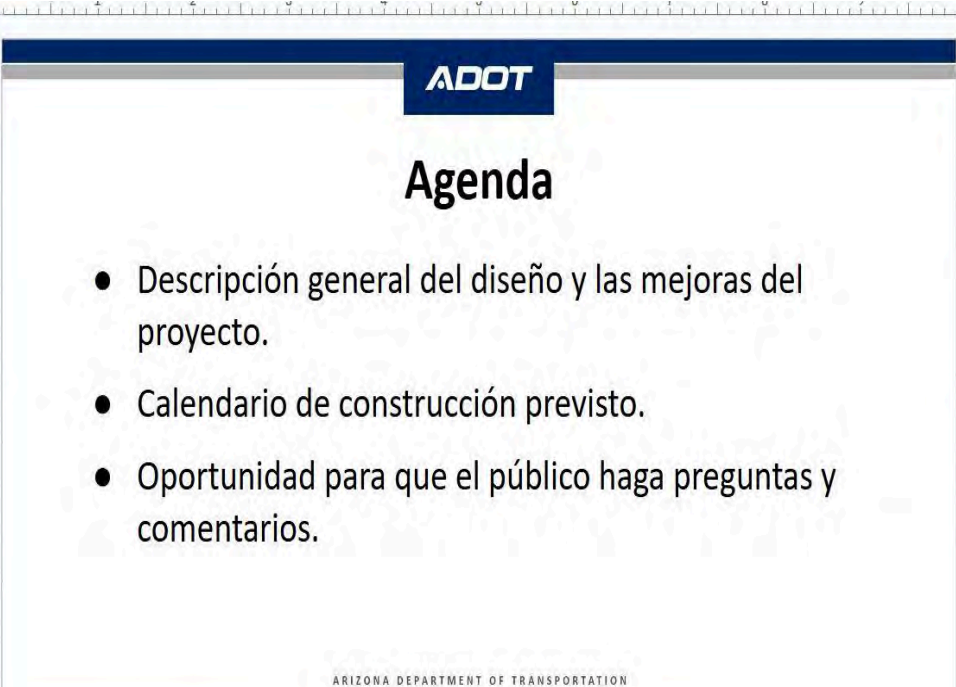


¡Bienvenido!

**Intercambio de tráfico vial de la
Interestatal 19 en Irvington Road**

**Reunión de información pública
1 de Oct. 2024**

ADOT



ADOT

Agenda

- Descripción general del diseño y las mejoras del proyecto.
- Calendario de construcción previsto.
- Oportunidad para que el público haga preguntas y comentarios.

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Agencias y socios

- ciudad de Tucson
- Asociación Pima de Gobiernos (PAG)
- Autoridad Regional de Transporte (RTA)
- Condado de Pima
- SunTran
- FHWA

Presentadores de esta noche

- Dulce María Rojo, Gerente de Proyecto de Relaciones Comunitarias de ADOT
- Siva Sivakumar, P.E., Gerente de Proyecto ADOT
- Frank Fry, P.E., Gerente de Proyecto WSP

Estatus del Proyecto

Pasos completados:

- Evaluación Ambiental
- Recopilación de datos y modelado de tráfico.
- Alternativas preferidas determinadas

Pasos actuales/próximos:

- Diseño final y revisiones ambientales.
- Construcción

Propósito del Proyecto

- Mejorar el flujo de tráfico en Irvington Road y las calles transversales.
- Aumentar la capacidad para adaptarse a los niveles de tráfico existentes y futuros hasta 2045.
- Mejorar la movilidad para todos los modos de viaje.



ARIZONA DEPARTMENT OF TRANSPORTATION

Descripción general del proyecto

- Reconstruir el puente y las rampas existentes de Irvington Road.
- Rampa parcial en forma de trébol
- Ampliar rampas de acceso
- Agregue un carril de paso en cada dirección



ARIZONA DEPARTMENT OF TRANSPORTATION

Descripción general del proyecto(continuación)

- Mejoras en la intersección a lo largo de Irvington Road
- Nuevas mejoras para bicicletas/peatones
- Instalar semáforos, iluminación, señalización y marcas en el pavimento.



Configuración del intercambio de tráfico



- Nueva rampa en forma de trébol desde EB Irvington Rd hasta NB I-19
- Nuevo carril para el tráfico que se incorpora a NB I-19
- La nueva señal peatonal permitirá un cruce seguro para los peatones

ARIZONA DEPARTMENT OF TRANSPORTATION

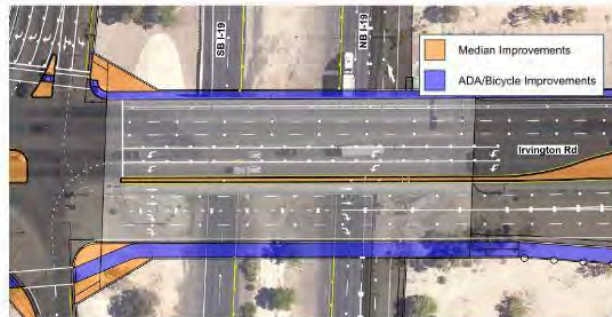
Irvington Road sobre la I-19

En dirección oeste

- Tres carriles directos
- Dos carriles para girar a la izquierda en la rampa de entrada en dirección sur
- Acera peatonal y carril bici en el lado norte del puente

En dirección este

- Dos carriles de paso
- Dos carriles hacia la rampa circular
- Camino protegido de uso compartido en el lado sur del puente



ARIZONA DEPARTMENT OF TRANSPORTATION

Mejoras en Irvington Road

Al oeste de la I-19

- Agregar un carril pasante en dirección este
- Ampliar Irvington Road hacia el sur
- Reconstruir la parada de autobús SunTran



ARIZONA DEPARTMENT OF TRANSPORTATION

Mejoras en Irvington Road

Al este de la I-19

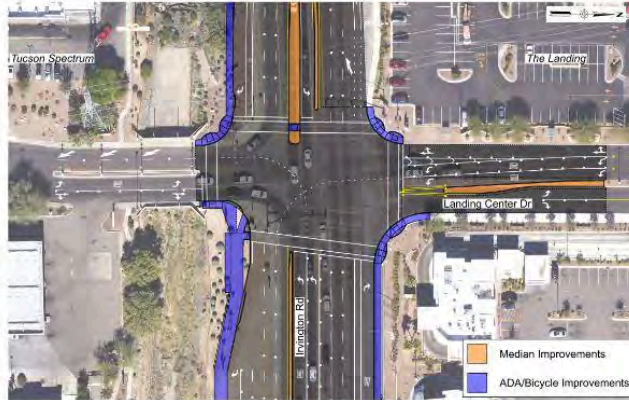
- Realinear Irvington Road en 16th Avenue
- Ampliar NB y SB Irvington Road
- Instalar una mediana elevada a lo largo de la 17th Avenue



ARIZONA DEPARTMENT OF TRANSPORTATION

Mejoras en Landing Center Drive

- Modificar el tramo norte para permitir giros dobles a la izquierda.
- Agregar carriles dobles para girar a la izquierda desde Irvington Road hasta Tucson Spectrum Mall
- Agregar un carril pasante en dirección este



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Mejoras adicionales

- paisajismo
- Muros de contención
- Drenaje
- Iluminación
- Utilidades

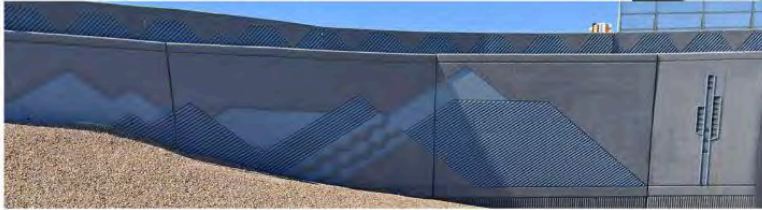
La imagen es un ejemplo para ilustrar, Ajo Way.



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Estética

- Estética
- La estética y la paleta de colores serán similares a las del intercambio de tráfico de Ajo Way.



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Consideraciones Ambientales

- Evaluar y documentar los impactos potenciales para:
 - Socioeconómico (Justicia Ambiental/Título VI), Recursos Culturales y Propiedades Históricas
 - Calidad del aire, biología, materiales peligrosos y ruido
 - Uso de la tierra y Sección 4(f)
- Actualiza el estudio anterior para analizar posibles cambios en los impactos.
- Buscar y documentar la opinión del público y de las agencias.

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para esto están siendo, o han sido, llevadas a cabo por ADOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento de fecha 25/06/2024, y ejecutado por FHWA y ADOT.

ARIZONA DEPARTMENT OF TRANSPORTATION

Cronograma anticipado*



*Cronograma estimado, sujeto a cambios.

ARIZONA DEPARTMENT OF TRANSPORTATION

Qué esperar durante la construcción

- Dos carriles en Irvington Road permanecerán abiertos en cada dirección durante la construcción
- No habrá cierres a largo plazo para cruzar las calles, ni durante la noche ni durante el fin de semana.
- Se mantendrán los accesos comerciales y el tránsito peatonal
- Potencial de cierres de rampas de hasta 60 días



ARIZONA DEPARTMENT OF TRANSPORTATION

Preguntas y comentarios

Se aceptan comentarios hasta el 16 de octubre.

Formas de hacer comentarios o hacer preguntas:

- La reunión de esta noche
- En línea: <https://azdot.gov/Irvington-I-19-TIComments>
- Correo electrónico: DRojo@azdot.gov
- Teléfono: 855.712.8530
- Correo: ADOT 1221 S. Second Ave., Tucson, AZ 85713

Más información/regístrese en la lista de correo:

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

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*The script's presentation in Spanish is available online on the project's website.

*La presentación del guión en español está disponible en línea en el sitio web del proyecto.

