

Appendix C

Public Hearing Report and Transcript



INTERSTATE 10: INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

Public Hearing

Ellie Towne Flowing Wells Community Center
Thursday, June 21, 2012
5 to 7:30 p.m.

ADOT Project No. 010 PM 247 H7583 01L
Federal Aid No. 010-D(211)N



Prepared for:
Arizona Department of Transportation

Prepared by:
Gordley Group



HEARING SUMMARY

Overview

The Arizona Department of Transportation, in conjunction with the Federal Highway Administration, held a public hearing for the Interstate 10: Ina Road Traffic Interchange to Ruthrauff Road TI study to provide information about the alternatives under study, explain potential environmental impacts of the alternatives and receive public comment on the Draft Environmental Assessment (EA). The Initial Design Concept Report (DCR) was also made available for public review.

The public hearing was held on Thursday, June 21, 2012, from 5 to 7:30 p.m., with a presentation at 5:15 p.m., at the Ellie Towne Flowing Wells Community Center in Tucson, AZ. Approximately 140 people signed in.

Public Display of Documents

The Draft EA was available for public review at the following locations:

- From June 1, 2012, to July 6, 2012
 - ADOT, 1221 S. Second Ave., Tucson, AZ 85713
 - Flowing Wells Branch Library, 1730 W. Wetmore Road, Tucson, AZ 85705
 - Nanini Branch Library, 7300 N. Shannon Road, Tucson, AZ 85741
 - Town of Marana Operations Center, 5100 W. Ina Road, Marana, AZ 85743
 - Wheeler Taft Abbett, Sr. Branch Library, 7800 N. Schisler Drive, Marana, AZ 85743
 - Online at www.azdot.gov/ina2rr
- June 21, 2012
 - At the public hearing

Notification

Notification for the public hearing included:

- June 1, 2012
 - Internal memo distributed to ADOT group managers
 - Government official notification emailed
 - Invitation postcard posted on project website
- June 4, 2012
 - Newspaper advertisement published in the Arizona Daily Star (Circulation: 79,500)
 - Notification emailed to property owner and stakeholder list (Distribution: 869)
 - News release sent to local media
- June 5, 2012
 - Postcard invitation mailed to residents, businesses and property owners within a two-mile radius of the project area, as well as project stakeholders, interested parties and agencies (Distribution: approximately 29,000)
- June 6, 2012
 - Newspaper advertisement published in the Explorer (Circulation: 44,050)

Copies of the notification materials are included in Appendix A.

Meeting Format, Materials and Presentation

At the public hearing, participants were provided a meeting agenda with instructions for how the hearing would proceed, project fact sheet, comment form, question card, speaker card and a Study Process Development handout. Participants were asked to:

- Sign in
- Fill out and leave completed comment forms at the meeting or send them in by July 6, 2012
- Write questions on question cards to be read and answered during the question and response session at the end of the presentation
- Fill out speaker cards if they wanted to speak during the formal comment period

A display board and brochures were also available regarding Title VI of the Civil Rights Act, and brochures were available from RTA MainStreet Business Assistance and ADOT Right of Way. Participants were encouraged to view the displays, ask questions and provide feedback.

Staffed information stations with aerial plan-view roll plot maps were provided on tables, and additional displays mounted on boards were available to allow participants to ask questions specific to the area of their concern. Other stations included the RTA MainStreet Business Assistance Program and ADOT Right of Way. In addition, the environmental station had two copies of the Draft EA available for viewing, and an engineering station had two copies of the Initial DCR available for viewing.

A presentation began at 5:15 p.m., and a court reporter was present to transcribe the hearing. The presentation included:

- A description of the project alternatives and major design features
- The social, economic, environmental and other impacts of the project
- The relocation assistance program and right-of-way acquisition process
- Procedures for receiving both oral and written statements from the public
- Notice that no studies or plans will be formalized until the complete public record has been analyzed, including data gathered at the public hearing and comments received in response to the Draft EA
- Notice that written input and comments may be submitted to ADOT by July 6, 2012

A question and response session followed the presentation, and an opportunity was provided for a formal comment period; however, no attendees chose to speak during the formal comment period.

After the presentation, attendees were encouraged to provide formal comments to the court reporter and visit information stations to learn more about the project. The hearing adjourned at 7:30 p.m.

In addition, all public meeting materials were posted to the project website (www.azdot.gov/in2rr).

The court reporter transcription is available in Appendix B. The meeting materials are in Appendix C. The PowerPoint presentation is in Appendix D.

Comments and Questions from the Public

Input received during the question and response session appears in the hearing transcript in Appendix B. Additionally, copies of the question cards are included in Appendix E.

Written Comments from the Public

Approximately 23 comments and questions were received in the form of comment forms, emails, phone calls and faxes between June 1, 2012, and Aug. 17, 2012.

Written comments are included in Appendix F, and responses appear in the comment matrix in the Final EA.

Appendices

- A: Notification
- B: Court Reporter Transcription
- C: Meeting Materials
- D: PowerPoint Presentation
- E: Question Cards
- F: Written Comments



Appendix A: Notification





INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE (TI) TO RUTHRAUFF ROAD TI STUDY PUBLIC HEARING

The Arizona Department of Transportation, in conjunction with the Federal Highway Administration, invites you to attend a public hearing to obtain public comment on the Draft Environmental Assessment for the Interstate 10: Ina Road Traffic Interchange (TI) to Ruthrauff Road TI study.

The purpose of this hearing is to provide information about the preferred alternative and its potential environmental impacts and to receive public comments on the Draft Environmental Assessment. The hearing will follow the requirements of the National Environmental Policy Act.

The purpose of the project is to increase traffic capacity and circulation on Interstate 10 between Ina Road and Ruthrauff Road. Potential improvements include freeway reconstruction and widening; improvement of traffic interchanges and crossroads; grade separation of crossroads and railroad crossings at Ina, Sunset and Ruthrauff roads; and reconstruction and widening of bridges over Orange Grove Road, the Cañada del Oro Wash and Rillito Creek.

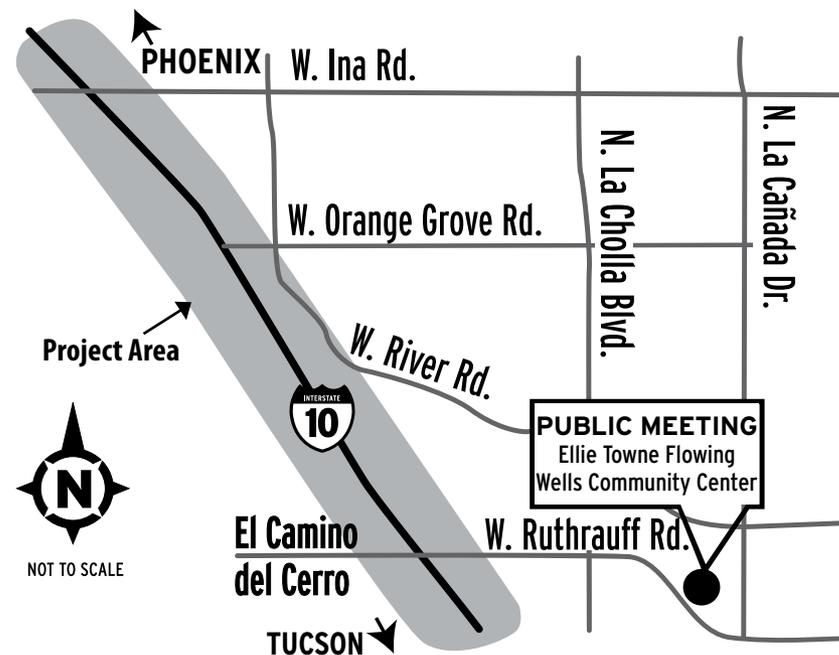
The community is encouraged to ask questions and provide comments on the proposed improvements. Team members will be available to answer questions and discuss individual and property-specific concerns. Maps and displays will be available for viewing. Public comments can be submitted by written comment form, or given verbally during the formal comment session or to a court reporter who will be present at the hearing.

The Draft Environmental Assessment document is available for viewing online at www.azdot.gov/ina2rr and a hard copy is available for review at the following locations:

- Flowing Wells Branch Library, 1730 W. Wetmore Road, Tucson, AZ 85705
- Nanini Branch Library, 7300 N. Shannon Road, Tucson, AZ 85741
- Wheeler Taft Abbett, Sr. Branch Library, 7800 N. Schisler Drive, Tucson, AZ 85743
- Town of Marana Operations Center, 5100 W. Ina Road, Tucson, AZ 85743
- ADOT, 1221 S. Second Ave., Tucson, AZ 85713

You also will have an opportunity to view both the Draft Environmental Assessment and the Initial Design Concept Report at the public hearing.

Comments will be accepted at the meeting as well as by mail to ADOT Outreach Team, 2540 N. Tucson Blvd., Tucson, AZ 85716; by fax to 520-327-4687; or by email to ina2rr@azdot.gov. To be included in the project record, comments must be submitted no later than Friday, July 6, 2012.



THURSDAY, JUNE 21, 2012
5 to 7:30 p.m., Presentation at 5:15 p.m.
Ellie Towne Flowing Wells Community Center
1660 W. Ruthrauff Road, Tucson, AZ 85705
YOUR INPUT IS NEEDED!

Americans with Disabilities Act: Persons with a disability may request reasonable accommodations by calling 520-327-6077. Requests should be made by Thursday, June 14, 2012. This notice is available in alternative formats. Please contact the ADOT Outreach Team at 520-327-6077 for a copy.

Este documento está disponible en español llamando al 520-327-6077.

**THIS NEWSPAPER NOTICE AND OTHER PROJECT INFORMATION ARE
AVAILABLE AT: www.azdot.gov/ina2rr**

TODD EMERY
ADOT Tucson District Engineer

ASADUL KARIM
ADOT Project Manager

JENNIFER TOTH
ADOT State Engineer

JAMES LEMMON
ADOT Environmental Planner



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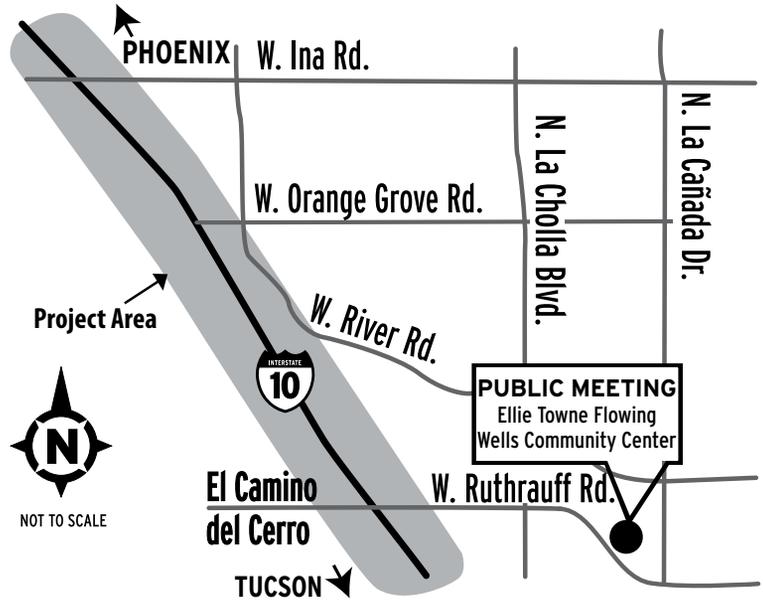
The purpose of this hearing is to provide information about the preferred alternative and its potential environmental impacts and to receive public comments on the Draft Environmental Assessment. The hearing will follow the requirements of the National Environmental Policy Act.

The purpose of the project is to increase traffic capacity and circulation on Interstate 10 between Ina Road and Ruthrauff Road. Potential improvements include freeway reconstruction and widening; improvement of traffic interchanges and crossroads; grade separation of crossroads and railroad crossings at Ina, Sunset and Ruthrauff roads; and reconstruction and widening of bridges over Orange Grove Road, the Cañada del Oro Wash and Rillito Creek.

The community is encouraged to ask questions and provide comments on the proposed improvements. Team members will be available to answer questions and discuss individual and property-specific concerns. Maps and displays will be available for viewing. Public comments can be submitted by written comment form, or given verbally during the formal comment session or to a court reporter who will be present at the hearing.

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Comments will be accepted at the meeting as well as by mail to ADOT Outreach Team, 2540 N. Tucson Blvd., Tucson, AZ 85716; by fax to 520-327-4687; or by email to ina2rr@azdot.gov. To be included in the project record, comments must be submitted no later than Friday, July 6, 2012.

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TODD EMERY
ADOT Tucson District Engineer

ASADUL KARIM
ADOT Project Manager

JENNIFER TOTH
ADOT State Engineer

JAMES LEMMON
ADOT Environmental Planner



Public Hearing for Interstate 10: Ina to Ruthrauff Roads Traffic Interchanges Study on June 21

TUCSON – The Arizona Department of Transportation, in conjunction with the Federal Highway Administration, invite the community to attend a public hearing for the Interstate 10: Ina to Ruthrauff roads traffic interchanges study.

Date: Thursday, June 21
Time: 5 to 7:30 p.m. (Presentation begins at 5:15 p.m.)
Location: Ellie Towne Flowing Wells Community Center
1660 W. Ruthrauff Road, Tucson, AZ 85705

The purpose of the hearing is to obtain public comment on the Draft Environmental Assessment for the project. Attendees of the meeting will have an opportunity to view both the project's Draft Environmental Assessment and the Initial Design Concept Report, which evaluates proposed alternatives — including the consequences of not making any improvements in the study area (no-build alternative).

The proposed improvements aim to increase capacity and enhance safety on I-10 between Ina and Ruthrauff roads for motorists and truck traffic. Potential improvements include freeway reconstruction and widening; improvement of traffic interchanges and crossroads; grade separation of crossroads and railroad crossings at Ina, Sunset and Ruthrauff roads; and reconstruction and widening of bridges over Orange Grove Road, the Cañada del Oro Wash and Rillito Creek.

Residents, organizations, businesses and affected motorists will have an opportunity to view the alternatives, discuss individual and property-specific concerns with project team members, and share their thoughts and opinions at the public hearing. Maps, displays and handouts of the proposed build alternative will also be available for viewing.

The Draft Environmental Assessment document is available for viewing online at www.azdot.gov/ina2rr and a hard copy is available for review at the following locations:

- Flowing Wells Branch Library, 1730 W. Wetmore Road, Tucson, AZ 85705
- Nanini Branch Library, 7300 N. Shannon Road, Tucson, AZ 85741
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- Town of Marana Operations Center, 5100 W. Ina Road, Tucson, AZ 85743
- ADOT, 1221 S. Second Ave., Tucson, AZ 85713

Attendees also will have an opportunity to view both the Draft Environmental Assessment and the Initial Design Concept Report at the public hearing.

Comments should be submitted by Friday, July 6, 2012.

For more information about the public hearing, please contact the ADOT Outreach Team at 520-327-6077. For more information about the project, please visit the project website at www.azdot.gov/ina2rr. Local media should contact the ADOT Public Information Office at news@azdot.gov or 1-800-949-8057.

This project will be managed by ADOT in conjunction with the Federal Highway Administration.



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INTERSTATE 10

INA ROAD TRAFFIC INTERCHANGE (TI) TO RUTHRAUFF ROAD TI STUDY

PUBLIC HEARING

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THURSDAY, JUNE 21, 2012

5 to 7:30 p.m., Presentation at 5:15 p.m.