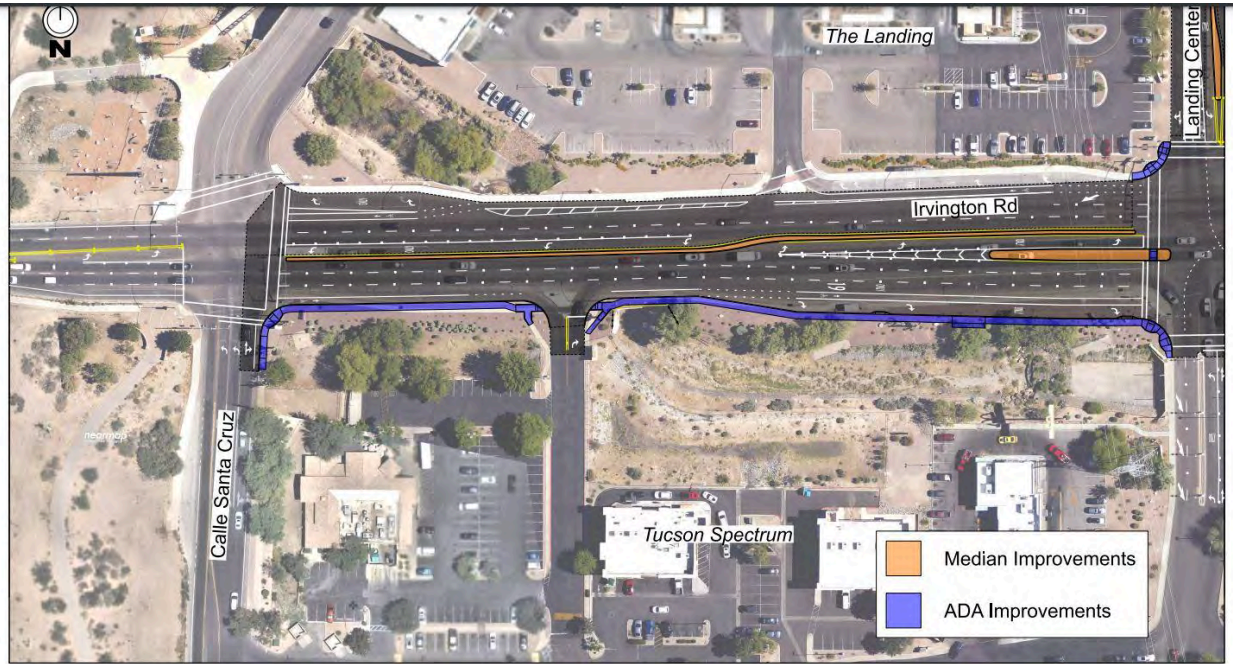
<https://azdot.gov/projects/southcentral-district-projects/i-19-irvington-traffic-interchange>



I-19 Irvington Traffic Interchange Project

Irvington Road Improvements (West of I-19)

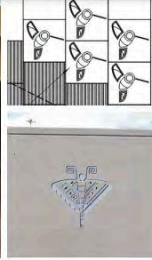
ADOT





I-19 Irvington Traffic Interchange Project Landscape & Aesthetics

ADOT



ICONS

Icons will be used on the new retaining walls and abutments. Final designs of icons will be included in future submittals.



RETAINING WALLS

Mountain Concept (from the Ajo TI) will be used on the new retaining walls.



PEDESTRIAN FENCING

Triangle Concept (from the Ajo TI) will be used on the new pedestrian fencing.



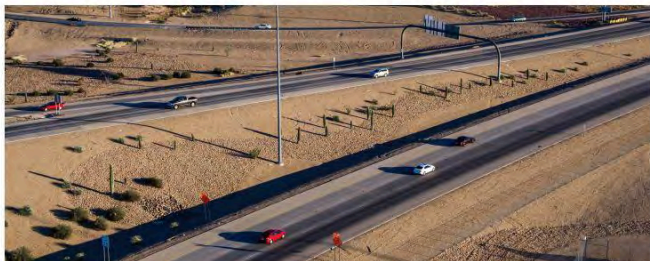
PAINT COLORS

Same paint colors used on the Ajo Traffic Interchange will be used on this project.



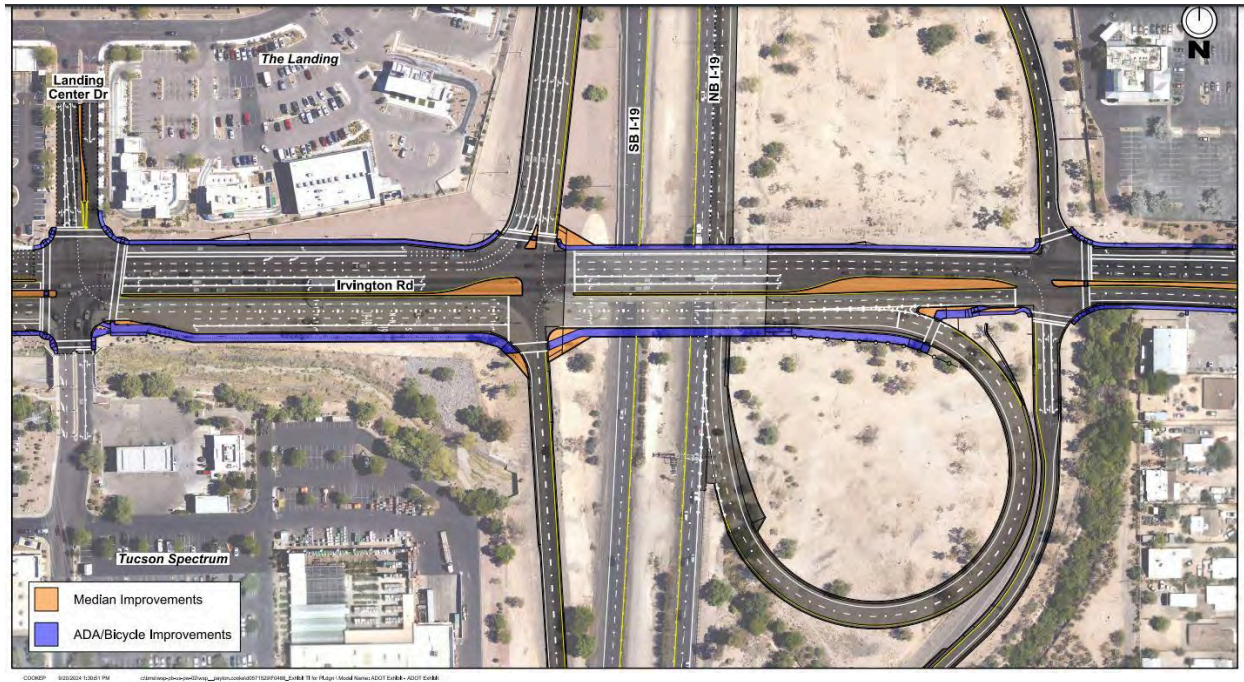
BRIDGE PIERS

Squares Concept will be used on the new bridge piers.



DESERT LANDSCAPING

Desert Landscaping (similar to the I-10/I-19 Interchange) will be included as part of this project.

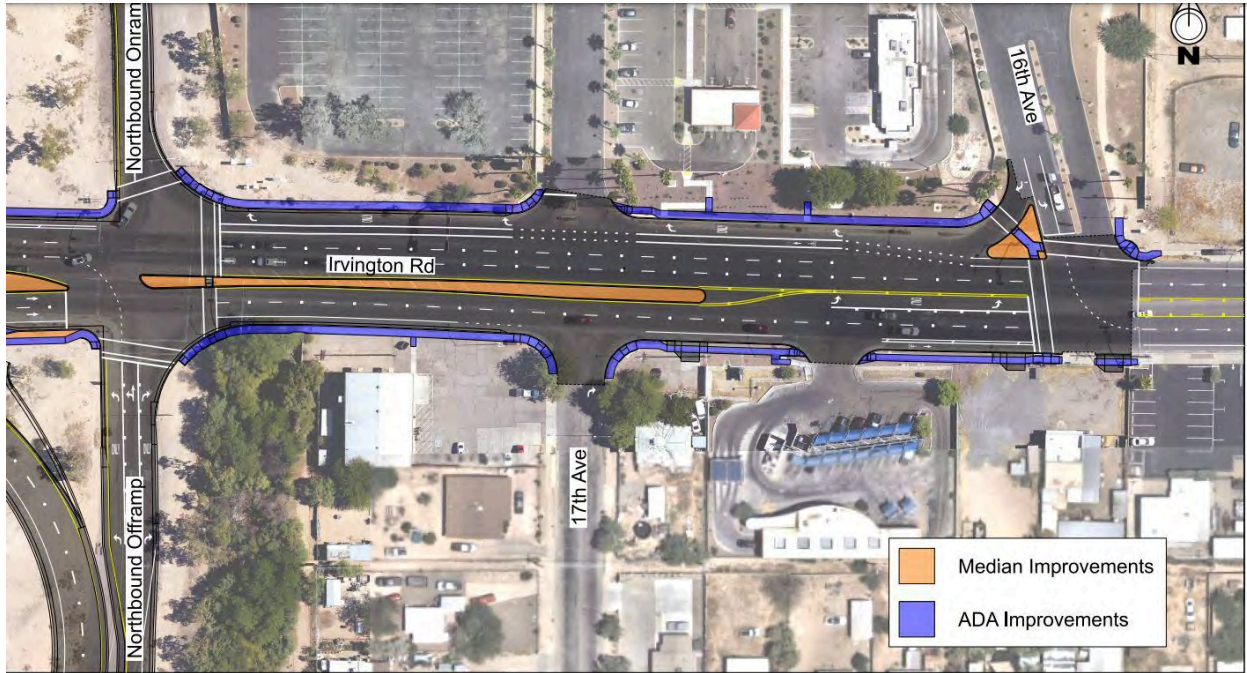


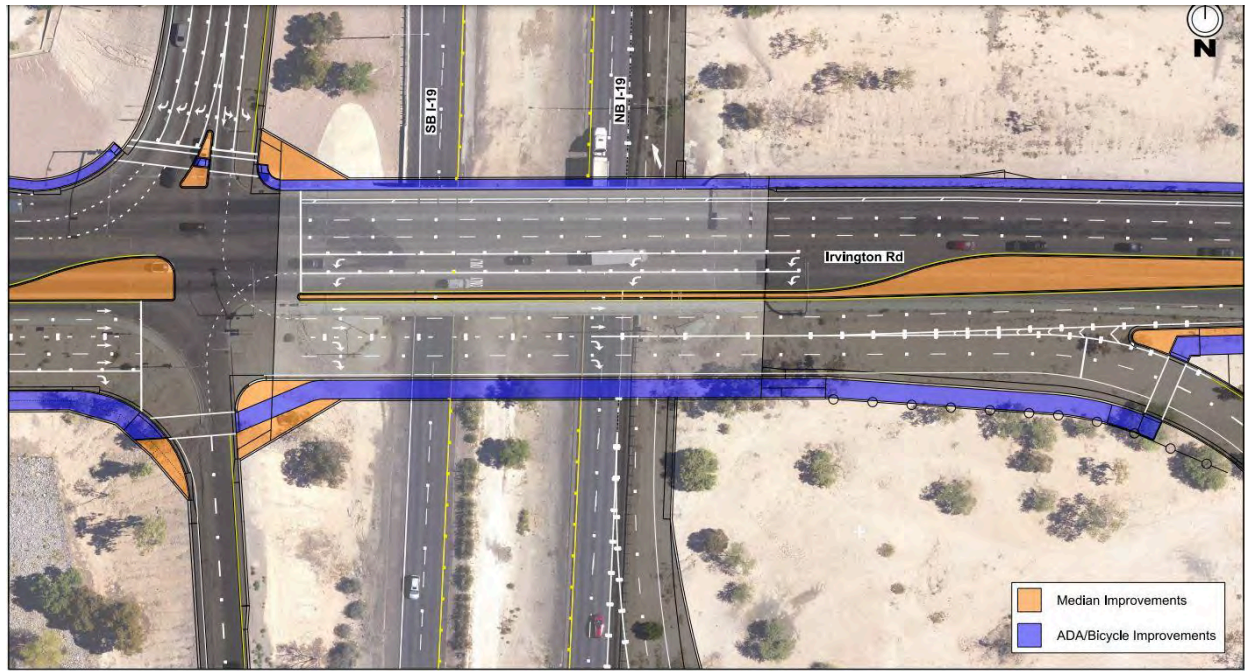


I-19 Irvington Traffic Interchange Project

Irvington Road Improvements (East of I-19)