Ellie Towne Flowing Wells Community Center

1660 W. Ruthrauff Road, Tucson, AZ 85705

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The community is encouraged to ask questions and provide comments on the proposed improvements. Team members will be available to answer questions and discuss individual and property-specific concerns. Maps and displays will be available for viewing. Public

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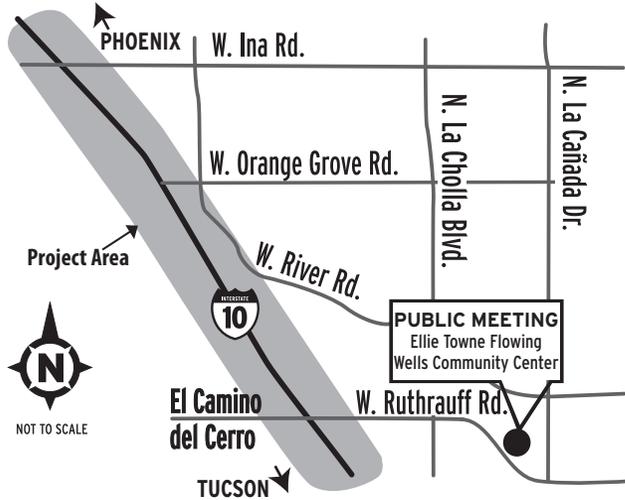
For project information, visit www.azdot.gov/ina2rr





ADOT Outreach Team
2540 N. Tucson Blvd.
Tucson, AZ 85716

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SAVE THE DATE!

Public Hearing, Thursday, June 21, 2012



Appendix B:

Court Reporter Transcription



IN THE MATTER OF

ADOT public hearing-I-10 Ina Rd TI to Ruthrauff
Rd TI
Volume 1
06/21/2012

Colville & Associates, LLC
1309 E. Broadway
Tucson, Arizona
520-884-9041 520-623-1681

Word Index Included

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INTERSTATE 10:
INA ROAD TRAFFIC INTERCHANGE TO
RUTHRAUFF ROAD TRAFFIC INTERCHANGE

Public Hearing
Ellie Towne Flowing Wells Community
1660 W. Ruthrauff Road
Tucson, Arizona 85705

* * * * *

Transcript Prepared by Nancy P. Richmond, RPR
Notary Public, State of Arizona
Colville & Associates
1309 East Broadway Blvd.
Tucson, AZ 85719
(520) 884-9041
Fax (520) 623-1681

1 In Attendance:

2

3 ARIZONA DEPARTMENT OF TRANSPORTATION

4 Linda Ritter

5 Mick Hont

6 Todd Emery

7 Fred Garcia

8 Danny Granillo

9 Asad Karim

10 Jim Lemmon

11 Nick Partridge

12 Pete Mayne

13 Barbara Pursell

14 Karen Rask

15 Paki Rico

16 Teresa Welborn

17 Steve Wilson

18 Tim Wilson

19

20 ELUCITY NETWORK, INC.

21 Beth Wedge

22

23 FEDERAL HIGHWAY ADMINISTRATION

24 Messa Otani

25

1 HDR ENGINEERING

2 Michael Bertram

3 Christine Jacobs-Donoghue

4 Scott Stapp

5 JD Taylor

6

7 PIMA COUNTY DEPARTMENT OF TRANSPORTATION

8 Priscilla Cornelio

9 Rick Ellis

10

11 RTA MAINSTREET

12 Britton Dornquast

13

14 TOWN OF MARANA

15 Scott Leska

16

17 GORDLEY GROUP

18 Jan Gordley

19 Lori Lantz

20 Adriana Marinez

21 David Mogollon

22 Melissa Anguiz

23

24

25

1 MS. RITTER: Welcome, everyone.

2 Karen, can you hear me in the back? Can you hear me
3 pretty good, or am I talking too loud? Everybody
4 can take a seat. We have a lot of ground to cover
5 tonight.

6 Thank you for coming. There's a seat
7 right here and a few seats here, and there, if you'd
8 like to take a seat.

9 Well, welcome everybody. Welcome to
10 tonight's public hearing for the Interstate 10
11 traffic interchange, Ina Road traffic interchange to
12 Ruthrauff Road traffic interchange. I'm Linda
13 Ritter. I'm the senior community relations officer
14 for ADOT, and we greatly appreciate all of you
15 coming out here tonight. This is a wonderful
16 turnout, and it's great to see you all.

17 To start off, there's quite a few of us on
18 the project team who are here tonight. For time's
19 sake, I'm not going to read everybody's name or list
20 everyone, but I would like to call to your attention
21 the individuals who will be doing the presentation
22 tonight and also will probably be answering the
23 majority of your questions and addressing your
24 questions.

25 So with that in mind, Todd Emery will be

1 coming around 5:30 today. He got stuck in Phoenix
2 in a meeting. He's our Tucson district engineer,
3 and in his place presenting tonight we have Mick
4 Hont, who is the assistant Tucson district engineer,
5 who will be presenting. And Mick's right over here.

6 We also have Tim Wilson, who is our
7 manager of the predesign section. And also we
8 have -- they're all in the front, so I'm sorry.
9 They have to stand up and turn around. We have Asad
10 Karim, who is our predesign project manager. We
11 have Danny Granillo in our development area. Thank
12 you, Danny. That's Danny.

13 We have Jim Lemmon, who is our NEPA
14 planner. For those are not familiar with NEPA, it's
15 a very important component of this study. That's
16 the National Environmental Policy Act.

17 We also have right-of-away agents, and I'd
18 like to point out we have stations for certain areas
19 that I know you will find of interest. There's a
20 lot of questions in these areas.

21 In the back, in right-of-way we have Pete
22 Mayne. Pete's up here. Sorry. But we do have
23 right-of-way back there. So during our open house,
24 Pete will be back there.

25 We have Barbara Pursell from right-of-way,

1 and Karen Rask. Hi, Karen.

2 We also have Fred Garcia, who is in the
3 back, and he's our environmental specialist. If you
4 have any questions regarding noise issues, such as
5 those, there's Fred.

6 And also working with me from our
7 communication and community partnerships division,
8 we have Teresa Welborn, who is our statewide team
9 director, Teresa. And we have Paki Rico, community
10 relations officer.

11 From HDR, project consultants who will be
12 presenting tonight, we have Michael Bertram, our
13 associate vice president of HDR. There he is in the
14 back. And, also, we have Christine Donoghue, our
15 senior environmental planner with HDR.

16 We would also like to introduce tonight
17 Meesa Otani from the Federal Highway Administration,
18 a critical partner with us on this project and in
19 most everything ADOT does.

20 And we also would like to point out that
21 from RTA MainStreet we have Britton Dornquast, who
22 has a station in the back as well. And we also
23 have, representing business outreach from Elucity,
24 I'd like to introduce Beth Wedge. And, Beth, there
25 she is.

1 Additionally, we have representatives from
2 Gordley Group tonight, who are helping us with
3 public involvement. And we also have
4 representatives from URS, which is a technical
5 consultant for us on this study. And I would also
6 like to introduce to you, 'cause this is a public
7 hearing, we have a court reporter, Nancy Richmond,
8 and she is going to be recording this entire public
9 hearing, your comments, our responses, everything;
10 she will document this public hearing.

11 All of us on the study team would like to
12 welcome you. All of us on the study team have
13 badges. So during our open house or at any time, if
14 you have any questions, any of us with badges will
15 be able to assist you.

16 So that our project team can better
17 understand our audience tonight, I am wondering if
18 you would be good enough to raise your hand if you
19 have come to our public meetings on this study in
20 the past or have come to any stakeholder meetings.
21 Please raise your hand. Thank you very much.
22 That's quite a few of you, and we greatly appreciate
23 your participation and your participation today.
24 It's been wonderful working with you.

25 Additionally, how many of you in our

1 audience are business owners, if you could raise
2 your hands? Wow, quite a few. Thank you. And how
3 many of you are residents who have come to hear this
4 public hearing? Thank you so much. Quite a few.

5 Tonight I'd like to just give you a brief
6 outline of how this will go. First we're going to
7 have Mick Hont come up and just briefly tell you how
8 important this project is to the Tucson district and
9 give you an idea of the process that we follow and
10 why we follow it.

11 Then Michael Bertram with HDR will provide
12 a detailed study overview of the alternatives that
13 we looked at, the preferred alternative, the
14 timeline. Christine Donoghue will then provide an
15 overview of the study's environmental assessments.

16 And this will be followed by a question
17 session, and I will go into that in a minute, and it
18 will then be followed by a comment period, which I
19 will go into in just a second. And then we'll
20 finish the evening with an open house.

21 As you may have noticed when you came in,
22 you were provided with a number of forms, and I'd
23 like to point out one form to you. It's white, and
24 it's a comment form. And if you could write your
25 comments down tonight, even if you talk with a

1 project manager and you discuss one of your concerns
2 or your comments, we would really like to have that
3 documented as clearly and concisely, because we'd
4 really like to understand it. And this will become
5 an official part of documentation of this public
6 hearing if you get this into us by Friday, July 6th.

7 And the way you get it into us, at the
8 bottom it tells you a number of ways. You can
9 e-mail. You can fax it. And we greatly look
10 forward to receiving your comments. You can also
11 provide them to us tonight, if you would like.

12 Additionally, there's a yellow card, and
13 this yellow card is a question card. If you have
14 any question during our Power Point presentation or
15 after, while we're addressing questions, please fill
16 out this card, write as clearly as you can because I
17 need to read it, and we'll read your questions. If
18 there are similar questions, we'll compile the
19 questions, and we'll try to get to every single
20 question that we can.

21 If you could, please, we would appreciate
22 it if your questions could remain general so that
23 everyone in the audience can benefit from the
24 question. But if you have something really
25 specific, if you could meet with us during the open

1 house afterwards, we'll be pleased to meet with you
2 and go over any kind of specific concerns, questions
3 that you may have. So if you could keep these kind
4 of general, that would be great.

5 Additionally, and very importantly, we
6 have a blue card, and this is a speaker card.
7 Tonight, because this is a public hearing, we're
8 going to put this microphone right there. And
9 anybody who wants to come up and speak into the
10 microphone and have -- state a comment, we are
11 welcome you -- welcoming you and encouraging you to
12 do so.

13 All's you have to do is just write your
14 name and, again, us with badges will be collecting
15 these, and we will call them in the order that we
16 receive them. You will have three minutes to state
17 your comment, and we have Adriana over here who will
18 hold up a yellow card when you have one minute left.
19 And then when your three minutes are up, she will
20 hold up a red card. And if you could please
21 conclude your comment at that time, we greatly
22 appreciate it because, again, we have a lot of
23 ground to cover, and we want to have everyone
24 participate in this process.

25 With that in mind, I just want to

1 reiterate that your input, your feedback, your
2 questions, your concerns are very, very important to
3 us regarding the study because it shapes the study's
4 outcomes. And with that in mind, I would like to
5 introduce Mick Hont.

6 MR. HONT: Well, good evening,
7 everybody. As Linda mentioned, my name is Mick
8 Hont. I'm the assistant district engineer for ADOT
9 Tucson District, and I'm here representing Todd
10 Emery, who will be here later this evening. I'm
11 going to echo what Linda just said. This is a very
12 important project for the Tucson District.

13 Over the past several years you all have
14 seen considerable investment in I-10. You've seen
15 several major projects. Two were just completed
16 north -- or I'm sorry -- west of Picacho Peak, and
17 we have one ongoing now in Prince. This project
18 will further our efforts to increase traffic
19 capacity on this interstate.

20 I'd like to take a moment and recognize
21 two local government representatives. Both are from
22 Pima County. First, Ms. Priscilla Cornelio, the
23 Pima County DOT Director, and also Mr. Rick Ellis,
24 also with Pima County.

25 MS. RITTER: And ask if there's

1 anybody else.

2 MR. HONT: Are we missing anybody?

3 MR. LESKA: Scott Leska with the Town
4 of Marana.

5 MR. HONT: Thank you, Scott. So
6 major projects like this one that are funded in part
7 by federal monies require us to follow the NEPA
8 process. And a very important step in that process
9 is to reach out to the public and to the different
10 stakeholders and solicit input. Here in a few
11 minutes you will be given a project overview by
12 Michael, and we encourage you to please take notes
13 and to make comments and ask questions. Thank you.

14 MS. RITTER: Before Michael comes up,
15 I wanted to say something I just remembered, and
16 that's that there's three ways that you can comment
17 tonight. Number one, you can comment with the white
18 form that I showed you, or you can comment with us
19 tonight. But you can, also, during our open house,
20 if you don't want to speak and you don't want to
21 write anything down, our court reporter will take
22 your comments. Thank you very much. Michael?

23 MR. BERTRAM: I'm not a podium guy.
24 My name is Mike Bertram. I work with HDR
25 Engineering here in Tucson. I've been honored to be

1 the project manager on behalf of ADOT predesign and
2 other groups on this particular project.

3 Before I move into my program -- can you
4 guys hear me? Before I move into my presentation, I
5 would like to also take a minute for a few thank
6 you's. In particular, all the discipline groups
7 within ADOT, it's a very large and complex project,
8 and it involves numerous subsets of ADOT from
9 predesign, statewide project management,
10 environmental planning group, CCP, and all the other
11 road interests, not to mention the Tucson District,
12 Mr. Granillo and Mr. Emery and Mr. Hont and others,
13 the local jurisdictions who were invaluable with the
14 decision-making process on this project,
15 particularly Pima County DOT with Rick and
16 Priscilla, Scott and Keith Brann, the Town of
17 Marana, both the Andy's at TDOT, at the time
18 Mr. Dinauer and now Mr. McGovern.

19 And last but not least, the RTA, Jim
20 DeGrood and others and Britton in the back there
21 have been invaluable in this process as well. FHWA
22 most certainly, without their support, it would be
23 particularly challenging from a funding perspective.

24 The project began with Mary Frye and Tom
25 Deitering. They've subsequently moved up, Mary to

1 D.C., and Meesa Otana has replaced her very
2 effectively, and we appreciate her assistance. And
3 Aryan Lirange replaced Tom, and he's a very skilled
4 person as well and has been great to work with.

5 And last but not least, folks on the
6 design team, from my office, HDR, JD Taylor, that
7 fellow in the green shirt. He's been responsible
8 for the lion's share of the technical engineering
9 that you see on paper tonight. And if you have
10 really detailed questions, I would encourage you to
11 go see JD.

12 Christine and Scott, those are the
13 environmental folks. They're primarily the authors
14 of the EA and would be happy to field your
15 questions. Also, our teammates at URS, Kittelson,
16 NCS, and Wheat Scharf.

17 So as you can see, a lot of skilled
18 professionals with a lot of experience are here this
19 evening. We encourage you to seek them out to get
20 your questions answered if we're not able to do so
21 throughout our presentation, and we'll be here to
22 the wee hours if we need to, to ensure that happens.

23 This slide summarizes where we've been in
24 terms of the public involvement process on this
25 project so far. And as you can see, the project is

1 nearly three years in duration now. And throughout
2 my twenty-five-year career, I've not seen the major
3 continuity remain as it is on this project and also
4 the continuity with the folks that I see in the
5 audience, as well, whether they be residents or
6 commercial property owners as well.

7 So what I want -- the reason I bring that
8 to bear is we hope that throughout this process
9 we've been able to consistently implement the
10 feedback that we receive from you in the
11 decision-making and engineering and evaluation
12 processes. And, hopefully, you see that come to
13 fruition on what you see on paper tonight.

14 These -- the public hearing is essentially
15 the culmination of this, but by no means is this the
16 end, okay? Throughout the future steps of the
17 project, there are going to be continuing outreach
18 efforts with the public, and Christine will be able
19 to elaborate more on those in the future slides.

20 Next slide? This is the process by which
21 we've been developing the project, and, again, as
22 Linda alluded to, it's NEPA compliant in order to
23 make the projects associated with the scope
24 federally funding eligible.

25 So the first, if you look at it in

1 columns, is the scoping process, and per that
2 previous slide, that process began in 2009. And,
3 essentially, what we did is we reached out to the
4 agencies and the public to solicit your input
5 without any of what you see on the walls or boards
6 today. We evaluated existing conditions, tried to
7 predict the future traffic through the year 2040 for
8 this project, culminating with essentially the
9 approval by FHWA of what the purpose and the need is
10 for this particular project.

11 Once established as the project's purpose
12 and need, then we began the alternatives and
13 environmental studies process in order to develop
14 alternatives that are in response to that particular
15 purpose and need, and after doing so, evaluated them
16 in a screening process, whittling them down to those
17 that are more appropriate for advancement into the
18 next step, documentation in the initial design
19 concept report and the draft environmental
20 assessment, and culminating with what we're here to
21 do this evening, which is to have the public
22 hearing, where you, as the public and the other
23 cooperating agencies, have an opportunity to go on
24 the record and share with us your thoughts, your
25 cares, and your concerns.

1 Now, after this concludes, there's another
2 step, and that is the finalization of the design
3 concept report and the environmental assessment. So
4 everyone who provides a comment card, speaks to the
5 court reporter, or reads your -- takes your three
6 minutes to go on record with your sentiment, that
7 all gets entered into and is documented in the final
8 Environmental Assessment. And while that's going
9 on, if there is anything that we need to do on the
10 engineering side to react to that, that's also
11 reflected back in the final design concept report,
12 culminating then with a decision document by FHWA,
13 generally in two forms.

14 One, that there's not enough documentation
15 or there are significant enough impacts to warrant
16 the preparation of an environmental impact
17 statement; or, B, a finding of nonsignificant
18 impacts, thereby being able -- ADOT being able to
19 continue forward then in the design process, which
20 is reflected on the next slide.

21 One of the things that comes out of the
22 final DCR is the implementation plan, thereby
23 setting forth the pattern and the timing associated
24 with how the corridor improvements would be made,
25 either it would and it's fed into ADOT's five-year

1 construction program. Once seeded, ADOT generally
2 follows the form of moving into final design. About
3 halfway through that process, right-of-way
4 acquisitions begin. And then at the conclusion of
5 that, the construction documentation is advertised
6 for bids, and you see what you see down on Prince TI
7 right now, a lot of heavy lifting, bridges, walls,
8 dirt, the whole nine yards. And eighteen to
9 twenty-four months later, you have yourself a brand
10 new interchange.

11 So to give you some general background on
12 the study area, again, this is -- I get caught up
13 with what's north, south, east, west because the
14 whole thing runs catty wampus to the whole work
15 zone. So we'll call Ina the west and Ruthrauff the
16 east this evening. So the project begins
17 approximately half a mile west of the Ina Road
18 interchange with this limit interfacing with the
19 future improvement, the western limit of the Prince
20 TI improvements, about half of a mile east of the
21 Ruthrauff interchange. It includes Orange Grove
22 interchange and the Sunset Road interchange.

23 As you can see from the color coding
24 there, there is multi-jurisdictional cares and
25 concerns that have been brought to bear on the

1 project. For the most part, the northern half is
2 within the Town of Marana's jurisdiction. The area
3 in the white is unincorporated Pima County, and the
4 blue is the City of Tucson. And please don't forget
5 that the Union Pacific Railroad runs right along the
6 eastern right-of-way line of ADOT, which also means
7 the Arizona Corporation Commission has a stake in
8 this as well.

9 Next slide. So circling back to the
10 project development process, again, what culminated
11 from the scoping is what the project purpose and
12 need was. And it can be more or less summarized in
13 these four bullets.

14 First, furthering along the planning
15 objectives from ADOT's original 1993 general plan
16 and planning into it what we, as Pima County voters,
17 approved in 2006 in the form of the Regional
18 Transportation Authority's improvements. Back in
19 1993, that general plan set forth the means in which
20 I-10 and the frontage roads would be improved. And
21 in doing so, what we drive out there on, the
22 concrete frontage roads, that was a by-product of
23 that plan.

24 And that plan also called for four lanes
25 in each direction for I-10 but did not call for any

1 grade-separated intersections with the Union Pacific
2 Railroad at Sunset, at Ina, or at Ruthrauff. That's
3 where the RTA plans come into play here because the
4 RTA plan involves funding to grade-separate the Ina
5 and the Ruthrauff Road interchanges.

6 And throughout the development of this
7 project, ADOT and FHWA agreed that that should also
8 be accommodated at the Sunset Road interchange.

9 Secondly, the project alternatives need to
10 be developed that are commensurate with the future
11 year of 2040 from a traffic and operational
12 perspective. So what you see on paper tonight is
13 what the lane requirements are, what the
14 intersection configurations are, where signals and
15 turn lanes are required, et cetera. We all had to
16 do that in response to what this report told us.

17 Third, making sure whatever is developed
18 it's concurrent and consistent with existing roadway
19 design standards. Life changes. Back in '93 the
20 standards were a little bit different than what they
21 are today. Some are the same; some are different.
22 But whatever we're doing now needs to be consistent
23 with the state of the union today.

24 And lastly, to eliminate those
25 vehicle-train conflicts at the crossroads, to assist

1 emergency service providers and operations. I think
2 if anyone sat out on Ruthrauff today trying to get
3 here with a train going by understands what I'm
4 talking about.

5 So now that we understand, hopefully, the
6 purpose and the need for the project, we moved into
7 the development of alternatives, and they can be
8 categorized in these forms.

9 One, development of alternatives that
10 provide different modes of transportation; namely,
11 commuter rail, light rail, et cetera. And in and of
12 themselves, they do provide some additional
13 capacity. But if you circle back to the purpose and
14 need for the project, additional mobile alternatives
15 don't eliminate the railroad crossings. They don't
16 affect operations in terms of how the freeway and
17 crossroads operate today. So mobile alternatives
18 were not carried forward further into the DCR.

19 Then we assessed roadway network
20 improvements; mainly, is there another alternative
21 corridor in which these improvements could be
22 constructed? I-10 was established back in 1960,
23 right, Danny? Who loves you, brother? But, anyway,
24 so it's a well established corridor. So are all the
25 crossroads that interface with I-10.

1 And these local jurisdictions that we
2 blend in with have established their transportation
3 plans commensurate with those corridors being where
4 they are today. So we didn't feel that this
5 particular alternative should be advanced further in
6 design and was not advanced.

7 Next, the design, how we would provide
8 that grade separation with the railroad and the
9 crossroad.

10 So there's three factors at work. You've
11 got the railroad, you've got the crossroad, and you
12 have the freeway. And how you combine them to
13 grade-separate the UP from the crossroad could take
14 a number of different forms. You can have the
15 crossroad remain as it is today and have the
16 railroad go over or under. You could have the
17 freeway go over the crossroads, like it is today,
18 but then the railroad would have to go over or under
19 in that configuration as well.

20 And, lastly, elevating the crossroad over
21 the top of the Union Pacific Railroad, bringing I-10
22 down to the same grade as the railroad. And that's
23 essentially what we landed on in advanced furthering
24 design.

25 And, lastly, what do TI's look like? For

1 all the consulting committee out there, I'm sure
2 you're wondering if we looked at SPUIs and diverging
3 diamonds and the like. But from a driver expectancy
4 standpoint, from the right-of-way utilization
5 standpoint and whatnot, the tight diamond
6 interchange, consistent with what you see in
7 downtown Tucson, up at Twin Peaks interchange, and
8 what will be the future configuration of Prince in
9 the future was advanced further as the -- in the
10 design process.

11 So in all, two alternatives were advanced.
12 We documented in the initial design concept report
13 and draft Environmental Assessment, one, a no build
14 alternative and a build alternative, which has at
15 this point been identified as the preferred
16 alternative.

17 So a little background on the no action
18 alternative. It's important to remember that no
19 action has impact as much as action, okay? And so
20 part of the process in the environmental assessment
21 is to analyze what the conditions would be like in
22 2040 should no improvements be made to I-10, to the
23 crossroads, or to grade-separating the Union Pacific
24 Railroad. Essentially, those four factors that fed
25 into the purpose and the need, this action does

1 not -- is not consistent with that purpose and need,
2 so it has not been identified as the preferred
3 alternative.

4 Slide, please. So the build alternative,
5 as I mentioned earlier, has been identified as the
6 preferred alternative. So what does that mean? It
7 means full reconstruction of I-10, along with the
8 full reconstruction of each of the four interchanges
9 located within the project corridor. It also
10 involves five travel lanes for the ultimate in each
11 direction on the freeway.

12 And then, as I'll elaborate more in the
13 future -- in the future slides, regarding
14 implementation and whatnot, there is just an initial
15 construction phase that will build four lanes in
16 each direction. But everything that we're doing or
17 the build alternative would provide for would
18 accommodate expansion of the freeway for five lanes
19 in each direction. And it meets the project purpose
20 and the need.

21 So, again, at Ina and at Ruthrauff, what
22 you'd be looking at if you were to do a comparison
23 is what you see up at Twin Peaks, where you have a
24 downgrade next to the railroad with the crossroad
25 going over. There would be a structure over the

1 Union Pacific Railroad. Okay. There would be
2 two-lane on-and-off ramps. The frontage roads would
3 be elevated to match the crossroad profile. So
4 everything is essentially being inverted at Ina and
5 at Ruthrauff.

6 With respect to Sunset, same thing. It
7 would be inverted as well, but this project, keep in
8 mind, is intended to document the improvements that
9 would be made within ADOT's right-of-way only.
10 What's outside of there and what's hopefully going
11 to be accommodated in the future by Pima County is
12 for those approaches to and from the west of the
13 freeway to come in and match with the ultimate plan
14 for Sunset.

15 So, again, we have two folks that are
16 involved with the planning and the design and
17 subsequent construction of this particular
18 interchange.

19 Next slide? At Orange Grove the geometry
20 would not be reversed because we already have a
21 grade separation with the Union Pacific Railroad
22 there. So, essentially, what you would see is I-10
23 being rebuilt, widened and elevated a little bit to
24 accommodate more vertical clearance at that
25 interchange. Also, dual right-turn lanes would be

1 provided from the westbound frontage road to
2 eastbound Orange Grove. For anybody who's sat at
3 that, you can understand the reason why.

4 And then, last but not least,
5 reconstruction of the I-10 bridges over the Cañada
6 del Oro and the Rillito Creek. With respect to the
7 Rillito Creek, it's also going to increase the
8 statutory freeboard requirement there, making it
9 compliant with that.

10 One of the big things that you encounter
11 and that this would have to be responsive to is
12 local access changes in the vicinity of the TI's,
13 because when you reverse the geometry, how you get
14 to and from the adjacent properties, those
15 relationships change. I'll go into more detail to
16 how that's being accomplished at Ruthrauff and Ina.
17 But, again, anything to do with crossroads and local
18 access streets and whatnot, concrete sidewalks would
19 be provided.

20 And then, last but not least, significant
21 drainage improvements would be made for anything to
22 do with cross drainage or surface drainage
23 associated with the roadways themselves.

24 So what does it look like? This
25 represents the ultimate configuration at the

1 Ruthrauff interchange. In this particular instance
2 you would be flying in a helicopter eastbound on
3 I-10. And as you can see, this is the west side of
4 the interchange. This would be the east side of the
5 interchange. You have I-10 at the same grade as the
6 railroad. You can see the train on the left.
7 You've got the eastbound and the westbound frontage
8 roads in an elevated condition, matching the
9 crossroad raised profile in the west side of the TI.
10 There it's Camino del Cerro. East of there it's
11 Ruthrauff.

12 A structure that provides twenty-three
13 feet, six inches of clearance over the railroad
14 tracks for Ruthrauff and then continues further east
15 where it touches down, again, if you were to drive
16 eastbound on I-10 at Twin Peaks, it's not that
17 dissimilar, very close similarities, and what you'll
18 be seeing at Prince Road in the very near future.

19 This particular perspective is in the
20 westbound direction. You can see the train off to
21 the east, in this case the westbound frontage road
22 becoming elevated to match the crossroad profile of
23 Ruthrauff and the span that would provide the
24 clearance over the railroad, eliminating that
25 at-grade crossing.

1 Next slide. This is looking straight down
2 the westbound frontage road, gives you a different
3 perspective. Again, one of the key considerations
4 here is at this interchange a new structure would be
5 provided to grade-separate Davis Highway from
6 Ruthrauff Road, keeping that key north/south link at
7 that particular interchange.

8 Like I alluded to earlier, there are
9 changes to local access at the major interchanges,
10 namely, Ina and at Ruthrauff. And when we went
11 through this process, we were trying to be very
12 sensitive to five main factors. One, what are the
13 traffic capacity and storage requirements? Namely,
14 were signals required? What are the turn lane
15 requirements? What are the volumes that are going
16 through at the peak hour, and the structure of
17 circulation pattern that supports that.

18 Secondly, adhering to existing roadway
19 design guidance and access control. It can be a
20 juggling act when it comes to access control; making
21 sure that whatever is proposed is consistent with
22 emergency and commercial vehicle access; making sure
23 that, as I alluded to in my public volume slide,
24 that we're being responsive to the input and the
25 feedback that we've been receiving throughout the

1 last three years from the public and from the
2 cooperating agencies. And, last but not least,
3 minimize the impacts on those that would be
4 potentially impacted the most.

5 So what does it look like? This is at Ina
6 Road, and this is the east side of the interchange.
7 So starting on the left side of the screen, I-10
8 west is the left side. This is I-10. This is the
9 westbound frontage road. This would be the new
10 signalized intersection of the westbound frontage
11 road with Ruthrauff -- or excuse me -- with Ina,
12 okay?

13 Ina Road would be improved. The profile
14 would be structured such that the new structure
15 would be provided over the Union Pacific Railroad.
16 A new structure would be provided for Ina Road over
17 Camino de Oeste, and a new signalized intersection
18 would be created at the projection of Camino de la
19 Cruz and that little right-of-way strip on the east
20 side of Chuy's that leads into the TEP facility.

21 So if you were traveling westbound, either
22 on the freeway or the frontage road, and you wanted
23 to go north on Davis Avenue, you would take a right.
24 You'd be heading eastbound. You would come to the
25 signal, and you would be able to take a left, circle

1 around on this northern loop, and come to a
2 stop-controlled intersection here, and be able to
3 take a right to go north.

4 In order to go south, you would go
5 eastbound to the signal. You'd have a dedicated
6 right-turn lane. You'd be able to make a free
7 right. Excuse me. I'm on the wrong interchange.
8 Pardon me. I'm at Ina.

9 Okay. If you were trying to access Chuy's
10 or other parcels in this particular area, you would
11 take a free right. But you would also be able to
12 make that loop connection and continue northbound to
13 Camino de Oeste. We tried to provide loops on the
14 north and the south side of Ina Road, trying not to
15 landlock anyone. Okay?

16 Now, this quadrant here in the northeast
17 corner, new roadways would be constructed that would
18 provide access to the storage facility, both on the
19 north and on the south side. New ingress and egress
20 points would be connected to the existing internal
21 circulation network associated with that commercial
22 development, and then, again, full connectivity from
23 the loops.

24 On the west side of the interchange, a
25 very similar concept on the north side. A new

1 intersection with Starr/Congress would be created.
2 We're not quite sure at this point if it would need
3 signal lights or not. That would have to go through
4 a traffic warrant process. But, nonetheless, we're
5 trying to build an internal loop system for access
6 to these parcels on the north side of Ina and, on
7 the south side, the creation of a new road that
8 would feed into Pima County's wastewater facility.

9 Here's the interchange, Ruthrauff Road.
10 Very similar concept. A loop system would be
11 created half on the north, half on the south. New
12 railroad structure with Ruthrauff, a new structure
13 grade-separating Highway Davis with Ruthrauff Road,
14 and a new signalized intersection with the
15 projection of Maryvale Road.

16 If you're traveling westbound on I-10 or
17 on the frontage road, if you wanted to go north,
18 again, you'd take a left at the light or conceivably
19 you could take a free right and loop back around if
20 you enjoy free rights. If you're eastbound, it's
21 the same type of scenario.

22 If you're going westbound on Ruthrauff and
23 you want to go to the TI, just come up to the
24 signalized intersection with the westbound frontage
25 road. If you want to go north on Davis, presumably

1 you'd take a free right, come up to the
2 stop-controlled intersection; you'd be able to take
3 a right. If you wanted to go south on highway, you
4 take a left at the light, circulate around the
5 stop-controlled intersection, and you'd be able to
6 take your left.