ADOT



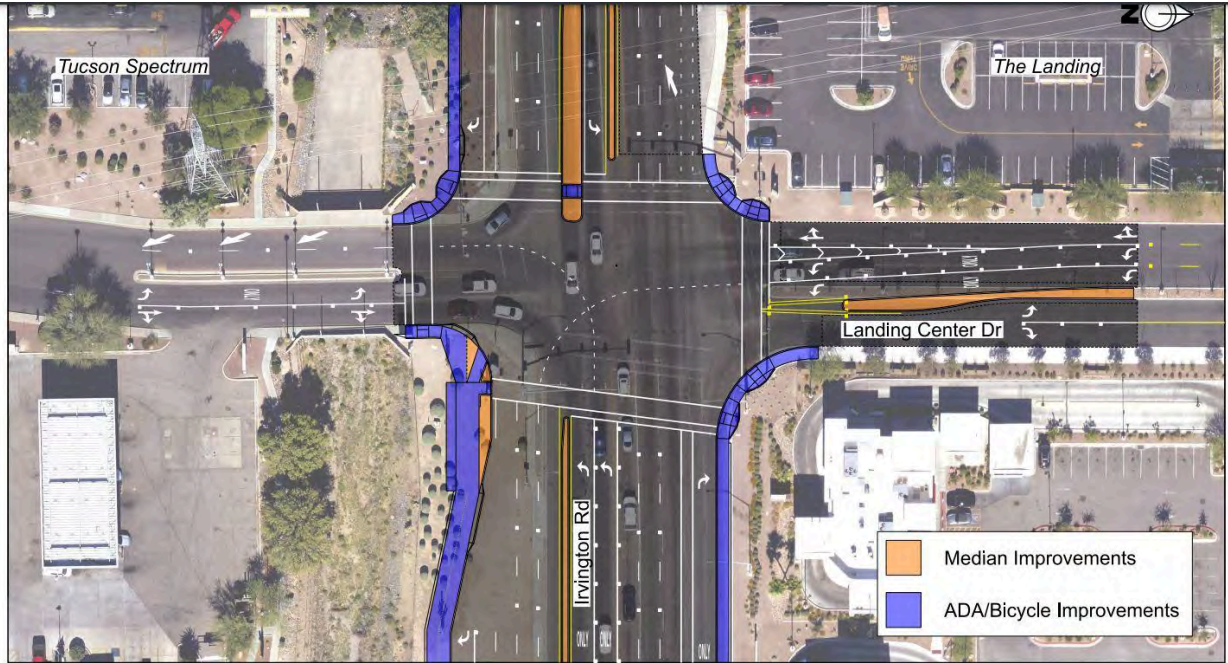




I-19 Irvington Traffic Interchange Project

Landing Center Drive Improvements

ADOT





I-19 Irvington Traffic Interchange Project
I-19 Improvements

ADOT



<https://www.kold.com/2024/10/02/adot-unveils-plans-improvement-i-19-interchange-irvington-road/>

ADOT unveils plans for improvement I-19 Interchange at Irvington Road



The area of Interstate 19, Irvington, is getting huge road improvement with a new interchange.

https://www.kvoa.com/news/adot-to-host-public-meeting-on-i-19-irvington-road-project/article_ff0da038-7536-11ef-84ff-534c0cb4d148.html

ADOT to host public meeting on I-19/Irvington Road Project

By Zachary Jackson Sep 17, 2024 0





TUCSON, Ariz. (KVOA) — The Arizona Department of Transportation will hold a public meeting on Tuesday, Oct. 1, to discuss and gather feedback on a project aimed at enhancing safety and traffic flow at the Interstate 19 and Irvington Road interchange.

The meeting will take place from 5:30 to 7 p.m. at the El Pueblo Activity Center Multipurpose Room, Building 9, located at 101 W. Irvington Road.

A formal presentation is scheduled for 6 p.m., followed by a question-and-answer session with the ADOT project team and an opportunity for attendees to provide comments.

Proposed improvements for the project include:

- Reconstructing the existing diamond interchange and adding a partial cloverleaf ramp for eastbound Irvington Road motorists traveling to northbound I-19.
- Replacing the Irvington Road bridge with a new structure featuring three travel lanes in each direction.
- Widening on-ramps to support future ramp metering.
- Enhancing pedestrian and bicycle infrastructure with new sidewalks, signalized crossings, and bike lanes on both sides of Irvington Road.
- Installing new traffic signals, lighting, signage, and striping.
- The project is currently in the design phase, which is expected to be completed by spring 2025. Construction is anticipated to start in late summer or fall of 2025.

ADOT is accepting comments on the project through Oct. 16 in any of the following ways:

- Attend the public meeting
- Online comment form:azdot.gov/Irvington-I-19-TIComments

- Attend the public meeting
- Online comment form:azdot.gov/Irvington-I-19-TIComments
- Email: DRojo@azdot.gov
- Phone: 855.712.8530
- Mail: ADOT Community Relations, 1221 S. Second Ave., Tucson, AZ 85713

For more information about the project, please visit:azdot.gov/Irvington-I-19-TI.

https://www.kvoa.com/news/last-chance-for-public-input-on-i-19-and-irvington-road-interchange-improvements/article_83881066-8bba-11ef-8bc7-17e9571b4f20.html

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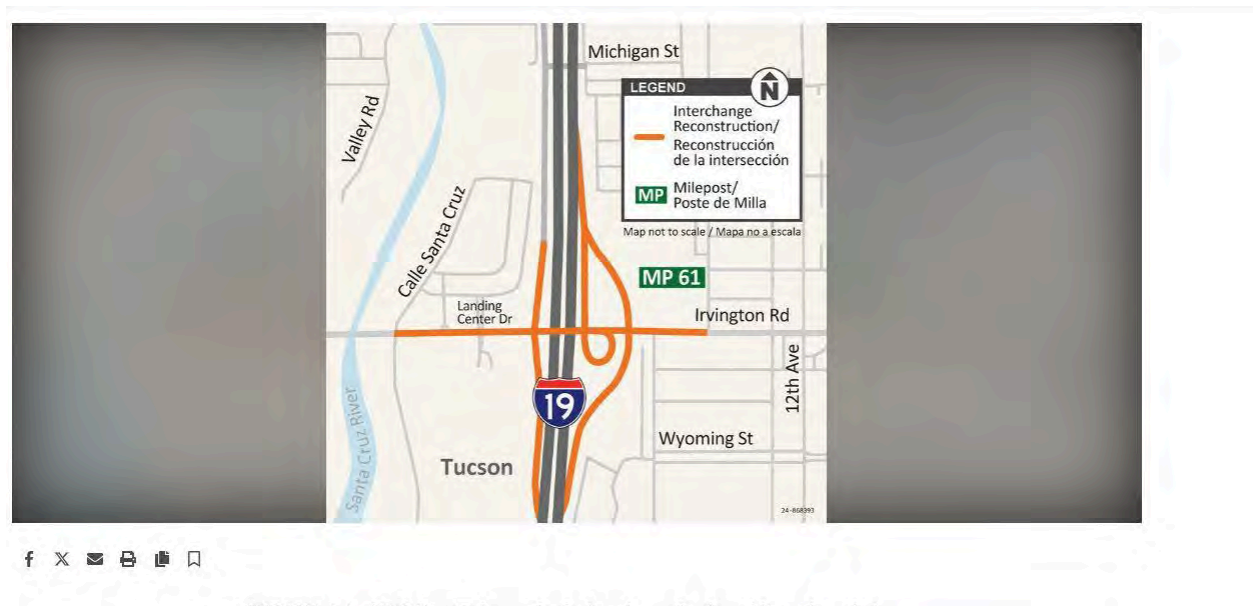
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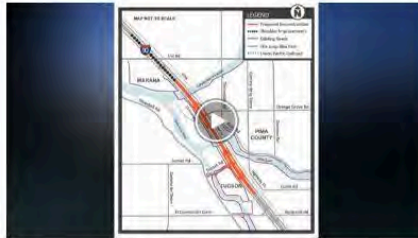
DUCKS

Last Chance for Public Input on I-19 and Irvington Road Interchange Improvements

By Conor McGill | Oct 16, 2024 Updated Oct 16, 2024



TUCSON, Ariz. (KVOA) — Today marks the last chance for the public to share their thoughts on the proposed improvements for the I-19 and Irvington Road Traffic Interchange.



Today marks the last chance for the public to share their thoughts on the proposed improvements for the I-19 and Irvington Road Traffic Interchange.

This heavily trafficked area is a hub for shopping, dining, and entertainment, but it has long been plagued by traffic congestion.

This heavily trafficked area is a hub for shopping, dining, and entertainment, but it has long been plagued by traffic congestion.

The Arizona Department of Transportation (ADOT) has laid out plans to ease the flow of traffic and enhance safety:

Reconstructing the Diamond Interchange: A partial cloverleaf ramp will be added at Irvington Road to improve traffic movement.

- Widening On-Ramps: This will provide more space for merging traffic and reduce congestion.
- Installing Traffic Signals and Signage: Improved traffic control measures will enhance safety and reduce confusion.
- Constructing Pedestrian and Bicycle Improvements: New pathways will make the area safer and more accessible for non-vehicular traffic.

ADOT plans to finalize the design based on public input by spring 2025. If you'd like to share your input on the project use the link below:

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

○ Appendix C: Public Comments

1	Date Received	Inquiry or Comment Received	Responses
2	9/3/2024	I was calling because I have been calling around and ended up with your phone number, I just wanted to, I live near Irvington and the I-9 and I noticed this road, like the one across over I-19 on Irvington the road is really bad and I was wondering if it is the right place to call and let them know, Did that really need attention is it been like that for quite time, and I just wanted to didn't know	Irvington road will be reconstructed with this project.
3	9/10/2024 12:43:02	By creating at least 4 lanes of traffic, 2 N bound I-19 and 2 onramps into 2 lanes merge into 2 bottlenecked at the Ajo exit does little to alleviate the issues of traffic flow experienced on I-19. Additionally unless something is done to improve the flow of traffic into the Spectrum center this is likely a band aid to a bigger problem of congestion. I don't see anything that addresses the backup issues for south bound I-19 traffic exiting to Irvington. Additionally the backups that occur in both east and west bound Irvington traffic. I can foresee issues with bicycle traffic and vehicles mixing especially for westbound traffic and at the partial cloverleaf for eastbound with vehicular traffic not yielding to bicycles. Without specific details it is hard to comment on the design except to say that if it is not properly thought out it will likely be disastrous and result in an increase in booth auto on auto and auto on cycle incidents.	The new ramp configuration will provide more space for vehicles to merge onto northbound I-19 and is not expected to worsen traffic flow. Additional through lanes on I-19 will be constructed in a future ADOT project. The project will provide a second left turn lane into the Spectrum Center, along with other improvements intended to improve traffic flow on Irvington Road between Calle Santa Cruz and I-19. The project will construct three right turn lanes from southbound I-19 to westbound Irvington Road. The project will construct bicycle lanes in each direction along Irvington Road. Eastbound bicycles will be separated from
4	9/10/2024 12:43:07	I hope this will include widening Irvington from Calle Santa Cruz eastward to relieve the congestion around the shopping centers.	Yes, this project will add an additional eastbound through lane from Calle Santa Cruz across the I-19 bridge. This additional lane will add capacity along Irvington Road in addition to signal and intersection improvements at Landing Center Drive, including a a second left turn lane into the Spectrum Center.
5	9/10/2024 16:59:56	On the frontage road where I-19 is headed south, a new opening to Calle Santa Cruz right before Irvington should be opened. A lot of traffic is trying to get it o the new shopping center and has to take the exit at Irvington. A lot of the traffic is also trying to get to Calle Santa Cruz. It would be expensive, but the design of the new interchange should keep traffic flowing at all times	This was evaluated during reconstruction of the Ajo Way traffic interchange and ultimately not included because the frontage road is considered a ramp, and driveways are not typically added to ramps due to safety concerns as per ADOT Roadway Design Guidelines section 104 – Control of Access. The design of the interchange is intended to improve traffic flow and will reduce delay traveling through the interchange.