7 Next slide. West of the freeway, El
8 Camino del Cerro, very similar concept to what you
9 saw on the west side of Ina. Internal circulation
10 loop would be provided on the north side,
11 essentially following where that existing drainage
12 channel is today. And then on the south, a new
13 roadway that would connect with all of the ROMP
14 facilities, the Regional Operation Master Plan, I
15 think is what the acronym stands for. It's where
16 all the solar fields are and where the plant is
17 being improved and whatnot, all culminating in a new
18 intersection here. I'm not sure what this is called
19 right now.

20 Next slide. I need to retrace a little
21 bit back to Sunset, 'cause, again, it feeds into the
22 fact that we have Pima County responsible for the
23 planning, designing, construction of the approaches
24 to the interchange and ADOT being responsible for
25 what's within their right-of-way. And hopefully,

1 from a timing perspective, it all comes together,
2 timing- and funding-wise.

3 But just in case it doesn't -- next
4 slide -- we wanted to be transparent to what it
5 might look like if ADOT is in a position where they
6 want to expand I-10 prior to those approaches being
7 constructed from Silverbell to the freeway and from
8 the freeway over to River Road.

9 If you'll flip to the next slide? The way
10 it would look is, I-10 would be constructed --
11 again, right now it goes over Sunset. In this
12 condition it will be brought down to the same
13 elevation as the railroad to promote that grade
14 separation.

15 But because there would be no new
16 approaches to and from the east and west, the ramps
17 at this interchange would be removed, and there
18 would be no cross capabilities east and west across
19 the freeway. If you're familiar with the existing
20 alignment of Sunset Road, you would still be able to
21 access that via the existing eastbound frontage
22 road, and on the other side, the westbound frontage
23 road remains as is.

24 And once Pima County was ready to come on
25 board and built the approaches, then the structures

1 over the UP and over the freeway and the elevated
2 condition of the frontage roads would presumably be
3 built at the same time.

4 Next slide? So one of the things that
5 we've been asked consistently throughout the
6 project, especially by business owners who are
7 trying to make intelligent decisions about expansion
8 or relocation or et cetera, is where, what, and when
9 are these improvements going to be made? And
10 tonight we can finally share that with you.

11 So this graphic shows, this is Ina. This
12 is Orange Grove, Sunset, and Ruthrauff. And from a
13 design perspective, it's been divided into three
14 phases. There's the Ina TI piece. Roughly a mile
15 of interstate would be associated with that project.
16 The middle piece -- if I call it the belly section
17 to you tonight, I apologize; it's just old habit --
18 it would encompass the improvements of the structure
19 at the CDO, reconstruction of the Orange Grove TI,
20 the new structure over the Rillito Creek and
21 reconstruction of Sunset Road. And that is
22 conceived to be right now the design we want to be
23 constructed in one second, and then Ruthrauff Road
24 being the third.

25 In terms of how it's built and the order

1 that it's being built, it's sort of inverted from
2 how it's been -- nomenclature-wise has been
3 identified from a segment standpoint. The first
4 phase would be construction of the Ruthrauff Road
5 interchange. And right now that is envisioned to
6 begin in the year 2015. What would be associated
7 with that would be all the local access improvements
8 that I described to you earlier: Full
9 reconstruction of the interchange, inclusive of the
10 Union Pacific Railroad structure grade separation,
11 and I-10 would be striped in the interim with four
12 lanes in each direction. But the bridges and the
13 walls and the frontage roads would all be
14 constructed to be accommodating in the future of
15 that fifth lane in each direction.

16 Phase two is intended to be the Ina Road
17 interchange, and construction would begin roughly a
18 year later, in the year 2016. As with Ruthrauff,
19 the local access improvements would be built. The
20 TI would be fully reconstructed, inclusive of the
21 grade separation with the UP. I-10 would be built
22 to accommodate four lanes, and this will make sense
23 in a minute, but it would only be striped initially
24 for three lanes. Otherwise, you'd be building a
25 bottleneck into the striping system. Nobody likes

1 bottlenecks.

2 Phase three would be the Orange Grove to
3 Sunset section. At this point it's been identified
4 for the beginning of construction in 2018. It would
5 include reconstruction at Orange Grove and Sunset,
6 hopefully in conjunction with our partners at Pima
7 County with respect to the approaches to and from
8 the east and west. I-10 would be constructed to
9 accommodate four lanes in each direction.

10 And at this point the entire corridor then
11 would be re-striped to four lanes all the way from
12 Ina down to Ruthrauff Road. And the structure over
13 the washes would be built before in each direction.

14 The last phase then would be stapling on
15 that fifth lane in each direction. And at this
16 point there haven't been any time constraints put
17 upon when that would occur. It's generally going to
18 be a by-product of operations and capacity. As the
19 system begins to become utilized, presumably the
20 State would be more motivated to add capacity.

21 Next slide. So is there anything that you
22 think I need to elaborate on more? Probably too
23 much, huh? Okay. Well, I'd like to introduce
24 Christine Donoghue, our senior project planner on
25 the project, who is the primary author of the EA.

1 MS. DONOGHUE: Thanks, Mike. So,
2 first of all, why an EA? On a project of this scale
3 on an existing -- on an existing roadway alignment,
4 an EA is usually appropriate. If we were talking
5 about a brand new alignment through a developed area
6 or a natural area, we might be look at environmental
7 impact statement. So generally for a project of
8 this nature, we do start with a environmental
9 assessment.

10 So what does our EA entail? We describe
11 the existing conditions. We describe the social,
12 economic, and environmental consequences of the
13 alternatives evaluated. In this case we've
14 evaluated both a preferred alternative and a no
15 action alternative. And I'll discuss impacts that
16 result to both of those, go over those tonight.

17 We look at -- we focus on the issues that
18 are relevant to this corridor. We don't focus on
19 things that aren't here. We consider both the
20 context and intensity. So, for instance, in this
21 case we're looking at an existing, developed
22 corridor, is our context. And then we also identify
23 mitigation that reduces the impacts that we've
24 identified.

25 Now, with respect to the EA and how far it

1 goes into evaluating project effects, we look at the
2 whole of the action. So Mike talked about
3 circulation improvements at Ina Road, at Ruthrauff
4 Road. The environmental assessment takes those into
5 account and evaluates the impacts of those local
6 conditions, even though they're outside of the EA
7 right-of-way.

8 Our study area is more constrained at
9 Sunset Road. We have a partner who is going to look
10 at those impacts in conjunction with their project.

11 I want to make sure I don't miss anything.
12 Okay. So tonight we're holding our public hearing.
13 This is a really key component of the environmental
14 assessment, and for the NEPA process, we want to get
15 your input tonight. That input, as Mike mentioned,
16 is going to go into the final environmental
17 assessment and will be considered by ADOT and FHWA
18 in going forward and making a decision about the
19 project.

20 FHWA has a couple options here when they
21 consider their input and they consider the
22 environmental assessment. They look at, have we
23 done sufficient study? Do we need to do more study?
24 Do the impacts rise to the level that they might be
25 significant and we actually need to follow through

1 with an environmental impact statement?

2 Or they may determine that we -- that it's
3 appropriate to issue a finding of no significant
4 impact, in which case ADOT would be able to proceed
5 with the preferred alternative.

6 I did want to backtrack just a moment.
7 Mike introduced to you a -- kind of a new interim
8 scenario for Sunset Road. That differs a little bit
9 from what's currently described in the environmental
10 assessment. That will -- that document in the final
11 EA, we will update that discussion to reflect what
12 has been presented tonight.

13 Okay. So getting into the specific
14 impacts, I'm going to give you an overview of each
15 topic we've evaluated in the environmental
16 assessment. So beginning with right-of-way
17 acquisition, ADOT anticipates approximately twenty
18 acres would be needed to accommodate all of the
19 improvements that Mike has described. That roughly
20 breaks down to about fourteen acres of private land
21 and six acres of public or municipal land.

22 In terms of geography, that's ten acres at
23 Ina, about nine acres at Ruthrauff Road, and then
24 two acres roughly divided between Sunset and Orange
25 Grove vicinity.

1 So -- and one of the impacts are
2 displacement. So what this means is that there are
3 some property owners, some residences, some
4 businesses that would actually have to be relocated.
5 We would need their property in its entirety in
6 order to accommodate the proposed alternative.

7 So that would involve two residences, one
8 vacant municipal property, and then thirteen
9 commercial properties, with six of those being
10 located at Ina Road and seven at Ruthrauff Road.

11 Now, ADOT does provide relocation
12 assistance, and Pete Mayne, who is here tonight, is
13 the best person to ask questions about that. And
14 he's available to take questions either on an
15 individual basis or during Q and A tonight.

16 And then property owners are compensated
17 under that act, and we call it the Uniform Act
18 because it's a lot easier to say than that. But
19 there is a process for acquisition and compensation
20 of property owners.

21 Now, there's also, in addition to full
22 acquisition of properties, there's also partial
23 acquisition. So for a given property owner or
24 parcel, only a portion of that property would be
25 needed to accommodate the project. We have

1 forty-two locations or property owners that will be
2 affected in that regard, nine municipal property
3 owners, but the bulk here is really impacts to
4 commercial properties.

5 And the nature of the impacts are, really,
6 the emphasis is on the frontage, things like signage
7 and landscaping and fencing. Also, direct access,
8 currently a number of commercial properties enjoy
9 direct access to Ina or Ruthrauff. But because of
10 the grade separation, because we have that crossroad
11 will be somewhat elevated, we can't take direct
12 access anymore. We have to provide alternative
13 means of access. So that's another predominant
14 impact for commercial properties.

15 And then we have three properties that
16 have specifically -- they have buildings that would
17 be impacted.

18 And we also have one municipal well site.
19 This is not a water production well for municipal
20 consumption, but they have some pipe works there
21 that could be affected. Again, compensation would
22 be under the Uniform Act, and that's both federal
23 law, and we also have state compensation acts as
24 well.

25 Now, under the no action alternative,

1 there wouldn't be any improvements made, so we
2 wouldn't need to do -- we wouldn't have these
3 acquisition impacts. We wouldn't have these access
4 changes.

5 And in term of effects during
6 construction, each TI would be closed for fifteen to
7 eighteen months, is what's anticipated, and that
8 would be on a sequential basis. So Ruthrauff would
9 be closed. Ina and Ruthrauff would not be closed at
10 the same time. During those closures, we expect
11 increased congestion, both on a localized basis and
12 on the I-10 main line.

13 ADOT does maintain access to businesses
14 during construction. That is a commitment that they
15 make. ADOT coordinates with emergency responders
16 and transit providers that they can plan ahead of
17 time. They know when construction is happening,
18 where it's happening, so they can still provide
19 emergency service. They can still get the buses
20 where they need to go and people where they need to
21 be.

22 And then it's also worth mentioning that
23 this is an RTA project, and businesses would be
24 eligible for assistance under their MainStreet
25 business program.

1 Now, under the no action alternative, we
2 wouldn't have these extensive improvements going on.
3 Construction would be limited to routine maintenance
4 of both roads and railroad.

5 Okay. Now, post-construction effects,
6 what we're talking about here is, once the project
7 is done, how do things look? How are they
8 different? The big difference is change or loss in
9 access, direct access to the crossroads, which we've
10 already talked a little bit about.

11 Businesses closest to the TI, they may be
12 looking at retaining walls instead of active
13 roadways, which they enjoy right now. So some of
14 these businesses, they're going to be in the hole.
15 Their visibility will be affected, both what they
16 see and what drivers-by will see will affect -- may
17 affect their business.

18 And then overall traffic capacity and
19 operation will be greatly improved. We won't have
20 vehicle-railroad conflicts anymore at Ina and
21 Ruthrauff in the future. They would also enjoy
22 connection at Sunset without a railroad conflict.
23 This may spur economic development. A better
24 circulating corridor may attract business to the
25 area. So there are -- and, you know, that economic

1 growth comes with positive and negative impacts.

2 And then we also have a park-and-ride
3 that's on Ruthrauff Road just north of Ruthrauff at
4 the westbound frontage road, and that park-and-ride
5 would be eliminated when that traffic interchange is
6 constructed. It's very low utilization there, and
7 there is another park-and-ride just down the street
8 at the church that would still be available for use.

9 Now, this is probably -- this subject is
10 probably where we have the biggest difference in
11 impacts between the preferred alternative and the no
12 action. So under the no action we wouldn't have
13 these changes. We would keep our park-and-ride, but
14 we also would not have improved traffic circulation.

15 We would have -- continue to have the
16 congestion we have today, and it would worsen over
17 time, more cars on the road over time, continued
18 vehicle-railroad conflicts. And also keep in mind,
19 the Union Pacific is planning -- they're already
20 implementing their double tracking. They're also
21 planning on greatly increasing their actual rail
22 traffic on those lines. So those conflicts will
23 continue; those wait times will continue to increase
24 or be more frequent.

25 And then we would continue to have

1 emergency response delays related to those
2 railroads. And I will say that, in talking with the
3 emergency responders, they really love the Twin
4 Peaks interchange, and they do not have to wait for
5 trains there. That's a viable option for them.

6 Congestion may be a deterrent to economic
7 vitality. So it's another potential impact of not
8 making the improvements.

9 Cultural resources, we have twelve
10 archeological sites, nine of which are National
11 Register eligible; three have undetermined
12 eligibility. And then because this is kind of --
13 this is very much a cultural rich area, we have the
14 Santa Cruz River. We have the Cañada del Oro and
15 Rillito Rivers. These areas are known to be
16 occupied by past cultures, and so we recognize
17 there's probably more than we're even aware of.

18 We also have two historical sites. We
19 have the Southern Pacific Railroad. The alignment
20 of that is considered historic. We avoid that
21 resource by building our road over the railroad. We
22 don't affect the alignment at all.

23 And then we also have old State Route 84.
24 We still have some remnants of that north of Ina
25 Road.

1 Now, the bulk of the archeological and
2 historic impacts are mitigated through
3 implementation of a programmatic agreement that is
4 already in place with the State Historic
5 Preservation Office and other parties, and that
6 guides how we address those impacts. That tells us,
7 you know, we do some testing, some subsurface
8 testing to see what kind of resources we have and
9 guides us in how much excavation and recovery and
10 creation of the resources that we find those on, and
11 how we handle those things.

12 Section 4F of the U.S. Department of
13 Transportation Act protects parks, wildlife refuges,
14 and certain historic resources. And we have a
15 number of resources within the corridor that are
16 protected by that act.

17 We have worked with Pima County to
18 evaluate recreation resources. In particular, there
19 are two parks and a number of trails that we have
20 worked with them on. Mike Jacobs Sports Park is
21 located just south of Ina Road on the eastbound
22 frontage road, and the ball fields are our primary
23 concern there.

24 And the preferred alternative would affect
25 the frontage there, similar to how we're affecting

1 commercial properties: Parking, landscaping, and
2 then there's some facilities, there's some storage
3 and a ramada and a tower that may also be affected
4 during construction.

5 So based on working with Parks, FHWA
6 determined that impacts to that park would be de
7 minimus. That means basically very minor. It
8 doesn't really affect the important recreation
9 resources associated with that facility.

10 Ted Walker Park is located just a little
11 further south on that frontage road, and we are
12 avoiding that resource. We're avoiding the Romp
13 trail, which is kind of a newer trail that is
14 adjacent to the eastbound frontage road. We're also
15 avoiding the impacts to that trail.

16 Now, our two wash trails, Cañada del Oro
17 and Rillito trail, those actually go under I-10
18 within the wash there. And so we expect we'll need
19 to do some detouring within the wash during
20 construction. And at some periods there would
21 actually need to be closures because it wouldn't be
22 particularly safe to have public under there during
23 demolition and certain key components of
24 construction. So there would be some closures
25 there.

1 Southern Pacific Railroad, as I mentioned,
2 we're avoiding that, so that's considered, also, a
3 de minimus impact.

4 Now, under the no action impact we would
5 avoid any impacts to these facilities.

6 Okay. Traffic noise, so the really good
7 news here is we're eliminating horns at Ina Road and
8 Ruthrauff Road from the trains that go by. There's
9 still a train horn just south of Orange Grove;
10 there's still a crossing there. But really good
11 news on that front.

12 So we have conducted a quantitative
13 analysis. We have looked at twenty-four locations,
14 which actually represent multiple properties within
15 the corridor, to determine existing changes in
16 noise, basically, now and in the future. And we
17 have nine -- at nine locations, we would expect up
18 to a five decibel reduction. Fifteen locations we
19 would expect an increase of up to six decibels.

20 So we conducted -- for twelve of those
21 locations, we found it was appropriate to look at
22 noise walls and apply ADOT's criteria to those
23 locations. And ADOT looks at, will the wall
24 actually achieve a noise reduction? So that's the
25 first and most important criteria. Then if it will,

1 is it feasible -- is it -- and does it meet ADOT's
2 cost criteria? Is it a reasonable expense for a
3 public agency to provide?

4 And based on those evaluations, we did not
5 have any walls that met those criteria. So at this
6 juncture, no noise walls are recommended. Now, the
7 evaluation is based on the thirty percent design.
8 During final design, that noise analysis will be
9 revisited and to confirm whether these findings are
10 still appropriate.

11 So right now we have, you know, an
12 elevation of a roadway based on the thirty percent
13 design concept or fifteen percent design concept.
14 So we want to look again. Has the elevation
15 changed? Are those still the appropriate results?
16 So we will revisit that during final design.

17 Now, in the no action alternative, we
18 would still have those train horns at Ina and
19 Ruthrauff. We would have -- we would still have
20 increased noise impacts, because congestion is going
21 to create an increase in noise over time.

22 So in 2040, we would expect an increase of
23 two to four decibels under the no action
24 alternative. And at ten locations in particular we
25 found that the preferred alternative actually had

1 lower noise than the no action alternative. And
2 that's along crossroads and frontage roads, where
3 the congestion is -- you know, would get worse. It
4 would be improving circulation to the same extent.
5 So you do have a reduction in noise.

6 Visual resources, we kind of touched on
7 that. Those properties that are closest to the
8 traffic interchange would be facing front -- I'm
9 sorry -- would be facing retaining walls. Their
10 views would be changed. They would be in a hole.
11 Their visibility would be reduced. At more of a
12 distance, as you step away from the traffic
13 interchange, these elevated features are going to
14 become part of the background views, depending on
15 your orientation.

16 And then during final design, we also
17 evaluate whether architectural treatments can be
18 added, whether landscaping can be added, similar to
19 what you've seen for the Twin Peaks traffic
20 interchange, where you have some artistic elements.
21 That would be looked at during final design for the
22 preferred alternative as well.

23 Under the no action alternative, things
24 would stay the same. We wouldn't have any changes
25 in visual. We also wouldn't be introducing

1 architectural treatments to those traffic
2 interchanges.

3 Water resources, we have a lot of wells
4 along the corridor, including some of these
5 acquisition properties. And so ADOT would need to
6 ensure that they protect those wells during
7 construction. Those can be conduits for pollutants
8 to aquifers. So ADOT takes that responsibility very
9 seriously, and they make sure those wells are
10 protected. And then they would need to cap and
11 officially abandon those wells, consistent with
12 Arizona State law.

13 Project would also comply with provisions
14 of the Safe Water Drinking Act, Clean Water Act, the
15 Arizona Pollutant Discharge Elimination System.
16 Under the no action alternative, Clean Water Acts --
17 the Clean Water Act would still apply to maintenance
18 activities, as well as the other water provisions.

19 And then ADOT continues to implement their
20 statewide storm water management plan. So that's
21 with respect to their regular activities, whatever
22 they're doing, whether it be maintenance of their
23 yards or actual maintenance of roadways, they make
24 sure they're protecting storm water.

25 And then I'll touch on the rest of these

1 topics just briefly, but the rest of these topics
2 are also addressed in the Environmental Assessment,
3 and I would encourage you to review that document if
4 you want more detail on any of these topics, because
5 I'm just touching on them very briefly.

6 On Title VI, environmental justice, these
7 are sensitive populations, elderly, minority, below
8 poverty level. And what we look at is, what do
9 those percentages of population look like compared
10 to the county at large? We didn't really find
11 marked differences.

12 On air quality, we did conduct a
13 quantitative analysis, and there's not a big
14 difference between the action and -- or the
15 preferred and the no action alternative. In both
16 cases carbon monoxide and mobile source air toxics
17 are well below air quality requirements. However,
18 we do see -- in the long-term, we do see that
19 congestion results in increased mobile source air
20 toxics in the no action alternative, six percent
21 versus three percent, so a slight increase in the no
22 action alternative, and that's directly related to
23 that congestion.

24 Utilities, just like any roadway project,
25 you're going to have -- we like to put our utilities

1 along roadways. So we're going to have some form of
2 utility relocations. And we have described those in
3 the Environmental Assessment.

4 The big item here, though, is in the long
5 term, Union Pacific. Right now they're double
6 tracking. They actually have the ability to
7 increase their railroad to triple track in the
8 future. So if we have at-grade roads there, that
9 may hinder their ability to expand. So by going up
10 and over them, it gives them kind of unhindered
11 ability to expand those railways.

12 Drainage and flood plain, we -- some new
13 drainage improvements would be implemented.
14 Basically, our goal here is to capture the drainage
15 and convey it to the west side of the freeway,
16 towards the Santa Cruz River, where it would be
17 ultimately -- storm drain water would be released.

18 We specifically design that to ensure that
19 there's no storm water impacts. We don't have any
20 increase in the level of water collecting on surface
21 roads, collecting on adjacent properties. Okay.

22 And under the no action alternative there
23 wouldn't be any drainage improvements implemented.

24 Vegetation, threatened and endangered
25 species, I'll take these all at once. We don't have

1 a lot out there. There's not a lot of vegetation.
2 There's not a lot of biological resources. We've
3 done surveys to see what we have. We didn't find,
4 really, anything. We did have nesting swallows to,
5 you know, nest on structures. So we keep an eye out
6 for that. We make sure we have mitigation to
7 protect those species in the event they're nesting
8 during construction. We also have the potential for
9 the burrowing owl. They kind of come in and out of
10 the area, so that's another species we would look
11 for.

12 Under the no action alternative, if we
13 have swallows and owls, we wouldn't be bothering
14 them at all.

15 Hazardous materials, this is a very highly
16 industrialized corridor. We do have a lot of
17 hazardous materials concerns. So especially with
18 respect to commercial properties, there would need
19 to be further investigations to determine whether or
20 not there, indeed, are any issues, clean-up, if
21 that's appropriate. So those kinds of activities
22 would take place if the preferred action was to move
23 forward.

24 Under the no action, there would be no
25 ground-disturbing activities. There wouldn't be any

1 follow-on clean-up, at least not as part of the
2 preferred action.

3 Material sources, ADOT is expecting to
4 need roughly over a million cubic yards in order to
5 build these new structures. And they have a
6 standard process for obtaining those surface from --
7 retaining -- I'm sorry -- obtaining those sources
8 from places that have already been through an
9 environmental clearance process so we don't create
10 additional impacts by bringing in materials.

11 Secondary impacts, those are impacts that
12 are foreseeable consequences of an action, but they
13 happen later in time. Economic is -- economic
14 development is really the big one associated with
15 this project.

16 So if the corridor is improved, they
17 attract economic interest. That equals more
18 development. That equals more physical construction
19 impacts. If there's historic resources that are
20 disturbed, if there's cultural resources, there's,
21 you know, air quality impacts. There's noise
22 impacts associated with construction. So those are
23 the kinds of things we're predominantly talking
24 about.

25 Cumulative impacts, we looked at the

1 impacts of the project, past projects, present
2 projects, and planned projects. Past is what's out
3 there on the ground right now. Planned is those
4 things that are kind of happening at the same time
5 as our project is happening, either during the
6 planning process or during construction of our
7 project. And then future is those other projects we
8 know about that are coming on line.

9 And those are things like Pima County's
10 modernization of their waste water treatment plant,
11 Silverbell Road improvements, Marana's planned Ina
12 Road improvements. Those are things we know about.
13 So we add those in, and we discuss the preferred
14 alternative's contribution to those cumulative
15 impacts.

16 So notice of the public hearing went out
17 in early June. We sent out postcards. We published
18 ads in the newspaper, and so we -- an ad ran on June
19 4th and another on June 6th, and postcards should
20 have been in everybody's mailbox by June 5th. So
21 the public -- the official public review period is
22 assumed to have started on June 6th.

23 And as Linda mentioned, we're encouraging
24 comment through June 6th, which is the end of --
25 July 6, thank you, which is the end of the official

1 review period.

2 The notices indicated that the EA is
3 available on the ADOT website. It's also available
4 at the locations listed there, and we have a few
5 copies in the back if you'd like to look at one
6 tonight. So we do want you to get your comments in.
7 You're welcome to comment tonight, as Linda has
8 talked about, and she'll be guiding us through that
9 process in just a moment.

10 You're welcome to submit your comments in
11 writing through the 6th. All of those comments,
12 they will go into the final EA. They will be
13 considered by ADOT and Federal Highway
14 Administration. If there's any changes in the EA --
15 like I mentioned Sunset Road; that's one we're
16 already working on -- and any changes in the
17 alternatives, we will be documenting that in that
18 final EA.

19 And then, based on that final EA, the FHWA
20 can make a decision about this document, and ADOT
21 will know how that they can then proceed.

22 So at this point I'd like to invite Linda
23 to come back, and she's going to guide us through
24 our hearing.

25 MS. RITTER: Thank you, Christine and

1 Mike. So we're going to start our question session.
2 But before we do that, I wanted to let everyone know
3 that this entire Power Point will be -- your
4 materials show up on our project website, and this
5 entire Power Point will be up tomorrow morning. So
6 if you missed anything or have any questions, you
7 know, we're always available. Our names are out
8 there. You can always call us. We're always
9 available to answer your questions as we move
10 forward with the study and then into design.

11 And with that in mind, I'm going to grab
12 these questions from Mike, and I think Mike's going
13 to answer quite a few of them.

14 "Since Orange Grove Road is one of the
15 most popular vehicle crossing points of the
16 railroad, why is it not possible, with modern
17 advanced technology, to construct the Ina and
18 Ruthrauff crossings similar to Orange Grove; i.e.,
19 under the railroad?"

20 MR. BERTRAM: In my presentation, if
21 you recall, I discussed part of the alternative
22 development process, being how to configure the
23 relationship between the crossroad, I-10, and the
24 railroad. And I would promote -- from a detailed
25 perspective, I would encourage the person who asked

1 that question tonight to come see me, and I'll show
2 you in chapter three of the EA, the comprehensive
3 section of the EA that gives you point by point the
4 reasons why the preferred alternative has the
5 crossroads going over the railroad and over the
6 freeway and the freeway coming down to the UP.

7 But, in short, there's a couple of main
8 reasons why. One, if the crossroad goes underneath
9 the railroad in its current elevation, you're
10 creating a sump and another pump station and a
11 maintenance issue that the Town of Marana or Pima
12 County would inherit, and those are considerations
13 that their maintenance departments aren't
14 particularly fond of.

15 Secondly, if you're going to grade
16 separate the crossroads from the railroad, that
17 would engender a brand new railroad structure for
18 the railroad going over the crossroads. And in
19 doing so, it would also produce the need for shoe
20 flies; in other words, railroad detours during
21 construction, neither of which are particularly
22 favorable in the eyes of the Union Pacific Railroad.

23 And then, lastly, from a profile
24 perspective, as you see on our displays,
25 particularly back there by JD for Ina and Ruthrauff,

1 down below there's a planned profile drawing. You
2 can see what the elevation will look like along the
3 center line of the crossroads. If you're going to
4 go under the railroad tracks, just take that profile
5 and invert it. You're not necessarily eliminating
6 any access issues. They're just in the ground
7 rather than in an elevated condition.

8 You still have challenges regarding
9 circulation, driveway and frontage access and
10 whatnot. So, all told, and as included in the
11 chapter three of the EA, that alternative was not
12 advanced further in the engineering effort.

13 MS. RITTER: Thank you, Mike. "Will
14 the new side roads/loops to carry traffic once Ina
15 and Ruthrauff are elevated be built before closing
16 Ina and Ruthrauff at I-10?"

17 MR. BERTRAM: Construction sequencing
18 is generally an aspect of the final design process
19 that is looked at in very close detail. But what I
20 can tell you traditionally is when the large
21 infrastructure projects are constructed, first order
22 of work is generally the construction of subsurface
23 utility relocations, cross drainage and storm
24 drainage, where possible, and also anything that
25 could facilitate traffic control as part of the

1 major crossroad shutdown.

2 So if I were to wager a guess for you on
3 what it might look like, I would predict for you
4 that, yes, those loops would be constructed as one
5 of the first order of works to help people get in
6 and around the interchange area while it was being
7 reconstructed.

8 But, again, as the project moves into the
9 next phases, assuming that a bond is issued by FHWA,
10 there will be periodic times when the state and
11 whomever is going to be their designer, will come
12 back before the public and share with you how those
13 interchanges and those crossroads are going to be
14 constructed and when those things will occur
15 sequentially throughout the construction period.

16 MS. DONOGHUE: Can I answer?

17 MR. BERTRAM: Yes.

18 MS. DONOGHUE: So in the
19 socioeconomic section of the EA, we do identify as a
20 recommended mitigation measure that those local
21 roads be implemented before those TI's are closed,
22 so.

23 MR. BERTRAM: Thank you.

24 MS. RITTER: "From start to finish,
25 how long will the Ruthrauff interchange take to

1 construct?"

2 MR. BERTRAM: Again, that's a final
3 design detail that we're not able to pin down
4 specifically. But, again, I would imagine it would
5 take anywhere from eighteen to twenty-four months to
6 construct. Do you recall what the Prince duration
7 is?

8 MR. GRANILLO: I think it was the
9 same, twenty-four months.

10 MR. BERTRAM: It would be somewhere
11 in that neighborhood, I would imagine.

12 MS. RITTER: "Grant Road and
13 Ruthrauff Roads carry residents into Tucson
14 Mountains. Why were Orange Grove and Prince chosen
15 as traffic facilitators?"

16 MR. BERTRAM: I read that question,
17 and, frankly, I don't understand it. So if the
18 person that wrote it could come see me afterwards,
19 hopefully we can get some clarification, and I can
20 then answer it for you.

21 MS. RITTER: "While widening the
22 frontage roads on Ruthrauff to Ina, will it disturb
23 the current vegetation improvement, and will it be
24 replaced?"

25 MR. BERTRAM: At this point in time

1 the frontage roads are not envisioned to be widened.
2 They would remain essentially forty feet from curb
3 to curb, like they are today, the difference being
4 where they are located and what their profile
5 elevation will look like.

6 So, again, as you approach Ruthrauff or
7 Ina or Sunset or whatnot, those frontage roads would
8 begin elevating to match that crossroad profile,
9 rather than remaining at grade, like they are today.
10 So from the vegetative impact standpoint, the final
11 design team will determine what those features would
12 be, consistent with ADOT standards and methodology,
13 when that work is being performed.

14 MS. RITTER: Couple questions
15 regarding Sunset. "Will the Sunset Road bridge over
16 the Santa Cruz River be rebuilt?"

17 MR. BERTRAM: I heard a "yes" in the
18 crowd. Can I speak for you, Rick?

19 MR. ELLIS: I was going to say, give
20 it a crack if you feel comfortable.

21 MR. BERTRAM: Keep in mind what we're
22 presenting to you as the preferred alternative is
23 being done in a manner that will be accommodatable
24 of the approaches to and from the east and west of
25 the freeway at Sunset. Okay? So in that respect

1 then, that west approach from Silverbell to I-10
2 would, as part of it, have the new structure over
3 the Santa Cruz River. And on the east side they
4 would have a new structure over Rillito Creek so
5 that they're part and parcel to one another.