6	<p>While you are working on the Irvington connection, Valencia needs ramp metering - especially for north bound I-19 traffic. It is not uncommon for 8 - 12 cars to be coming on to I-19 northbound essentially "bumper to bumper". This causes traffic continuing in the right lane to have to move into the left lane to</p> <p>9/17/2024 20:53:32</p>	<p>We understand the concern; however, improvements to the Valencia Road traffic interchange are outside of the scope of this project and outside of the environmental footprint. It may be evaluated for future improvements.</p>
7	<p>The biggest problem in this area is going from southbound 19 to westbound Irvington road. The way to fix this is to extend the second right turn lane all the way to the interstate making it two exit only lanes. You may consider even adding a barrier to prevent cars from using the wrong lane to cut through traffic and then cutting over at the last minute. I would also like to see a roundabout at the first entrance to Spectrum from Irvington. Adding a bridge over Drexel would also help both here and in the Valencia area.</p> <p>9/18/2024 5:43:13</p>	<p>A third southbound right turn lane will be added with the project, and the ramp will be restriped so that the right two lanes will be dedicated to westbound Irvington Road. Unfortunately, a roundabout would be challenging to construct at Spectrum/Landing Center Drive due to right-of-way, drainage constraints and the three lanes on Irvington Road. The City is planning a project to build a bridge on Drexel Road over the Santa Cruz River.</p>
9	<p>I've always thought that there would be an entrance/exit from the South bound travel frontage Rd from Ajo to Irvington into the new complex on the N.W corner of Irvington and I-19. This would give relief to the congestion. Everything about the spectrum complex seems to be an afterthought.</p> <p>9/18/2024 8:16:32</p>	<p>This was evaluated during reconstruction of the Ajo Way traffic interchange and ultimately not included because the frontage road is considered a ramp, and driveways are not typically added to ramps due to safety concerns as per ADOT Roadway Design Guidelines section 104 – Control of Access. The design of the interchange is intended to improve traffic flow and will reduce delay traveling through the interchange.</p>

9	<p>As long time user and resident of the area and ex-ADOT District Engineer I have previously suggested that during design consideration should be seriously given to, as part of detour plans, new off and on ramps on SB I-19 at Drexel Road, be an option. With that in mind consideration should be given to installing traffic signals at the intersection of Calle Santa Cruz and Drexel. The design of the ramps Drexel Road could be designed for future integration into a new Drexel Road TI. If limited by existing R/W they could be designed as temporary. With reduced or limited traffic while Irvington TI new construction is underway, my recommendation would serve to reduce traffic impacts to Valencia TI which is currently at a very low level of service already. Ajo Road would also be impacted and does not really serve as an alternate for detoured traffic.</p> <p>9/18/2024 8:40:07</p>	<p>Improvements to Drexel Road such as new off and on ramps and/or new signals, are not within the scope of work for the project and not included in the environmental footprint that the design team is working within. Plans for a new TI at Drexel Road are not in the 5-year plan. Your comment/concern has been shared with ADOT's Project Management Group.</p>
10	<p>How is this project relieving congestion on Ajo Way and Valencia Road. I do not see any capacity improvements to Irvington road other than eastbound Irvington to northbound I-19. The proposed ramp improvements do not improve evening West bound Irvington movement congestion nor increase capacity along Irvington. Is the elimination of any traffic signals along this stretch west of I-19 being proposed. Will there be improvements to the bridge crossing Santa Cruz River to increase capacity.</p> <p>Is the state still looking at building an interchange at the Drexel I-19 intersection. This will help congestion at all three existing interchanges with I-19, Ajo Way, Irvington and Valencia Road.</p> <p>9/18/2024 8:42:27</p>	<p>This project will not construct improvements at the Ajo Way or Valencia Road traffic interchanges. On Irvington Road, the project will add an eastbound travel lane between Calle Santa Cruz and I-19 and a westbound travel lane between 16 th Avenue and Landing Center Drive, along with other improvements to increase traffic flow at Calle Santa Cruz and Landing Center Drive. No traffic signals will be removed. Unfortunately, improvements to the bridge over the Santa Cruz River are outside the scope of this project. Currently, there are no plans for an interchange at Drexel and I-19.</p>

11	<p>I appreciate that this interchange is likely to be reconstructed. I have a couple of questions:</p> <p>1. The biggest bottleneck in this area is the intersection of Irvington & Landing Center Dr., near the Tucson Spectrum area as well as a large plaza north of Irvington. How will this project address this issue? Adding a partial cloverleaf seems to help traffic exiting the area towards I-19 NB but won't help traffic entering the area.</p> <p>Two options I would suggest, if feasible and within ADOT's control, include i) adding a dual left-turn lane from WB Irvington to Landing Center Dr., or ii) adding a frontage road parallel to I-19 SB providing access to the Tucson Spectrum area (reducing the amount of left-turning traffic).</p> <p>2. Will I-19 be widened as part of this project? I-19 is probably due to be widened to at least Valencia. At very least, I might suggest widening I-19 NB north of Irvington as part of the project.</p> <p>9/18/2024 13:20:39</p>	<p>1. A second westbound to southbound left turn lane into Tucson Spectrum will be added. The lane alignment on Landing Center Drive will also be adjusted to allow better signal timing and improved traffic flow. Adding an access point to Landing Center Drive on the southbound Irvington Road exit ramp was evaluated during reconstruction of the Ajo Way traffic interchange and ultimately not included because driveways are not typically added to ramps due to safety concerns.</p> <p>2. The project will widen northbound I-19 to accommodate the new ramp configuration, but no new through lanes will be added. I-19 widening will be constructed in a future ADOT project.</p>
12	<p>The biggest issue I've observed here is traffic backing up westbound trying to get into the spectrum. There isn't enough distance for the left turn lane for all the traffic trying to get on so it backs up almost to the bridge. Perhaps a second turn lane would be more useful than the 3 lanes in each way would be.</p> <p>9/18/2024 17:57:56</p>	<p>A second westbound to southbound left turn lane into Tucson Spectrum will be added. The lane alignment on Landing Center Drive will also be adjusted to allow better signal timing and improved traffic flow.</p>
13	<p>This is a needed improvement to this interchange.</p> <p>May I suggest that it needs to be enhanced by widening Irvington from I-19 to Mission road. This two lane road has been the same configuration for the last 45 years that I have been using it. I believe it is time for an upgrade.</p> <p>9/20/2024 7:30:26</p>	<p>Unfortunately, widening on Irvington Road west of Calle Santa Cruz is outside the scope of this project.</p>

14	9/27/2024 12:51:32	I like ideas of improvement except the last item. If you take the time to look at Irvington road, you will notice that no one walks or rides bike on it. Seems to me like an unnecessary huge expense that can be better used on other 3 items. Please don't consider ruining Irvington like you did 12th ave south of Irvington to Drexel. You took a straight road and made whirls on road. Put giant cement balls as art that only ended up on the front bumper of cars. All that for pedestrian and bicycles. Once again no one crazy enough to walk or bike that miserable route. Probably because they know cars swirling behind or in front of them like a snake. Maybe put some speed lights to try to keep speeders under control or some big trees.	Bicycle and pedestrian volumes are a consideration in the project design. While bicycle and pedestrian volumes through the traffic interchange are low, they are high enough that bicycle and pedestrian improvements are necessary to safely accommodate them and reduce the crash risk for everyone including drivers. Irvington Road will not be bent or deflected to accommodate bicycles and pedestrians. Art features will not be installed within the roadway.
15	10/1/2024 16:07:50	Are improvements going to be made to the intersection at Landing Center Dr.? Where more lanes are needed to get in and out of the shopping centers. I mean the congestion is bad because of the lack of right turning lanes to exit the Harkins shopping center. You have to wait for the traffic that is going straight into the center across the street. The light cycle at the intersection seems to make the congestion worse. Then the light at Calle Santa Cruz adds to back log of traffic because there is no right turning lanes to get on Irvington. But I can see where vision for the future, perhaps, was not considered. I believe that the only relief drivers will have, is the construction of the partial cloverleaf on ramp where drivers won't have to wait at the light to get on the interstate: if that is what is proposed. Other than that I see no easing of the traffic flow. Maybe a bridge across the river that bypasses the shopping center intersection. But that's just a pipe dream for.. way in the future. Lol... Thanks for your consideration	A second westbound to southbound left turn lane into Tucson Spectrum will be added. The lane alignment on Landing Center Drive will also be adjusted to allow better signal timing and improved traffic flow. The City is planning a project to build a bridge on Drexel Road over the Santa Cruz River.

16	10/1/2024 18:10:52	Widening and increasing capacity is inappropriate. We all know that increasing capacity induces demand for more car travel and worsens congestion in the long term. If the volume of car traffic is too high for the old configuration, the better response is to stop far away sprawling and car dependent development! Or provide alternatives such as building a train from Green valley and Drexel heights, etc.	Thank you for your comment; however your suggestions are outside the scope of this project. We have shared your thoughts with ADOT's project management group.
17	10/1/2024 18:50:39	Project Schedule The project is currently in the design phase Design is expected to be completed in spring 2025 Construction is anticipated to start in summer 2025 The above timeline does not make sense. What is the correct timeline?	With design anticipated to be completed in the spring of 2025, construction will be able to start later that year, in the late summer or fall.
18	10/1/2024	What about the bottleneck west of Santa Cruz Lane? What is the County Planning? When will it widened?	Widening west of Santa Cruz Lane is not within the scope of this project.
19	10/1/2024	Is there somewhere to see the bicycle improvements in more detail?	The exhibits from the public meeting have been uploaded to the project website at: https://azdot.gov/projects/southcentral-district-projects/i-19-irvington-traffic-interchange
20	10/1/2024	Will there be impact funds available to businesses in the spectrum center?	Project funding includes right-of-way funds that will be used to acquire right-of-way and easements. Individual owners being impacted by right-of-way and/or easement acquisition will be given an offer that will be negotiated. Any "impact funds" would be addressed in these negotiations.
21	10/1/2024	I would like to see a future road project to fix Santa Cruz bridge crossing that is west of this interchange improvement. Nowhere in Tucson is there a worse transition from the road grade onto the Santa Cruz bridge than at Irvington west of the freeway.	Widening west of Santa Cruz Lane is not within the scope of this project.