6 MS. RITTER: And, Mike, another
7 Sunset question, kind of tied into this. "Is the
8 beginning of construction tied to the completion of
9 the Sunset link from Silverbell to River Road? And
10 what is the status of the Sunset project?"

11 MR. ELLIS: The timing of Sunset,
12 what we've worked with ADOT and the Federal Highway,
13 we worked with them very specifically to make sure
14 that we could leave the timing of Sunset wide open
15 and not back ourselves into a corner. We wanted to
16 have the flexibility to accelerate the project if
17 so, if an opportunity presents itself, if there's a
18 benefit, if there's compelling reason to, or, as
19 Mike described in his presentation, if we want to
20 tie it and initiate it with the ADOT improvements.

21 At this point in time, the only timeframe
22 requirements we have are that we must meet very
23 brief compliance. RTA period from 2011 -- from 2016
24 to 2021, we have to start construction somewhere in
25 there. That's the only link we've got. That's the

1 one we wanted to keep.

2 At this point in time, we're keeping our
3 options open, so I don't have a specific timeframe.
4 We haven't tied anything down, other than we have to
5 meet that compliance. So for right now, I'll keep
6 it open.

7 MS. RITTER: Rick Ellis.

8 MR. BERTRAM: He's the engineering
9 manager for ADOT. One follow-up about the
10 Silverbell component. That's being planned by the
11 City of Tucson.

12 MR. ELLIS: The City of Tucson with
13 Marana and Pima County on planning.

14 MR. BERTRAM: And it's my
15 understanding that their planning document, their
16 own DCR, in the days ahead they will be advertising
17 a final design package for the first mile, the
18 southern mile from Grant to Goret. The pieces of it
19 north of there I'm not familiar with and would have
20 to be something that you get from the City of
21 Tucson.

22 MS. RITTER: "Will it be possible to
23 maximize the widening of I-10 and prevent the
24 over-development of Silverbell Road so that
25 Silverbell Road, which runs parallel to I-10 a few

1 hundred yards to the west, retains it's scenic,
2 rural, and archeologic character without a curbed
3 median that would cause inconvenience to local
4 residents?"

5 MR. BERTRAM: The regional
6 transportation network has been master-planned, if
7 you will, by PAG, Pima Association of Governments,
8 and part of what we voted on in 2006 not only
9 includes the improvements that have been identified
10 tonight with respect to Ruthrauff, Sunset, and Ina,
11 but also for the necessary improvements on
12 Silverbell because it's one of the critical
13 north/south links within our regional transportation
14 network.

15 So contextually, all of that traffic and
16 how it's been derived and provided to us, as
17 engineers, we've used to prepare what's necessary to
18 improve I-10, the crossroads, and the frontage
19 roads, et cetera. So it's all been essentially
20 looked at from a macroscopic perspective.

21 So, I guess, the short answer to your
22 question, even though I've made it a long one, is
23 they're all interrelated, and they affect one
24 another.

25 MS. RITTER: Thanks, Mike. "Do the

1 new railroad overpasses on the crossroads provide
2 sufficient vertical clearances for the future and
3 adequate width, sufficient for high-speed rail
4 line?"

5 MR. BERTRAM: This project proposes
6 to construct bridges that span the entire Union
7 Pacific Railroad, and their standards provide for
8 full clearance throughout the entire envelope, not
9 just over the existing or proposed rail. So if the
10 requirement is twenty-three feet, six inches at the
11 right-of-way line to right-of-way line, so, yes, it
12 would accommodate that.

13 Now, how the dichotomy works between the
14 UP and any high-speed rail and whatnot, that's not
15 something I can't necessarily speak to. But I can
16 assure you that vertical clearances are being
17 provided per Union Pacific Railroad standards.

18 MS. RITTER: "And will all the exits
19 involved be closed at the same time while all this
20 is happening?"

21 MR. BERTRAM: No, that's not how it's
22 currently envisioned. And this is a lot different
23 than what you saw you downtown between 2006 and
24 2009. Down there, the frontage roads were already
25 complete. Therefore, we were able to divert travel

1 down onto them, in addition to maximizing the
2 direction that wasn't currently being reconstructed
3 in the form of what we call the tube or the barrel.

4 Here it's a different critter. You're
5 reversing and not just rebuilding the freeway.
6 You're rebuilding crossroads and the frontage roads.
7 So there are many more moving parts here. So the
8 way that it's envisioned is to go, essentially, one
9 TI at a time, without closing consecutive TI's
10 because that would have presumably a detrimental
11 impact on traffic operation and circulation in the
12 system.

13 MS. RITTER: "Is Ruthrauff going to
14 be -- "If Ruthrauff is going to be under
15 construction from 2015 to 2017 and Ina is going to
16 be under construction from 2016 to 2018 and these
17 projects are expected to take approximately
18 twenty-four months, how can both intersections not
19 be closed at the same time?"

20 MR. BERTRAM: Good question. Gets
21 back a little bit to the question regarding, would
22 the loop systems for the access plan be one of the
23 first phases of construction. Again, and as
24 Christine said, that's part of the recommendations
25 that have been identified in the EA.

1 So as an example, let's say we're in 2015,
2 and Ruthrauff goes to construction. First order of
3 work would be that those subsurface utilities,
4 drainage, and the local access roadway network.
5 Once that's completed, then Ruthrauff would be shut
6 down, okay, in order to rebuild the freeway, the
7 frontage roads, and the crossroads.

8 While that's going on, up at Ina you could
9 see occurring up there what just concluded at
10 Ruthrauff; mainly, the loop systems being
11 constructed and the utilities been relocated, the
12 subsurface drainage structure being installed.

13 But one of the critical aspects of the
14 implementation plan is describing -- and it's also,
15 I can't remember, three or four, we had -- for FHWA,
16 we had to describe for them the fact that we would
17 not allow consecutive closures of those crossroads.

18 So, again, while the TI's would, in all
19 likelihood, given those two timeframes, 2015 and
20 2016, engender construction at both locations, the
21 crossroads would not be closed at the same time.
22 Hopefully, that made sense.

23 MS. RITTER: "Will you consider Ina
24 before Ruthrauff?"

25 MR. BERTRAM: That's not my call. In

1 support of the implementation plan that was
2 presented to you this evening, namely, Ruthrauff
3 first, Ina second, and the midsection third, and
4 then the fifth lane in each direction fourth, we
5 prepared a very detailed implementation traffic
6 impact analysis to support how the system would work
7 according to all the different combinations in which
8 the Ina to Ruthrauff section could be constructed.

9 And what we landed on is the fact that
10 Ruthrauff provides the most benefit first, with Ina
11 providing most benefit second. And that's how we
12 landed on -- and this isn't just design guys saying
13 that's the way it needs to be. That was done very
14 cooperatively with the State, FHWA, Pima County,
15 City of Tucson, and the Town of Marana.

16 So their most talented and experienced
17 people had an opportunity to help provide input and
18 feedback into that process, the key consideration
19 being the fact that Ina has construction monies in
20 the second quarter of the RTA. Notice that that
21 didn't move; 2016 is in that. It will need to occur
22 in the first half of '16 in order to comply with the
23 RTA obligations.

24 The great thing is, especially having RTA
25 on board, they've been able to demonstrate the

1 ability to move money forward into the second
2 quarter because Ruthrauff has money in quarter
3 three, okay? So they're going to advance funding to
4 build Ruthrauff because it makes sense.

5 MS. RITTER: "Will there be high mass
6 lighting along I-10 from Ruthrauff TI to Ina TI?"

7 MR. BERTRAM: I believe that to be
8 the case, yes.

9 MS. RITTER: Now, I know we keep
10 getting questions, but I've got a few for Pete.
11 Pete, if you want to step on up? Appreciate it.

12 "How will compensation be handled; i.e.,
13 existing structures and fencing and right-of-way?
14 How will that be handled?"

15 MR. MAYNE: We hire outside
16 appraisers for the most part that go out and
17 appraise the property and structures and everything
18 on it to current market value. Now, that's not to
19 say that some of the structures, if they're newer
20 structures, they do factor in depreciation of the
21 improvements that are on the parcel. So the new
22 structures, that does come into play.

23 If they're older structures and they're
24 near the end of their functional life, that is also
25 factored into the appraisal.

1 MS. RITTER: Thanks, Pete. "What can
2 I expect, having a business on the west side of the
3 freeway at Ruthrauff Road and I-10, in terms of
4 right-of-way when the underpass closes?"

5 MR. MAYNE: I'm not entirely sure I
6 understand that. If the person that wrote this
7 could also get with me after we finish the
8 question-and-answer session, and I will be happy to
9 discuss that with you. The interchange will close,
10 and we're going to keep businesses open, entrances
11 to businesses open during construction. That's
12 always been the plan.

13 MS. RITTER: "And when do you expect
14 relocation activities and right-of-way acquisition
15 activity to begin on the Ina Road section of the
16 project?"

17 MR. MAYNE: If everything kind of
18 goes the way it was discussed here, the acquisition
19 for the right-of-way TI would begin first, but
20 design of the Ina Road TI would begin very shortly
21 after design of the Ruthrauff begins, as well as
22 acquisition for Ina Road would begin rather shortly
23 after the acquisition for the Ruthrauff TI begins.

24 So there will be times when we'll be
25 actually acquiring property at Ruthrauff Road TI and

1 at Ina TI simultaneously.

2 MS. RITTER: And there's a question
3 here about "A number of displaced properties,
4 especially on east Ina. What commercial properties
5 will be replaced/acquired?"

6 And this is something that I think Pete
7 would like to meet with you and have these questions
8 on an individual basis. He will be available during
9 the open house and pleased to meet with you then.

10 Those are the right-of-way questions I
11 have at this point in time. And I have a question I
12 can answer.

13 "Has there been any study regarding loss
14 of revenue and gain of revenue for businesses before
15 and after construction on other I-10 projects?"

16 We don't really know of any study, but we
17 did work on the downtown project from 29th Street to
18 Prince Road, and we learned a lot. And we have the
19 same team working on these projects and will
20 continue to work. So with that knowledge, it's
21 going to be very helpful to us to understand, you
22 know, how we can assist you.

23 We also -- I just want to point out again
24 that we have Beth Wedge here, and we also have RTA
25 MainStreet. RTA MainStreet, these are RTA projects

1 coming up, and RTA MainStreet, who is here tonight
2 at a station, will be working with us very closely.

3 Are there any other yellow? Yes? One
4 more. "Will Ruthrauff between I-10 and La Cholla be
5 widened to six lanes? Apparently, the right-of-way
6 is already there."

7 MR. BERTRAM: Improvements of the
8 roadway section for Ruthrauff as part of this
9 project are in addition to, more or less, and at the
10 projection of Silverbell, and match existing
11 conditions.

12 Beyond that, over to La Cholla, that's
13 Pima County's jurisdiction. The man said there's no
14 intention to do that at this time.

15 MS. RITTER: All right. I think
16 we're concluding our question-and-response session,
17 and we're collecting the blue cards for comments.
18 We're going to take our microphone. I'm going to --
19 doesn't seem like we have a whole lot so far.
20 Comments from the audience?

21 If not, again, I'd like to encourage you
22 to fill out the white comment form, again, because
23 even if you do talk to a project team member -- I
24 know I'm repeating myself -- it's really important.
25 We may not remember, and we really appreciate the

1 documentation so that we can remember.

2 And if you would like to give your
3 comments to the court reporter tonight, please do.
4 And we are now about to -- unless we have a blue
5 comment card, and I don't think we do, we're going
6 to have our open house period, where, again, you may
7 talk with the court reporter or visit with our
8 various project team members. And they can address
9 your specific questions and concerns.

10 And, again, thank you so much. This is an
11 excellent turnout, and thank you for all the past
12 participation as well in the study. Thank you so
13 much.

14

15 (Open house begins.)

16

17 PUBLIC COMMENT: (To the court reporter)
18 They should treat the existing residential
19 neighborhoods the same way they would if those
20 neighborhoods were where the highest paid project
21 officials live. Basically, treat the neighborhoods
22 the same way they would if that's the -- if those
23 neighborhoods were the ones where the highest paid
24 project officials actually lived, where they
25 themselves reside.

1 PUBLIC COMMENT: (To the court reporter)
2 Along the loop road, which is located east of the
3 highway and north of Ina Road, there should be a
4 wall along the north edge of the loop road as a
5 buffer between the road and the existing residential
6 neighborhood.

7

8 (Recorded proceedings concluded at 7:45 p.m.)

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C E R T I F I C A T I O N

* * * * *

BE IT KNOWN that the foregoing proceedings were taken before me, Nancy P. Richmond, Registered Professional Reporter and Notary Public for the State of Arizona, and by virtue thereof authorized to administer an oath; that the proceedings were taken down by me in shorthand and thereafter transcribed under my direction; that the foregoing pages contain a full, true, and accurate transcript of all proceedings had, all to the best of my skill and ability.

I FURTHER CERTIFY that I am not related to nor employed by any of the parties hereto and have no interest in the outcome thereof.

DATED at Tucson, Arizona, this 29th day of June, 2012.



NANCY P. RICHMOND, RPR
NOTARY PUBLIC, STATE OF ARIZONA

My Commission Expires: April 4, 2016

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Appendix C: Meeting Materials



INTERSTATE 10: INA ROAD TRAFFIC INTERCHANGE (TI)
TO RUTHRAUFF ROAD TI STUDY

PUBLIC SIGN-IN SHEET

Public Hearing

Thursday, June 21, 2012, 5 to 7:30 p.m.

Ellie Towne Flowing Wells Community Center, 1660 W. Ruthrauff Road, Tucson, AZ 85705

Please Print

Name	Organization	Telephone	Address, City, ZIP Code	Email
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				

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





INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

Public Hearing
Ellie Towne Flowing Wells Community Center
Thursday, June 21, 2012, 5 to 7:30 p.m.

AGENDA AND PUBLIC HEARING INFORMATION

5 to 5:15 p.m.

- **Open house with information tables**
Please visit the information tables to view displays. Project team members are available to address concerns and answer questions.

5:15 to 6 p.m.

- **Presentation**
 - **Welcome**
Linda Ritter, Senior Community Relations Officer, Arizona Department of Transportation
 - **Introductions**
Todd Emery, P.E., Tucson District Engineer, ADOT
 - **Project overview**
Michael Bertram, P.E., Project Manager, HDR Engineering
 - **Results of Environmental Assessment**
Christine Donoghue, Senior Environmental Planner, HDR Engineering

6 to 6:30 p.m.

- **Question and response session**
In order to respond to as many questions as possible in the time available, please ask general project questions by writing them on the yellow question cards provided and submitting them back to the team members to be read aloud for a response. Please ask more detailed or individual property questions at the information tables during the open house.

6:30 to 7 p.m.

- **Formal comment period**
*Please submit a blue speaker card to a project team member. You will be called in the order you submitted your request to speak. At that time, you will be able to approach the microphone and make your formal comments within a three-minute time period. A yellow card will be displayed when you have one minute remaining and a red card will be displayed when the three-minute time period has expired. A court reporter will be documenting your comments. **Please note** that this time will be for collecting comments only, and the project team will not be responding to questions.*

7 to 7:30 p.m.

- **Open house with information tables**
Please visit the information tables to view displays. Project team members are available to address concerns and answer questions. You are also welcome and encouraged to visit the court reporter to make additional formal comments.

Comment forms: Please write comments, questions or requests on the comment forms provided. Public comments are an important part of the study and are welcome at any time for review and consideration. Comments returned by Friday, July 6, 2012, will be included in the documentation of this public hearing. Please send comments to the ADOT Outreach Team at 2540 N. Tucson Blvd., Tucson, AZ 85716; phone: 520-327-6077; fax: 520-327-4687; or email: ina2rr@azdot.gov.

Project information: Additional project information, copies of the displays and the PowerPoint presentation used at tonight's hearing may be found at www.azdot.gov/ina2rr.



INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

FACT SHEET

Project overview

The Arizona Department of Transportation (ADOT), in conjunction with the Federal Highway Administration (FHWA), is evaluating improvements to Interstate 10 from the Ina Road Traffic Interchange (TI) to the Ruthrauff Road TI. The project area is located within Pima County, the City of Tucson and the Town of Marana. The project is being developed in the following two phases:

- Phase One – preparation of an ADOT Design Concept Report (DCR), an Environmental Assessment (EA) to comply with the National Environmental Policy Act (NEPA) and a Project Implementation Plan to identify the order of construction activities, timing and funding elements
- Phase Two – preparation of plans for preliminary engineering

Phase One project milestones and anticipated study schedule

Completed	In Progress
<ul style="list-style-type: none"> ➤ Public and agency scoping meetings – fall 2009 ➤ Government officials briefings ➤ Property owner briefings – fall 2010 ➤ Public information meeting – March 2011 ➤ Environmental reports ➤ Initial DCR/Implementation Plan ➤ Draft EA 	<ul style="list-style-type: none"> ➤ June 21, 2012 – Public hearing
	Upcoming
	<ul style="list-style-type: none"> ➤ Summer 2012 <ul style="list-style-type: none"> ○ Final DCR/EA ○ FHWA Decision Document

Proposed improvements include

- Reconstruction of I-10 to provide five travel lanes in each direction, with auxiliary lanes between interchanges. Initial construction would involve four travel lanes in each direction with auxiliary lanes.
- Improvements to traffic interchanges and crossroads, including grade separation between crossroads and the Union Pacific Railroad (UPRR) at Ina, Sunset and Ruthrauff Roads.
- Replacement of I-10 bridges over Orange Grove Road, Cañada Del Oro Wash and Rillito Creek.

Project's purpose and need

- Further transportation planning objectives identified in ADOT's 1993 General Plan and the Regional Transportation Authority's (RTA) 2006 voter-approved Regional Transportation Plan.
- Meet existing and future (2040) traffic demand and improve traffic operations.
- Eliminate vehicle-train conflicts at crossroads and improve emergency response times.
- Meet current design standards.

Public involvement

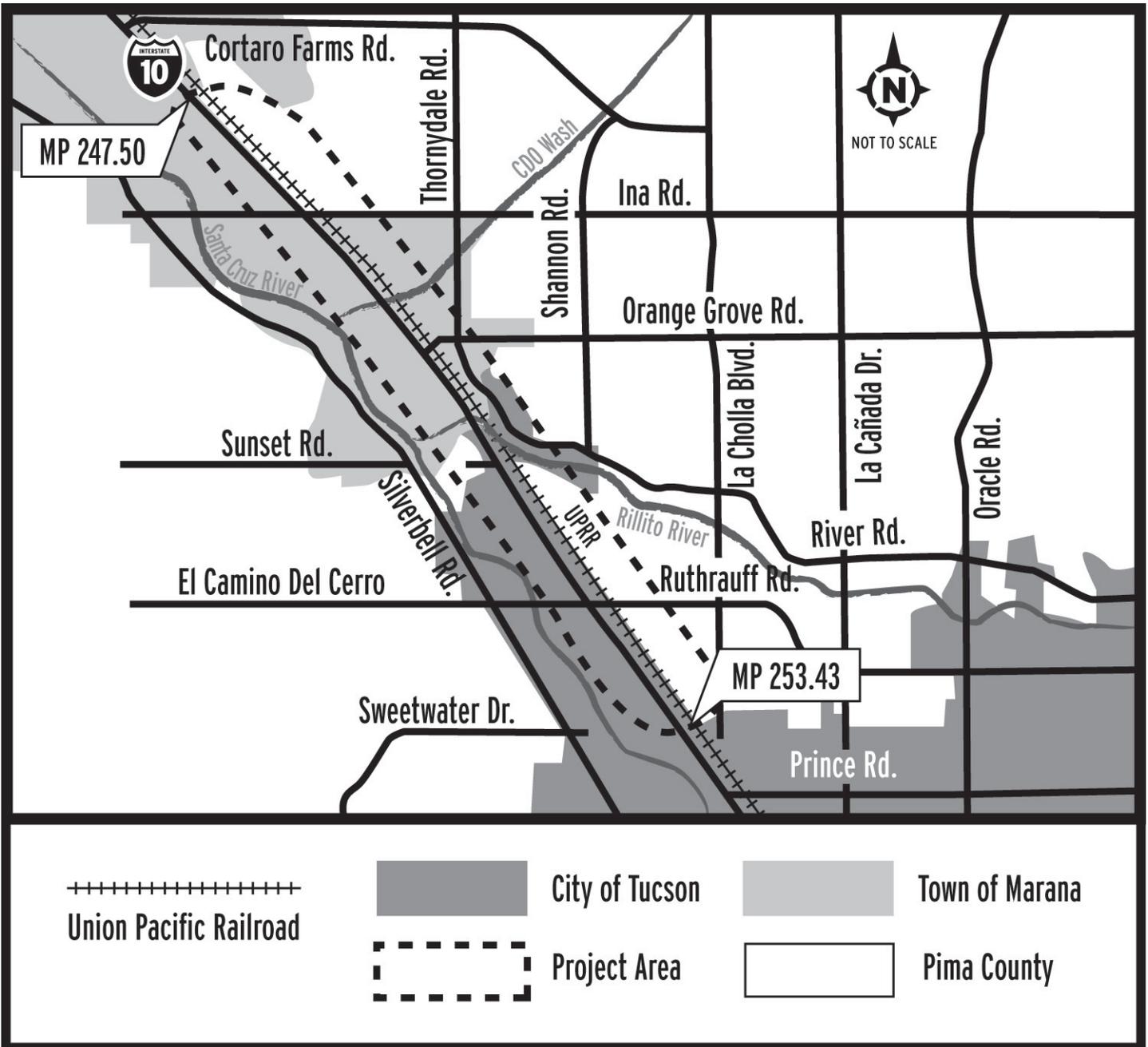
An agency scoping meeting and a public scoping meeting were held in fall 2009 to introduce the project and receive agency and public comment on the proposed improvements. Agency involvement is ongoing. Property owner briefings were held in fall 2010. A public meeting was held in March 2011 to obtain public comments on the proposed project alternatives.

The Draft EA is available for review, and a public hearing is planned for June 21, 2012 to provide information about the preferred alternative, explain its potential environmental impacts and receive public comments on the Draft EA. The public is encouraged to provide input via mail, email or comment form on the project website at www.azdot.gov/ina2rr.

Contact information

- ADOT Outreach Team, 2540 N. Tucson Blvd., Tucson, AZ, 85716, 520-327-6077 or ina2rr@azdot.gov
- Michael Bertram, P.E., Project Manager, HDR Engineering, Inc., 520-584-3629 or michael.bertram@hdrinc.com

Project map





INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:

Engineering Environmental Right of Way Public Outreach Other



INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:

Engineering Environmental Right of Way Public Outreach Other





INTERSTATE 10
INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI
STUDY

Thursday, June 21, 2012 – Public Hearing

Speaker Card

*Please submit this card to a project team member prior to or during the formal comment session. You will be called in the order you submitted your request to speak. At that time, you will be able to approach the microphone and make your formal comments within a three-minute time period. A yellow card will be displayed when you have one minute remaining, and a red card will be displayed when the three-minute time period has expired. A court reporter will be documenting your comments. **Please note** that this time will be for collecting comments only, and the project team will not be responding to questions.*

Name: *(Please print clearly)*



INTERSTATE 10
INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI
STUDY

Thursday, June 21, 2012 – Public Hearing

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INTERSTATE 10
INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI
STUDY

Thursday, June 21, 2012 – Public Hearing

Speaker Card

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INTERSTATE 10
INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI
STUDY

Thursday, June 21, 2012 – Public Hearing

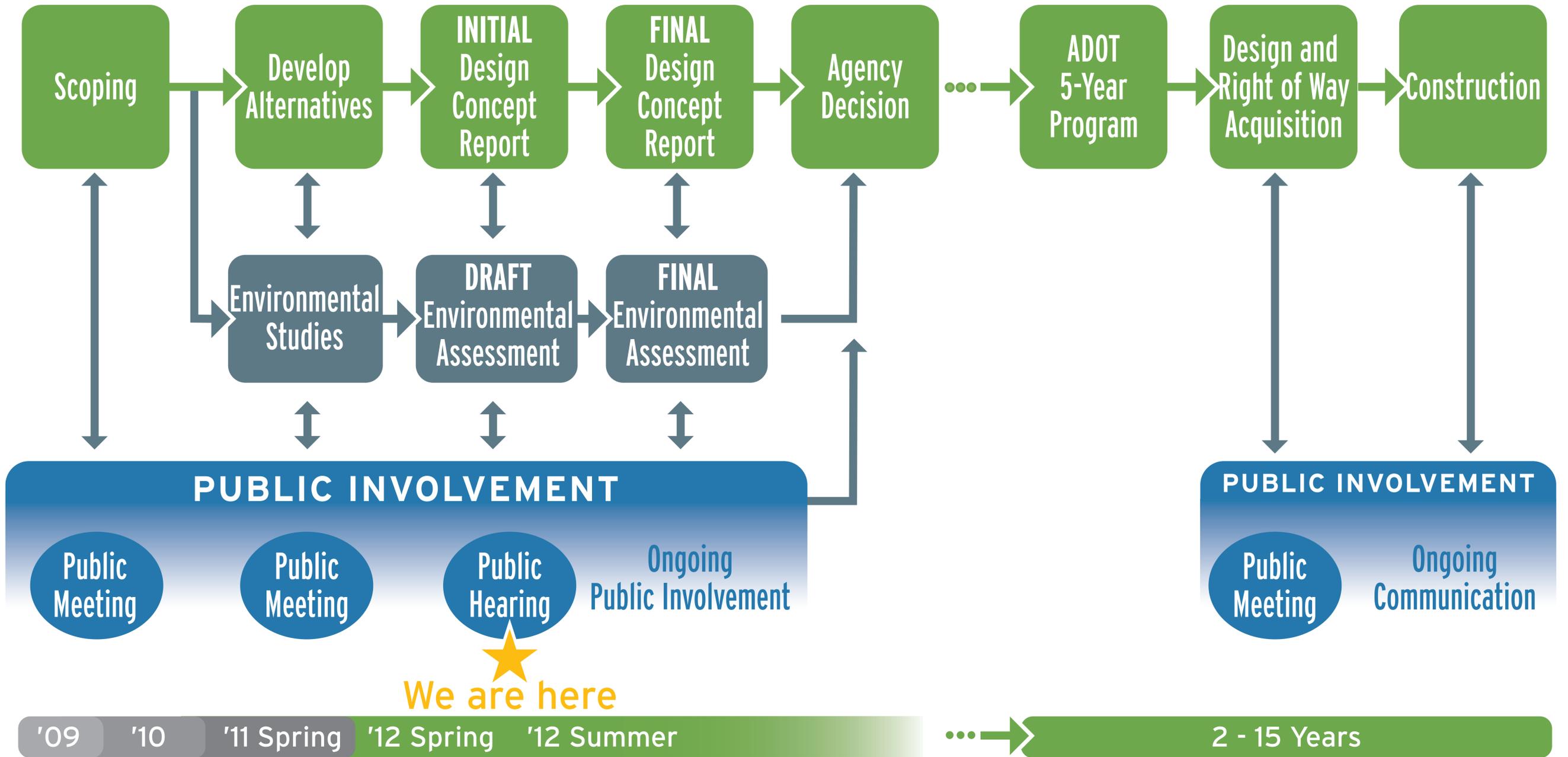
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Name: *(Please print clearly)*



ADOT Project Development Process



Study Website: www.azdot.gov/ina2rr



Appendix D: PowerPoint Presentation



 **I10: INA ROAD TO RUTHRAUFF ROAD STUDY**

Agenda

- Open house: visit information tables
- Presentation
 - Welcome and introductions
 - Study description and overview
 - Alternatives considered and evaluated
 - Results of Environmental Assessment
 - How to provide input
- Question and response session; formal comment period
- Open house: visit information tables

ARIZONA DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

INTERSTATE 10
INA ROAD TRAFFIC INTERCHANGE (TI) TO
RUTHRAUFF ROAD TI STUDY

June 21, 2012
PUBLIC HEARING
Design Concept Report
and Environmental Assessment

ADOT Project No.: 010 PM 247 H7583 01L
Federal Aid No.: 010 -D(211)N





Welcome and Introductions

Linda Ritter

**Senior Community Relations Officer,
ADOT**

- Key project representatives
 - Federal Highway Administration (FHWA)
 - Arizona Department of Transportation (ADOT)



Agenda

- Open house: visit information tables
- Presentation
 - Welcome and introductions
 - Study description and overview
 - Alternatives considered and evaluated
 - Results of Environmental Assessment
 - How to provide input
- Question and response session; formal comment period
- Open house: visit information tables



How to Participate

- Question and response session
 - Submit questions using question cards
- Formal comment period
 - Submit speaker cards to speak briefly
- After the presentation
 - Give oral comment to the court reporter
 - Speak to project team members at information stations



ADOT Tucson District Perspective

Todd Emery, P.E. **Tucson District Engineer, ADOT**

- Project importance
- Recognition of local government partners



Hearing Purpose and Protocol

- Satisfy National Environmental Policy Act (NEPA) requirements
 - Environmental documentation
 - Decision-making tool
 - Obtain public comments on the Draft Environmental Assessment
 - Hearing transcript
 - Written comments and questions
- Project team available to answer questions one-on-one



Project Overview

Michael Bertram, P.E.
Consultant Project Manager, HDR



I10: INA ROAD TO RUTHRAUFF ROAD STUDY

Public Involvement

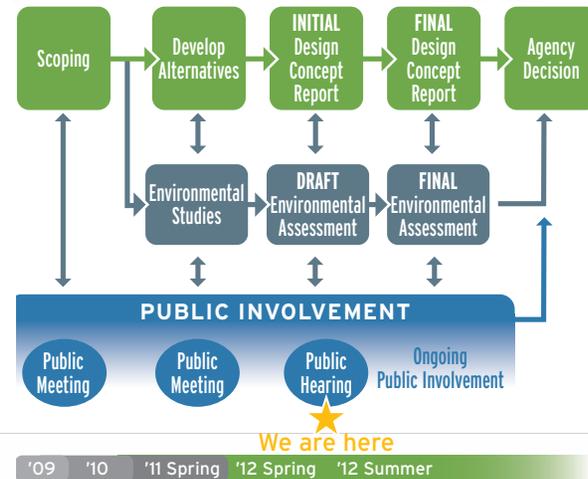
Milestones

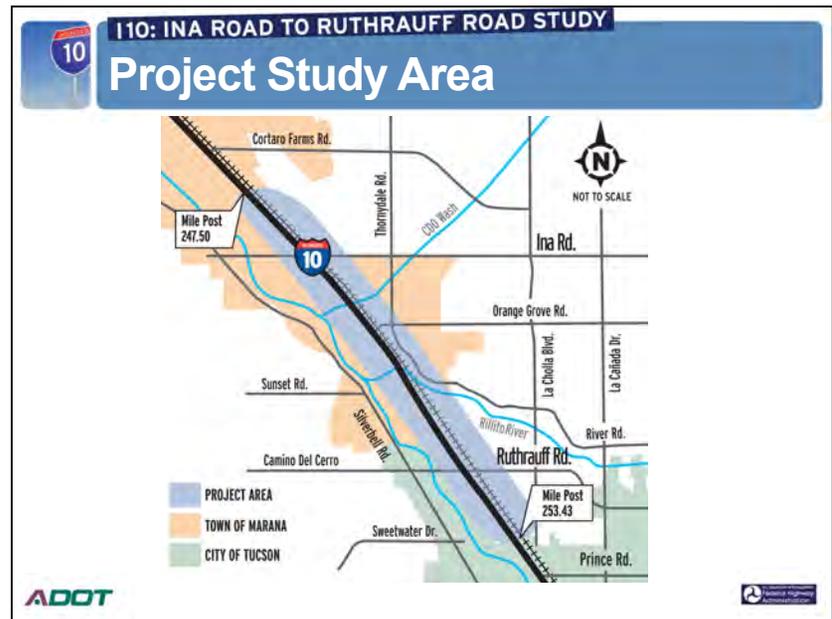
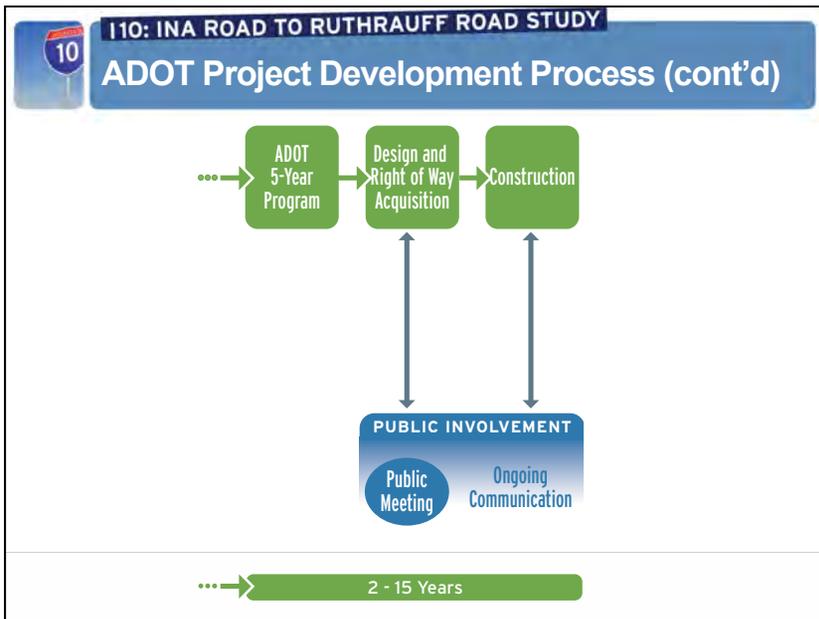
- ✓ Public scoping meeting – Nov. 18, 2009
- ✓ Government officials briefings – summer 2010
- ✓ Property owner briefings – fall 2010
- ✓ Public meeting – March 10, 2011
- **Public hearing – June 21, 2012**