19	10/1/2024	Is there somewhere to see the bicycle improvements in more detail?	<p>The exhibits from the public meeting have been uploaded to the project website at: https://azdot.gov/projects/southcentral-district-projects/i-19-irvington-traffic-interchange</p>
20	10/1/2024	Will there be impact funds available to businesses in the spectrum center?	<p>Project funding includes right-of-way funds that will be used to acquire right-of-way and easements. Individual owners being impacted by right-of-way and/or easement acquisition will be given an offer that will be negotiated. Any "impact funds" would be addressed in these negotiations.</p>
21	10/1/2024	<p>I would like to see a future road project to fix Santa Cruz bridge crossing that is west of this interchange improvement. Nowhere in Tucson is there a worse transition from the road grade onto the Santa Cruz bridge than at Irvington west of the freeway.</p>	<p>Widening west of Santa Cruz Lane is not within the scope of this project.</p>
22	10/1/2024	<p>What is the status for funding? What is the anticipated construction timeline? Will you employ traffic cameras? How will you restrict the former left turn movement onto 19 North? Can you provide a cross section at the bridge to better understand the construction and leverage?</p>	<p>Funding is available for the construction of this project. Current construction timeline is to begin in Late Summer/Fall of 2025 with Completion estimated for the Spring of 2027. There will be cameras at the signalized intersections. There will be no left turn lane replacing the existing Eastbound to Northbound movement onto I-19. A median, signing and pavement markings will be placed to deter the movement; however the need for people exiting I-19 to go west on Irvington precludes the ability to completely block the movement with a median. Additional information may be found at: https://azdot.gov/projects/southcentral-district-projects/i-19-irvington-traffic-interchange</p>

23	10/1/2024	A great road design, means nothing if the work is not done and inspected properly when the work is being done shoddy work should be done over by the contractor, when the state inspector checks the work. A fine to the contractor, still leaves the bad work in place. State inspectors are sometimes not doing their jobs.	Your concerns are acknowledged.
24	10/1/2024	Everything looks great and I hope to see it finished.	Thank you for your comment and support of this project.
25	10/1/2024	Recommend over-pass (or underpass) for pedestrians at all. I-19 Ramps- Safety to all and keep traffic flowing.	Pedestrian overpasses and underpasses were evaluated but ultimately not included due to personal safety issues that have become an adverse side-effect of these facilities.
26	10/1/2024	Recommend modeling be done for impacts to Valencia Road, Calle Santa Cruz and Drexel, and Calle Santa Cruz and Valenica. Improvements will be needed there and at Drexel and Calle Santa Cruz.	Thank you for your comment. Your suggestion is outside the scope of this project. We have shared it with ADOT's project
27	10/2/2024	Hello, I was unable to attend the meeting for the I-19/Irvington expansion. I have lived in west Midvale Park for 24 years. The entrance to Olive Garden on Irvington has been a huge problem. Drivers driving west on Irvington insist on using the "entrance" to get into Olive Garden that is only designed for use by drivers going east on Irvington using the right lane past Santa Cruz Lane to get into Olive Garden. It causes a huge back-up of vehicles from the west traffic. Perhaps the entrance to Olive Garden can be closed "permanently" in your future plans and force drivers to use the Santa Cruz light intersection to get into the mall area. I have been parked behind vehicles honking and honking and telling drivers as I roll down my window it's illegal to make a left turn there but they do it anyway, causing a huge back-up of traffic.	While the entrance/exit will remain, a raised median will be installed along Irvington Road so that westbound drivers cannot turn left and enter the driveway. This will allow the driveway to function as intended, that being an entrance and exit for only eastbound drivers.

28	10/2/2024 1:21:36	I was hoping the plan would include the santa cruz river bridge, have three travel lanes on irvington from mission to 15th Ave	Unfortunately, funding for a widened bridge over the Santa Cruz River is not currently available and not included in the scope of this project.
29	10/2/2024 1:36:55	When are the hopeless people living off of the northbound irvington exit and the people living in the wash by drexel & I-19 going to be told to leave the area. What assistance are they going to be offered?	Homeless camps that are occupied are an enforcement issue. ADOT does not do enforcement, however ADOT maintenance staff can assist with clean-up of homeless camps that are in ADOT Right of Way once they are vacated. ADOT maintenance can also put up no trespassing messaging in vacated camps to assist law enforcement with enforcing trespassing laws. The Arizona Department of Transportation Motor Vehicle Division wants to do its part to help these deserving people and offers the Homeless ID program. The state law allows the agency to waive certain fees to allow homeless vets to get a driver license or ID card for free.

<p>30</p>	<p>Thank you for planning to improve this area. I really like the plan and have three comments.</p> <p>1. I recommend looking at the northbound exit of Spectrum Mall onto Irvington (east interchange). Make a slight change to the existing Spectrum Mall northbound to Irvington eastbound right turn and straight lane to become a dedicated right turn only onto Irvington and change the exiting left turn only into a left turn and straight lane. This will significantly alleviate the back up on Spectrum Mall turning onto Irvington since traffic readily flows when people turn right, but immediately backups up when someone wants to go straight.</p> <p>2. I hope ADOT is working with whatever jurisdiction is responsible for Irvington west of the proposed ADOT improvements since Irvington is almost always backed up in both directions with the existing traffic volume. While these ADOT improvements will significantly help flow close to the I-19, the backups will still exist west of the proposed changes due to the existing chokepoints that are not being addressed. I do understand that ADOT is unlikely to be responsible for this area and I just ask that you coordinate this whoever is (and you may actually be coordinated).</p> <p>3. The Spectrum Mall access via Calle Santa Cruz is challenged during most of the day, and let's not even mention how crazy it is during Christmas! I request coordination with whoever is responsible for this area to address potential improvements to Calle Santa Cruz and/or Drexel Road.</p>	<p>1. We understand your concern with vehicles exiting the Spectrum shopping center. The proposed intersection improvements will make the intersection operate in a more efficient manner. Signal improvements (allowing simultaneous left turns out of the north and south shopping centers) will allow for reduced delays for green signal time for the exiting vehicles. Additionally, the 3rd eastbound through lane will make exiting right turns easier as the additional lane will reduce the congestion of eastbound Irvington resulting in more gaps between vehicles and opportunities to turn right when the signal is not green.</p> <p>2. Unfortunately, widening on Irvington Road west of Calle Santa Cruz is outside the scope of this project. For your information, that is the City of Tucson's jurisdiction.</p> <p>3. The design team is actively coordinating upcoming road resurfacing projects with the City of Tucson, including Calle Santa Cruz.</p>
<p>10/2/2024 8:05:31</p>	<p>Thank you very much for pursuing these improvements!</p>	

31	10/2/2024 10:54:30	Hi I believe a bridge is needed crossing over the Santa Cruz river from Drexel to S Calle Santa cruz road. That will most definitely help with traffic congestion.	The City is planning a project to build a bridge on Drexel Road over the Santa Cruz River.
32	10/2/2024 14:43:54	Please ensure to create a pedestrian/bicycle path on the north side of Irvington Road so that we can have a continuous path that encircles the Santa Cruz from Ajo Rd. We would like to be able to ride a bike/walk from Ajo to Irvington and back to Ajo without having to cross Irvington to get to Ajo. Having a route in the north side of Irvington will allow that and be a safer route for pedestrians:cyclists. Thank you	Pedestrian and bicycle facilities will be provided on the north side of Irvington Road. Incentives that may reduce construction time will be evaluated by ADOT.
33	10/2/2024 15:14:11	I have several concerns. The first and foremost is the length of time that it will take. The time stated is 18-24 months. So far most of your projects in Tucson have taken 36-48 months and are not well thought out. What guarantees do we have that it will be done on time? This area of Irvington is already F rated, during construction, where will all the traffic go? Mission is already overloaded, Valencia is overloaded? What are the mitigation plans? Are there any? Will on and off ramps be closed? Why dont you open up an entrance to the Landing shopping center from the long off ramp (especially since they just put in a hotel and a huge apartment complex in there.). Will there be consideration to go up to the bridge on Irvington and the Santa Cruz wash? That bridge needs to be redone (theres a huge bump on both sides and its not wide enough). According to the presentation last night, this improvement should handle the traffic through 2045. With as much building in the county west of Tucson, I do not see this as a true statement. No lights have been fixed to make them in sync. In the space of a mile you have 5 lights and no 2 are timed the same. We have seen in the phoenix area how roads and bridges are completed in 6-8 months, due to incentives. Is this project going to be incentivized to the contractors? Thank you for listening. Hopefully I hear back	Construction requirements will stipulate that 2 lanes of traffic will remain open on Irvington Road, in each direction. ADOT and the City of Tucson will work to maintain the safe, efficient flow of traffic during construction. Prior to construction, the design team will meet with the City to review sequencing, maintenance of traffic, detour routes and allowable lane closures and restrictions. As the project nears construction and during construction, schedule and traffic restriction info will be shared in advance with all. We encourage you to subscribe to receive project updates on the project website: https://azdot.gov/projects/southcentral-district-projects/i-19-irvington-traffic-interchange An entrance to the Landing shopping center from the SB ramp was evaluated during reconstruction of the Ajo Way traffic interchange and ultimately not included because driveways are not typically added to ramps due to safety concerns as per ADOT Roadway Design Guidelines section 104 – Control of Access.
34	10/2/2024 16:03:32	Please add feeder roads from the I-19 frontage roads into the spectrum and landing shopping centres. A lot of the traffic is caused by the abundance of people turning into those shopping centres, especially people turning left into the spectrum centre from westbound Irvington.	This approach was evaluated during the reconstruction of the Ajo Way traffic interchange and ultimately not included because driveways are not typically added to ramps due to safety concerns as per ADOT Roadway Design Guidelines section 104 – Control of Access.
35	10/2/2024 19:11:52	Good plan for i-19 & Irvington interchange. Timeliness should be ASAP, as it is a mess in p. Rush hour. Also, you really need to evaluate the intersection of I -19 & Valencia, west side of I-19. Pm rush jour, traffic is backed up in 2 lanes longer than at Irvington. This is persecution needs to keep traffic moving smoothly west and east. Please have traffic engineers there to observe & come up with a solution. Thank you.	Thank you for your comment. Unfortunately, your suggestion is outside the scope of this project. We have shared it with ADOT's project management group.
36	10/3/2024 10:12:31	Extremely glad to see improvements planned for this important interchange. Currently, exiting off of I-19 is very difficult and congested. With all the new businesses open in this area the interchange is seriously outdated. One other suggestion is to expand I-19 from 1-10 to Valencia road to 3 to 4 lanes in each direction. Hopefully ADOT will include this in future plans.	There will be a future widening of I-19 to 4 lanes in each direction; however, that is outside of the scope of work for this project.
37	10/3/2024 10:58:23	Why doesn't ADOT create the new Traffic Interchange (TI) at I-19 and Drexel first? That would alleviate some congestion while Irvington is under construction.	At this time, constructing an interchange on I-19 at Drexel Road is not programmed for funding. We have shared your comment with ADOT's Project Management Group.
38	10/4/2024 7:39:44	This project's timeline needs prioritized to get done sooner than projected. Additional lanes definitely need to be added. Traffic in this area is a nightmare!	Thank you for your comment. Incentives to reduce the construction timeline will be discussed during the final design process.
39	10/4/2024 10:34:35	Irvington over I-19 needs to be repaved or at least potholes patched NOW. The surface is terrible and not safe.	The bridge over I-19 will be widened and reconstructed.

40	10/6/2024 16:47:56	Please make the bridge safer and long lasting like 50 years and wider. A lot of traffic on that road period. Like a freeway normally has .	The bridge over I-19 will be widened and reconstructed. The bridge is being designed for a 75-year lifespan.
41	10/7/2024 9:09:44	<p>Hello. I don't see how any of this will address the congestion on the bridge over the Santa Cruz on Irvington. That bridge had to absorb all of the traffic that used to use the bridge at Drexel years ago before the Drexel Bridge was washed away in a flood. The population and use of the Irvington Bridge on the Santa Cruz has skyrocketed since that time with no way to relieve the traffic. The commercial developments on the North and South side of Irvington, just west of I-19 has also had an outsized impact on the congestion and traffic over the Irvington bridge at Santa Cruz. Were those developers not required to pay impact fees to help address the need to replace/widen the Santa Cruz bridge?</p>	Unfortunately, funding for a widened bridge over the Santa Cruz River is not currently available and not included in the scope of this project.
42	10/7/2024 12:45:34	<p>I approve and support ADOT's I-19 Irvington Traffic Interchange Project. The aspect that I love about ADOT's I-19 Irvington Traffic Interchange Project is that 2 left turn lanes will be added to the Irvington Road and Landing Center Drive Intersection which will improve safety and reduce congestion.</p>	Thank you for your comment.

43	10/8/2024 8:36:34	<p>It was my understanding that ADOT was no longer constructing loop ramps due to safety and other issues, and was trying to eliminate existing loop ramps whenever possible. Was a diverging diamond interchange considered? If so, why was a partial cloverleaf chosen instead? And if not, should it be?</p> <p>Also, are there any safety concerns with a two-lane loop ramp?</p> <p>Lastly, what is the design speed of the loop ramp? More importantly, how fast will vehicles be traveling when they enter the I-19 mainline? I know that on-ramp traffic will have its own lane(s) and that there is a decent distance before the next off-ramp, but most of that traffic will be merging into northbound mainline traffic, so they will need to be able to pick up speed quickly.</p>	<p>Thank you for your question. ADOT does still construct loop ramps and has constructed several in the Phoenix region over the last two decades. Some older loop ramp designs, such as the I-10 and Kino Parkway interchange, had designs that led to poor operations and safety. New loop ramps are designed to operate safely and efficiently. The Irvington Road loop ramp will be designed to meet current ADOT and national design standards for loop ramps. It will join I-19 with a dedicated lane that will extend to the Ajo Way exit ramp which will provide over 3600 feet for entering vehicles to accelerate and merge with I-19 traffic. A diverging diamond interchange was considered however, due to multiple factors including concerns with traffic signal operations and bicycle and pedestrian routing through the interchange, it was not found to be a preferred option.</p> <p>The loop ramp is designed with wider lanes to accommodate trucks, signage and markings to help drivers navigate it, and an acceleration lane on I-19 for drivers in the second loop lane to merge.</p>
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44			<p>The design team is actively coordinating upcoming road resurfacing projects with the City of Tucson, including Calle Santa Cruz.</p> <p>The proposed intersection improvements at Landing Center Drive will make the intersection operate in a more efficient manner. Signal improvements (allowing simultaneous left turns out of the north and south shopping centers) will allow for reduced delays for green signal time for the vehicles exiting the southerly shopping center (Spectrum). Additionally, the 3rd eastbound through lane will make exiting right turns easier as the additional lane will reduce the congestion of eastbound Irvington resulting in more gaps between vehicles and opportunities to turn right when the signal is not green.</p>
	10/12/2024 16:01:11	<p>You need to pave Calle Santa Cruz before starting so the traffic can be routed there while Irvington is under construction. Most people travel Calle Santa Cruz to avoid traffic on Irvington. Also when you exit spectrum to go east on Irvington the right turn lane needs to just that alone. People going straight to the other side is what causes the backup in spectrum. Make one of the left turn lanes be the lane that also would go straight.</p>	
45		<p>Please ensure to create a pedestrian/bicycle path on the north side of Irvington Road so that we can have a continuous path that encircles the Santa Cruz from Ajo Rd. We would like to be able to ride a bike/walk from Ajo to Irvington and back to Ajo without having to cross Irvington to get to Ajo. Having a route in the north side of Irvington will allow that and be a safer route for</p>	Pedestrian and bicycle facilities will be provided on the north side of Irvington Road.
46	10/14/2024 14:25:00		
	10/15/2024 11:52:11	<p>Much needed improvements. Very happy to see this get underway.</p>	Thank you for your comment.

47		<p>Please ensure to create a pedestrian/bicycle path on the north side of Irvington Road so that we can have a continuous path that encircles the Santa Cruz from Ajo Rd. We would like to be able to ride a bike/walk from Ajo to Irvington and back to Ajo without having to cross Irvington to get to Ajo. Having a route in the north side of Irvington will allow that and be a safer route for pedestrians/cyclists. Thank you</p>	Pedestrian and bicycle facilities will be provided on the north side of Irvington Road.
	10/15/2024 13:59:00		
48		<p>The I-19 interchange should be made as big/wide as the completed projects at Ina, Ruthrauff, twin peaks, Ajo. This area is under served and a minimal or partial cloverleaf isn't sufficient. Thousands of homes have been built in the southwest and the infrastructure is not adequate. The roads from state route 86 to Ajo are not nearly enough. The southwest side infrastructure, roads etc. are about 15 years behind where they should be and with continued growth, it will only get worse.</p>	<p>Thank you for your comment. ADOT projects are typically designed for a 20-year horizon. While several traffic interchange configurations were evaluated, the partial cloverleaf, has been determined to provide better overall traffic flow and safety. The partial cloverleaf design will allow longer westbound left turn lanes into the Spectrum Center. The project will also provide a second left turn lane into the Spectrum Center, along with other improvements intended to improve traffic flow on Irvington Road between Calle Santa Cruz and I-19. The project will construct three right turn lanes from southbound I-19 to westbound Irvington Road, which will reduce congestion on the ramp.</p>
	10/15/2024 14:20:30		
49			<p>There will be a future widening of I-19 to 4 lanes in each direction; however, that is outside of the scope of work for this project.</p>
	10/16/2024 5:53:59	<p>Need to widen I19 to 3 lanes both north and southbound through project area.</p>	

80	<p>10/16/2024 6:53:26</p> <p>Didn't the city remove or is removing all clover on/off ramps? Now you want to add one? The heavy flow is in the shopping centers. Make two turn lanes coming out of the southwest shop center widen the bridge to add another lane each direction (east/west) and pave the horrible road. Add police officers to give tickets to those that are not obeying the traffic laws. I moved away from there but family still lives there so I'm there often.</p>	<p>Thank you for your comments. Responses are as follows:</p> <p>The new ramp configuration will provide more space for vehicles to merge onto northbound I-19, unlike the existing clover leaf ramps in Tucson, and is not expected to worsen traffic flow.</p> <p>Signal improvements (allowing simultaneous left turns out of the north and south shopping centers), along with the additional through lanes to make right turns easier will improved the Landing Center Drive Intersection.</p> <p>The bridge will be widened and reconstructed.</p> <p>Unfortunately, traffic enforcement will be handled by local law enforcement, not ADOT.</p>
51	<p>10/16/2024 7:24:53</p> <p>A partial cloverleaf interchange does not address the core traffic issues seen at this interchange and traffic light at landing way. The state should consider a Single point interchange, with 3 lanes in each direction and 2 lane turn lanes in each direction for the both the SPI and Landing Way. The majority of the traffic congestion is occurring because of left turns from Irvington Road into Spectrum Mall at Landing Way. This traffic Jam causes significant delay and congestion that backs up onto Interstate 19 in both directions as well as Irvington Road in both directions. A partial cloverleaf benefiting traffic heading north on Interstate 19 does not change any of the traffic congestion.</p>	<p>A single point urban interchange was considered, but was ultimately eliminated in favor of the partial cloverleaf, which will provide better overall traffic flow and safety. The partial cloverleaf design will allow longer westbound left turn lanes into the Spectrum Center than a single point urban interchange. The project will also provide a second left turn lane into the Spectrum Center, along with other improvements intended to improve traffic flow on Irvington Road between Calle Santa Cruz and I-19. The project will construct three right turn lanes from southbound I-19 to westbound Irvington Road, which will reduce congestion on the ramp.</p>
52	<p>10/16/2024 7:28:33</p> <p>I think the community would be best served with a single point interchange, like the Ajo and I19 interchange. In my experience this offers the most safety, and least traffic possible.</p>	<p>Thank you for your comment. A single point urban interchange was considered, but was ultimately eliminated in favor of the partial cloverleaf, which will provide better overall traffic flow and safety. The partial cloverleaf design will allow longer westbound left turn lanes into the Spectrum Center than a single point urban interchange. The project will also provide a second left turn lane into the Spectrum Center, along with other improvements intended to improve traffic flow on Irvington Road between Calle Santa Cruz and I-19.</p>
53	<p>10/16/2024 8:58:26</p> <p>Hello</p> <p>The improvements are good, but they do not address one of the biggest problems which is there is only one main way into and out of the shopping plaza. For instance why cant you add a new entrance into the shopping plaza from I-19 before and after Irvington rd for shoppers wanting to enter the north and south shopping areas directly from the freeway. This would provide more than one entry point into the shopping area from the freeway and relief some of the traffic onto and off Irvington rd. Drivers could access entry into the south area by going past Irvington rd and enter in area by the theaters to access the south area.</p>	<p>Constructing new entrances/exits from the southbound ramp from into the Landing, northerly shopping center, and/or the Spectrum, southerly shopping center is not a viable option because driveways are not typically added to ramps due to safety concerns, as per FHWA and ADOT Guidelines.</p>

We are concerned about the potential impact of the double left turn lane into Tucson Spectrum. These changes could significantly alter traffic flow into the center and may also contribute to increased traffic congestion at the entrance which reduces to a single lane. This will create delays and bottlenecks for customers trying to access the property. Additionally, this congestion raises safety concerns, as the increased volume of vehicles turning into the center may heighten the risk of accidents.

We are also concerned with the reduction of frontage along Irvington Road. These changes could significantly alter visibility of our monument signs from Irvington Road, which is critical for attracting customers and maintaining tenant visibility. Reduced signage visibility could negatively affect foot traffic and overall business performance within the property, requiring careful consideration and potential adjustments to the current signage.

Are there any other options being considered regarding the double left turn lane? We were not provided sufficient time to plan for this increased traffic flow, and several changes are already being made to accommodate the Landing Center Drive.

Why is a similar approach not being considered for Tucson Spectrum?

Additionally, what concessions is the city willing to make to address the potential impact on signage visibility?

Signage is critical to maintaining visibility for our tenants, and any changes could negatively affect business performance. We would appreciate further

discussion on how these concerns will be mitigated.

Thank you for your comment. Two westbound left turn lanes are necessary to improve overall safety and operations at the intersection and reduce the risk of congestion spilling back further east on Irvington Road and onto the southbound exit ramp. We will schedule a meeting with the property owners to discuss options for managing entering traffic.

Reduction of frontage and other options will be discussed at the meeting with the property owners.

Why is a similar approach not being considered for Tucson Spectrum: The changes on Landing Center Drive are to allow for improved signal timing at the intersection. Will discuss further at the meeting with the property owners.

Concessions from the City and Signage will be discussed at the meeting with the property owners.

65	<p>Hello</p> <p>At the exit of the south shopping plaza at McDs and home depot onto Irvington rd was not improved, the traffic backs up greatly many times past the home depot with drivers trying to turn onto Irvington rd. That access road needs to be four lanes so that drivers turning right onto east Irvington don't block other drivers trying to turn west on to Irvington rd. there is always a huge back up at this exit area. This also causes problems with traffic coming into the south area from Irvington with drivers trying to turn left into home depot area and cant because of the cars backed up trying to waiting for the light, traffic stops flowing and backs up traffic all the way to the Irvington intersection. The south entry/ exit road should be four lanes and entry into home depot should limited farther south of the intersection to prevent drivers making the first left into home depot from backing up traffic.</p> <p>This problem doesn't just impact cars leaving the south area, but also cars trying to access into the south area from east and west Irvington rd when traffic backs up going south into the shopping plaza</p> <p>The solution is a clearly marked four lane entry and exit area.</p> <p>Happy do discuss at 520-270-8802</p> <p>10/16/2024 9:44:14</p>	<p>While we understand your concern with exiting vehicles backing up, the proposed intersection improvements will make the interesection operate in a more efficient manner. Signal improvements (allowing simultaneous left turns out of the north and south shopping centers) will allow for reduced delays for green signal time for the vehicles exiting the southerly shopping center (Spectrum). Additionally, the 3rd eastbound through lane will make exiting right turns easier as the additional lane will reduce the congestion of eastbound Irvington resulting in more gaps between vehicles and opportunities to turn right when the signal is not green.</p>
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66	<p>Do all of the following plus add an overpass on Drexel to connect the two sides across the river and this would also help</p> <p>10/16/2024 10:11:11</p>	<p>Thank you for your comment. Your suggestion is outside the scope of this project. We have shared it with ADOT's project management group.</p> <p>Please note that the City is planning a project to build a bridge on Drexel Road over the Santa Cruz River.</p>
67	<p>The South ramp needs to have an outlet into the Santa Cruz Shopping center way too may cars now to try to get on to Irvington it will back up tremendously and not necessary. Apartments are there now so it will clog up the system. Thank You</p> <p>10/16/2024 11:36:01</p>	<p>This was evaluated during reconstruction of the Ajo Way traffic interchange and ultimately not included because the frontage road is considered a ramp, and driveways are not typically added to ramps due to safety concerns as per FHWA and ADOT Guidelines.</p>
68	<p>Make it the same as the Ajo and I -19</p> <p>10/16/2024 11:39:41</p>	<p>A single point urban interchange was considered, but was ultimately eliminated in favor of the partial cloverleaf, which will provide better overall traffic flow and safety. The partial cloverleaf design will allow longer westbound left turn lanes into the Spectrum Center than a single point urban interchange. The project will also provide a second left turn lane into the Spectrum Center, along with other improvements intended to improve traffic flow on Irvington Road between Calle Santa Cruz and I-19. The project will construct three right turn lanes from southbound I-19 to westbound Irvington Road, which will reduce congestion on the ramp.</p>

59	10/16/2024 11:45:43	One glaring problem I've noticed at this intersection is the right lane turn from I-19 travelling south onto Irvington (to make a right turn). It's dangerous, as it's difficult to see traffic coming from east of the interstate on Irvington going west. I make this turn frequently heading into Landing Way. This requires a sharp right turn, then a lane change to the right quickly after that turn. Please look at this problem. I suspect a light (arrow) to allow turning right from that intersection is necessary. It would make both the almost blind turn (because	Thank you for your comment. The right turn movement from the southbound exit ramp to westbound Irvington will become a "no right turn on red" scenario with this project. Our design team agrees with your concern at this intersection.
60	10/16/2024 13:30:1	Irvington Rd does need to be improved.	Thank you for your comment.
61	10/16/2024 13:40:0	I have a suggestion for going westbound where turning left into the Home Depot marketplace is to turn to two lanes instead of one left turn lane. There is enough room to shift over the right lane so there's still 2 right lanes...then there's 2 left turn lanes because that is where it gets backed up the most. And this actually can be accomplished now by just changing the lines. During rush hour the single left turn lane basically will back up to the highway.	A second left turn lane will be added to the current configuration as you have noted.

62	10/16/2024 14:02:5	What about a separate exit for the "Landing" and "Spectrum" retail area? That would ease congestion for the new apartments in the Landing area and ease congestion for both the Landing and Spectrum locations as well. Most people, exiting I-19 onto Irvington, are going to the retail stores and restaurants in these areas. If you have an exit into the Spectrum area, they would exit on the rear side of the Harkins movie theatres or onto Calle Santa Cruz. Also, what about an exit for Drexel Rd? Expanding an exit and construction for a bridge onto Drexel will help as well. That would allow for people going home in the Midvale area or those that want to exit to go to the Spectrum retail area. The City of Tucson has to be "Proactive" to foresee the amount of traffic that is going to increase with the new home developments, going further south on Valencia and also on Irvington Rd. There has to be more than one clover leaf exit/entrance onto I-19.	At this time, constructing new interchanges on I-19 at the Landing, the Spectrum, and/or Drexel Road is not programmed for funding. Additionally, the required spacing for interchanges and exit ramps at the shopping centers would not be acceptable. Furthermore, an entrance/exit from the South bound travel lane/frontage Rd from Ajo to Irvington into the Landing was evaluated during reconstruction of the Ajo Way traffic interchange and ultimately not included because the roadway is considered a ramp (and driveways are not typically added to ramps due to safety concerns), as per FHWA and ADOT Guidelines.
63	10/16/2024 14:57:4	To safely accommodate bicycles crossing I-19 at this interchange, there must be protected and not just buffered bike lanes. Paint is not protective bicycle infrastructure. There is too much motor vehicle traffic at this interchange to do anything other than physically protected bike lanes. Protected bike lanes are especially important here to allow people on bikes a safe connection to and from the nearby Chuck Huckleberry Loop.	Thank you for your comments. The project will add bicycle lanes on Irvington Road in both directions and provide connectivity with the bicycle lanes outside the project limits. We will discuss with the City and ADOT whether additional separation (such as striped buffer, vertical separation, protected intersections, etc.) can be added to the project, as well as green markings.

84	10/16/2024 15:11:11	New design looks great! 😊👍	Thank you for your comment.
85	10/16/2024 15:12:01	<p>The proposed improvements provide insufficient safety for bicyclists. Irvington Road serves as a bicycle route from the west approaching the Santa Cruz River; the existing infrastructure (itself not ideal) seems to shunt bicyclists to the Loop rather than allow for continuous travel in an eastbound direction. Over I-19 there are very few crossing points for bicyclists (Ajo is abysmal, as is Valencia; the Loop is not maintained leading to Drexel and in any event Drexel does not cross the river. The proposed improvements to Irvington are woefully inadequate to remedy this problem. Beyond the entrance to the Loop toward the east in the westerly direction, the proposed bicycle facility is not fully protected with a barrier nor marked (green pavement) to allow riders to travel through. It is the motorists who are turning and deviating from through travel, they should be required to yield to the road users who want to travel in a straight line. Heading into the other direction is even worse; the proposal does not have even a partial physical barrier between bicyclists and motor vehicle traffic (paint is not a barrier!), in addition to not allowing bicyclists through travel equivalent to that of the motor vehicle traffic.</p>	<p>Thank you for your comments. The project will add bicycle lanes on Irvington Road in both directions and provide connectivity with the bicycle lanes outside the project limits. We will discuss with the City and ADOT whether additional separation (such as striped buffer, vertical separation, protected intersections, etc.) can be added to the project, as well as green markings.</p>
86	10/16/2024 15:29:55	<p>Looking at the proposed changes, it appears that the freeway is going to go from 2 lanes to 4 lanes at the new Irvington interchange then reduced to 2 lanes continuing north, then again widens at Ajo to 4 lanes. This is going to cause confusion and more of a traffic nightmare for those that travel this daily such as myself. Can the freeway be widened continuously from at least Irvington to Ajo to accommodate the increased traffic instead of reducing it back to 2 lanes, since the freeway widens again to 4 lanes at Ajo. Also, Instead of this proposed interchange which will certainly cause confusion, can the intersection be the similar to the interchanges at Ajo and at Valencia? What about the widening of the Santa Cruz river at Irvington? This is also a traffic nightmare during the morning and evening commute.</p>	<p>There will be a future widening of I-19; however, that is outside of the scope of work for this project. The additional lanes are to provide a safe merging of the partial clover leaf onto I-19 northbound.</p> <p>A single point urban interchange was considered, but was ultimately eliminated in favor of the partial cloverleaf, which will provide better overall traffic flow and safety. The partial cloverleaf design will allow longer westbound left turn lanes into the Spectrum Center than a single point urban interchange. The project will also provide a second left turn lane into the Spectrum Center, along with other improvements intended to improve traffic flow on Irvington Road between Calle Santa Cruz and I-19. The project will construct three right turn lanes from southbound I-19 to westbound Irvington Road, which will reduce congestion on the ramp.</p> <p>Unfortunately, funding for a widened bridge over the Santa Cruz River is not currently available and not included in the scope of this project.</p>
87	10/16/2024 15:34:21	<p>An entrance and exit from the area of the 4 way stop on Santa Cruz, where Pima College is located would help with traffic and access to shopping centers. Another entrance and exit off the freeway heading south, just before getting off onto Irvington Road would help too!</p>	<p>Thank you for your comment. Your suggestion is outside the scope of this project. We have shared it with ADOT's project management group.</p>

68	10/16/2024 15:35:3	Please repave the bridge. It is very uneven.	A new bridge will be constructed across I-19.
69	10/16/2024 15:38:1	I believe reconstructing the existing diamond interchange and adding a partial cloverleaf ramp at Irvington Road would be the best option.	Thank you for your comment.
70	10/16/2024 15:46:4	Instead of spending all this money to alleviate traffic on Irvington, why not add on and off ramps to Drexel rd. Most of traffic on w Irvington is people leaving or heading home at Midvale and they get caught up in traffic to the shopping centers. A lot of traffic would be avoided if these cars would use Drexel instead of Irvington. The biggest expense would be a bridge over the river.	Thank you for your comment; however, your suggestion of a traffic interchange at Drexel is outside the scope of this project. Please note that the City is planning a project to build a bridge on Drexel Road over the Santa Cruz River.
71	10/16/2024 16:36:2	Turning off freeway heading south is horrible and everyone cuts everyone off. Very dangerous. Of a double turning lane then start the lines way north into two. Instead of a merging. Two well defined turning lanes.	The proposed design will have 5 turn lanes (one left turn lane, one left turn/through lane, and 3 right turn lanes) at the intersection with Irvington Road. This is intended to improve the capacity at the intersection and reduce congestion.

72	10/16/2024 17:26:0	I think this plan is a joke, why not duplicate Ajo Way and Valencia intersections instead of these improvements? I live in the area and hate the daily traffic delays, we need better traffic flow with three lanes from 12th Ave to Mission Road. Please help our neighborhood with good improvements just not some ideas from people who don't live in the area. Thank you	Thank you for your comment. A single point urban interchange was considered, but was ultimately eliminated in favor of the partial cloverleaf, which will provide better overall traffic flow and safety. The partial cloverleaf design will allow longer westbound left turn lanes into the Spectrum Center than a single point urban interchange. The project will also provide a second left turn lane into the Spectrum Center, along with other improvements intended to improve traffic flow on Irvington Road between Calle Santa Cruz and I-19. The project will construct three right turn lanes from southbound I-19 to westbound Irvington Road, which will reduce congestion on the ramp.
73	10/16/2024 17:37:0	This whole area, Irvington from I19 west to mission Rd, needs to be widened to 3 lanes both directions. Then Mission to Cardinal needs 2 lanes each direction. Also Ajo way from I19 to Kinney Rd. needs to be widened to 3 lanes both directions	The scope of work will widen Irvington to 3 lanes in each direction from I-19 to Calle Santa Cruz; however widening improvements west of Calle Santa Cruz are not in the scope of work for this project.

74

Although it will alleviate traffic onto the freeway, the congestion of irivngton road with both the spectrum and the landing shopping centers will still be a big factor. The bike path although useful will not alleviate traffic, west Irvington needs to be widened to accomodate for the traffic from I-19 to Midvale Park

10/16/2024 17:57:0 Rd.

The scope of work will widen Irvington to 3 lanes in each direction from I-19 to Calle Santa Cruz; however widening improvements west of Calle Santa Cruz are not in the scope of work for this project.

The project will provide a second left turn lane into the Spectrum Center, along with other improvements intended to improve traffic flow on Irvington Road between Calle Santa Cruz and I-19.

The project will also construct three right turn lanes from southbound I-19 to westbound Irvington Road which will improve congestion.

75

10/16/2024 18:28:5 Yes finally!!!

Thank you for your comment.

78

As a resident of the area for the last 27+ years, this reconstruction is well overdue, but I'm glad we're finally here. I pretty much agree with the proposed map that has been provided at this point, but would like to add some suggestions with regards to the traffic-flow affecting potential lane changes moving west at/past Calle Santa Cruz. In order to truly reduce the congestion between I-19 and west of Calle Santa Cruz (almost all the way to Midvale Park Road), I believe that it'd be in planners best interest to include more fluid traffic-control measures at Calle Santa Cruz as well as widening the bridge that goes over the Santa Cruz River. For example, instead of the last-second-merge-from-the-right-lane-into-the-middle-lane-or-turn-north-onto-Calle-Santa-Cruz (while travelling west on Irvington), continue the right lane through the intersection and have it either exit into the Buffalo Wild Wings parking lot, or merge shortly thereafter - though having it merge after the apartment complex or beyond would be even better. On the opposite side of the road, travelling eastbound on Irvington, I'd begin the new third lane over the bridge beginning at the Irvington access turn-in for the Santa Cruz River Park. I don't think these ideas are too irrational, especially since the space to do so is already present on both sides of Irvington and by reducing the width of the median, where it's present.

10/16/2024 18:37:1

Unfortunately, improvements to the bridge over the Santa Cruz River are outside the scope of this project.

77	<p>Yes I agree the project desperately needed. I would like to suggest the work be done mostly while school is out. Traffic is a nightmare in the morning trying to get on freeway heading west when school is in session. I drive this way to work everyday.</p> <p>10/16/2024 19:56:41</p>	<p>The project will take a very long time to complete if work is only done while school is out. It is not practical. Construction requirements will stipulate that 2 lanes of traffic will remain open, in each direction. ADOT will have requirements in the construction contract addressing when potential closures and restrictions can occur. Any full closure will occur during overnight and weekend hours to minimize impacts to commuting traffic.</p> <p>ADOT and the City of Tucson will work to maintain the safe, efficient flow of traffic during construction. Prior to construction, the design team will meet with the City to review sequencing, maintenance of traffic, detour routes and allowable lane closures and restrictions. As the project nears construction and during construction, schedule and traffic restriction info will be shared in advance with all. We encourage you to subscribe to receive project updates on the project website: https://azdot.gov/projects/southcentral-district-projects/i-19-irvington-traffic-interchange</p>
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78	<p>I read the information presentation same ADOT says that this is not like the partial cloverleaf at Kino and I-10. That it will not suffer similar problems. However I would note that ADOT already has experience with partial cloverleaf designs that don't have 500 feet of weaving space. Notably the I-10 and 143 interchange included a partial cloverleaf and was a constant source of headaches despite much more acceleration room, room that was secured by a concrete median from the I-10 mainline. Even still drivers were routinely unable or unwilling to accelerate to at least 65 MPH. Here in this design 25 MPH traffic is still dumped onto the I-19 mainline with zero acceleration room. If ADOT can find no other way to move traffic efficiently, can there be at least a lengthy concrete median separating the merging traffic so it has time to speed up? Every single on ramp that has no real merging room has problems.</p> <p>10/16/2024 22:33:31</p>	<p>Thank you for your comment. The SR143 to I-10 loop ramp (prior to the current reconstruction) was a single lane ramp that handled considerably more traffic than the Irvington Road to I-19 loop ramp will. It was also impacted by congestion along I-10 due to proximity with multiple high-volume entrance and exit ramps. The Irvington Road to I-19 loop ramp will join I-19 with a dedicated lane that will extend to the Ajo Way exit ramp, providing over 3600 feet for entering vehicles to accelerate and merge with I-19 traffic. Traffic modeling for the project has shown that this will operate better than the existing configuration, which only provides 1600 feet of weaving distance between the Irvington Road on ramp and Ajo Way exit ramp. Concrete barriers are not typically added in gore areas to separate ramp traffic (including loop ramps even when there is a speed differential between ramp and mainline traffic). Concrete barriers are themselves a hazard/crash risk.</p>
79	<p>10/16/2024 21:08:01 In agreement with proposals</p>	<p>Thank you for your comment.</p>
80	<p>10/16/2024 23:09:41 I approve</p>	<p>Thank you for your comment.</p>

○ Appendix D: Survey

ADOT Self-Identification Survey	
<p>Title VI of the 1964 Civil Rights Act, as amended, 42 USC 2000d, and U.S. Department of Transportation regulations provide that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."</p> <p>Other Title VI Nondiscrimination related authorities:</p> <ul style="list-style-type: none">• Federal-Aid Highway Act of 1973• Section 504 of the Rehabilitation Act of 1973• Americans with Disabilities Act of 1990• Executive Orders 12898 & 13166	<p>The Arizona Department of Transportation's goal is to ensure that every effort will be made to prevent discrimination through the impact of its programs, policies, and activities.</p> <p>ADOT will take reasonable steps to provide accommodations based on language or disability. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.</p> <p>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.</p>
<p>Completing this survey is voluntary. If you choose to respond, please mark all that apply.</p>	
<p>ETHNICITY/RACE:</p>	
<input type="checkbox"/> African American/Black	<input type="checkbox"/> Native Hawaiian/Other Pacific Islander <input checked="" type="checkbox"/> Hispanic/Latino
<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian <input checked="" type="checkbox"/> White



Self-Identification Survey

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17-001



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ETHNICITY/RACE:

☐ African American/Black

☐ Native Hawaiian/Other Pacific Islander

☒ Hispanic/Latino *Chicana*

☐ American Indian/Alaskan Native

☐ Asian

☐ White

17-091



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11/19/11



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17/001



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17.091



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TRANS



Self-Identification Survey

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10-1481



Self-Identification Survey

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10/09/1



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12-0005



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Completing this survey is voluntary. If you choose to respond, please mark all that apply.

ETHNICITY/RACE:

- | | | |
|---|---|---|
| <input type="checkbox"/> African American/Black | <input type="checkbox"/> Native Hawaiian/Other Pacific Islander | <input type="checkbox"/> Hispanic/Latino |
| <input type="checkbox"/> American Indian/Alaskan Native | <input type="checkbox"/> Asian | <input checked="" type="checkbox"/> White |



Self-Identification Survey

Title VI of the 1964 Civil Rights Act, as amended, 42 USC 2000d, and U.S. Department of Transportation regulations provide that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

Other Title VI Nondiscrimination related authorities:

- Federal-Aid Highway Act of 1973
- Section 504 of the Rehabilitation Act of 1973
- Americans with Disabilities Act of 1990
- Executive Orders 12898 & 13166

The Arizona Department of Transportation's goal is to ensure that every effort will be made to **prevent discrimination** through the impact of its programs, policies, and activities.

ADOT will take reasonable steps to provide **accommodations** based on language or disability. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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.

Completing this survey is voluntary. If you choose to respond, please mark all that apply.

ETHNICITY/RACE:

☐ African American/Black

☐ Native Hawaiian/Other Pacific Islander

☐ Hispanic/Latino

☐ American Indian/Alaskan Native

☐ Asian

☒ White

17-001



I-19 Irvington Road TI ADOT Self Identification Survey (Responses)



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	A	B	C	D	
	Form_Responses1 ▾				
1 +	Timestamp ▾	Race/Ethnicity ▾			
2	9/17/2024 20:53:49	White			
3	9/18/2024 8:43:03	Hispanic/Latino			
4	10/1/2024 16:08:56	Hispanic/Latino			
5	10/2/2024 1:22:05	American Indian/Alaska			
6	10/2/2024 10:55:13	Native Hawaiian/Other P			
7	10/2/2024 14:44:17	Hispanic/Latino			
8	10/7/2024 12:45:45	White			
9	10/8/2024 8:36:50	White, Hispanic/Latino			
10	10/12/2024 16:01:42	White			

○ Appendix E: Title VI Public Meeting Summary