I10: INA ROAD TO RUTHRAUFF ROAD STUDY

ADOT Project Development Process







Project Purpose and Need

- Further transportation planning objectives
 - ADOT's 1993 General Plan
 - Regional Transportation Authority's (RTA) 2006 voter-approved Regional Transportation Plan
- Meet existing and future (2040) traffic demand and improve operations
- Meet current design standards
- Eliminate vehicle-train conflicts at crossroads and improve emergency response times



Alternatives Considered

- Modal alternatives: commuter rail, bus rapid transit
- Roadway network improvements
 - Alternative corridors
 - Designs for crossroad grade separation from I-10 and railroad
 - Traffic interchange configurations
- Advanced alternatives
 - No Action Alternative
 - Preferred Alternative



No Action Alternative

- Describes impacts of making none of the proposed improvements associated with the build alternative
- Provides a baseline against which all other alternatives are compared
- Would not meet the project's purpose and need



Preferred Alternative

Proposed improvements

- Reconstruction of I-10 and four traffic interchanges
- 5 travel lanes (ultimate) in each direction with auxiliary lanes (4 lanes for interim)
- Would meet the project's purpose and need



Preferred Alternative (cont'd)

Proposed improvements (cont'd)

- Ina, Ruthrauff and Sunset roads: crossroads over I-10, Union Pacific Railroad (UPRR)
- Sunset Road connection
 - ADOT
 - Pima County



Preferred Alternative (cont'd)

Proposed improvements (cont'd)

- Orange Grove Road
 - Reconstruct main line bridges over crossroad
 - Dual right-turn lanes on westbound frontage road
- Reconstruction of I-10 main line bridges over the Cañada del Oro Wash and Rillito Creek



I10: INA ROAD TO RUTHRAUFF ROAD STUDY

Preferred Alternative (cont'd)

Proposed improvements (cont'd)

- Local access changes at Ina and Ruthrauff roads
- Sidewalks provided along reconstructed crossroads
- Drainage improvements (culverts, storm drains)



I10: INA ROAD TO RUTHRAUFF ROAD STUDY

Preferred Alternative (cont'd)

Rendering of ultimate improvements to I-10 at Ruthrauff Road interchange looking south toward Tucson





I10: INA ROAD TO RUTHRAUFF ROAD STUDY

Preferred Alternative (cont'd)

Rendering of ultimate improvements to I-10 at Ruthrauff Road interchange looking north toward Marana



ADOT



I10: INA ROAD TO RUTHRAUFF ROAD STUDY

Preferred Alternative (cont'd)

Rendering of ultimate improvements to I-10 westbound exit at Ruthrauff Road looking north toward Marana



ADOT





I10: INA ROAD TO RUTHRAUFF ROAD STUDY

Local Access Improvements

- Improvements at Ina and Ruthrauff roads change access to these roads from local streets and driveways
- Proposed design will improve circulation with consideration to:
 - Traffic capacity/storage
 - Roadway design guidance
 - Commercial and emergency vehicle access
 - Public and agency input
 - Minimizing direct and indirect impacts to properties

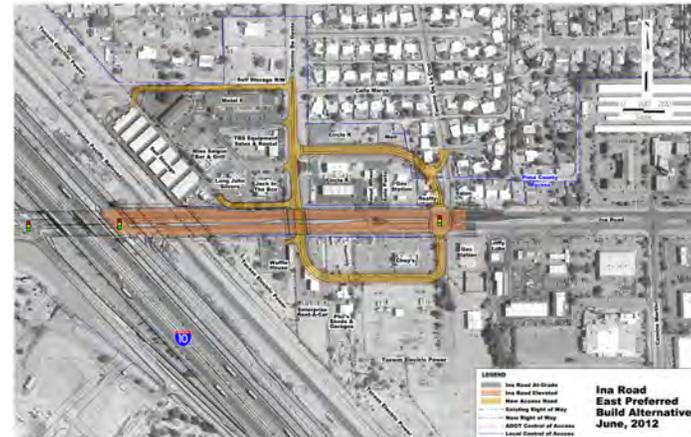
ADOT



I10: INA ROAD TO RUTHRAUFF ROAD STUDY

Local Access Improvements (cont'd)

East of I-10 at Ina Road



ADOT





I10: INA ROAD TO RUTHRAUFF ROAD STUDY

Local Access Improvements (cont'd)

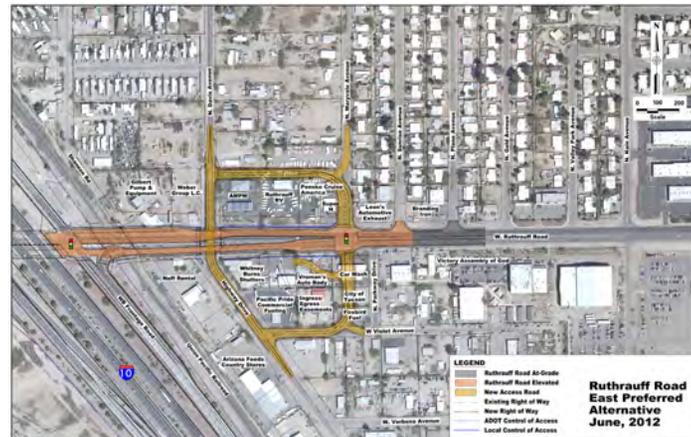
West of I-10 at Ina Road



I10: INA ROAD TO RUTHRAUFF ROAD STUDY

Local Access Improvements (cont'd)

East of I-10 at Ruthrauff Road





I10: INA ROAD TO RUTHRAUFF ROAD STUDY

Local Access Improvements (cont'd)

West of I-10 at El Camino Del Cerro



I10: INA ROAD TO RUTHRAUFF ROAD STUDY

Sunset Road TI Improvements

- Existing condition is a tight diamond interchange with Sunset Road under I-10; Sunset Road is a dirt road west of I-10 and does not extend east of I-10
- In the ultimate configuration, in conjunction with Pima County's project, access to Sunset Road would be provided east and west of I-10 at reconstructed interchange





I10: INA ROAD TO RUTHRAUFF ROAD STUDY

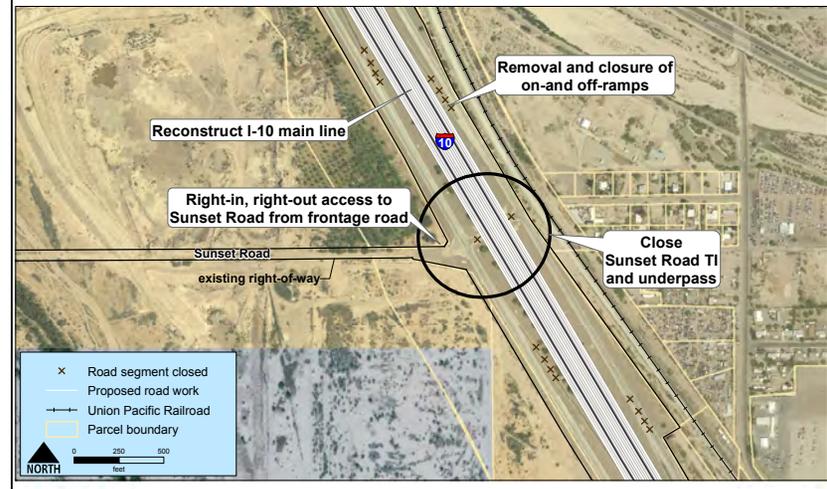
Sunset Road TI Improvements (cont'd)

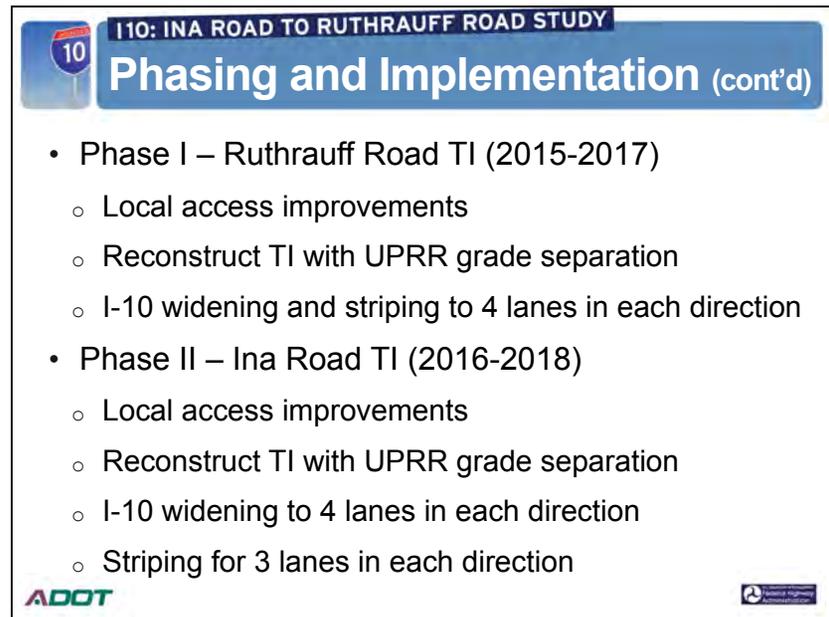
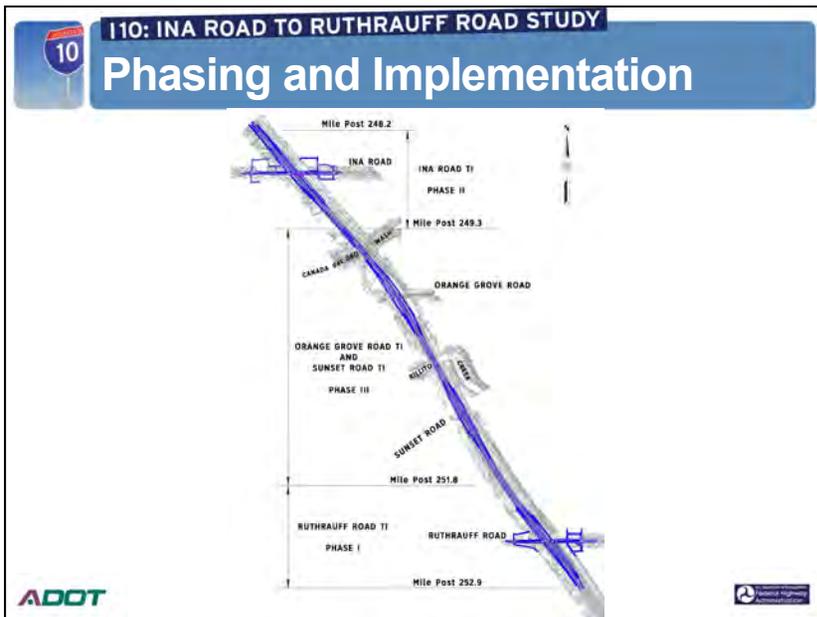
- Interim configuration, if ADOT proceeds ahead of Pima County: main line reconstructed and TI/ crossroad closed until additional improvements can be coordinated with Pima County's Sunset Road connection; right-in/out access to Sunset Road west of I-10 provided from eastbound frontage road



I10: INA ROAD TO RUTHRAUFF ROAD STUDY

Sunset Road Interim Condition







Phasing and Implementation (cont'd)

- Phase III – Orange Grove Road and Sunset Road TIs (2018-2020)
 - Reconstruct Orange Grove Road and Sunset Road TIs
 - I-10 widening and striping to 4 lanes in each direction
 - Restripe Phase II segment for 4 lanes in each direction
 - Initial reconstruction of wash bridges



Phasing and Implementation (cont'd)

- Phase IV – Ina Road to Ruthrauff Road widening (timing to be determined)
 - I-10 widening and striping to 5 lanes in each direction
 - Widen wash bridges



Results of Environmental Assessment

Christine Donoghue
Consultant Senior
Environmental Planner, HDR



Methods of Environmental Evaluation

- National Environmental Policy Act (NEPA)
- Prepare Draft Environmental Assessment (EA) to determine whether the project has the potential to create a significant environmental effect
 - Describes existing conditions
 - Describes the environmental consequences of alternatives evaluated
 - Focuses on key issues of concern
 - Considers both context and intensity of effects
 - Identifies mitigation to reduce environmental effects



Environmental Assessment Process

- Hold public hearing
- Consider public input
- Prepare Final Environmental Assessment and Decision Document
 - Significant impacts and need for additional study (EIS)
 - Finding of No Significant Impact



Potential Environmental Impacts

Land Use, Social and Economic Considerations

- Approximately 20 acres of new right of way required
- Ownership
 - 14 acres private land
 - 6 acres public land
- Locations
 - 10 acres – Ina Road vicinity
 - 9 acres – Ruthrauff Road vicinity
 - 2 acres – Orange Grove and Sunset roads vicinity

 **110: INA ROAD TO RUTHRAUFF ROAD STUDY**
Potential Environmental Impacts (cont'd)

- Displacements
 - 2 residences
 - 1 vacant municipal property
 - 13 commercial: 6 at Ina Road, 7 at Ruthrauff Road
- Relocation assistance provided by ADOT
- Compensation under the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act)

 ADOT



 **110: INA ROAD TO RUTHRAUFF ROAD STUDY**
Potential Environmental Impacts (cont'd)

- Partial acquisition involves 42 locations/owners
- 9 municipal properties; the balance are commercial
- Effects to properties:
 - Frontage amenities: fencing, signs, landscaping
 - Direct access to Ina and Ruthrauff roads
 - 3 properties involve loss of one or more buildings
 - 1 municipal well site
- Compensation under Uniform Act

 ADOT



 **110: INA ROAD TO RUTHRAUFF ROAD STUDY**
Potential Environmental Impacts (cont'd)

- Effects during construction:
 - TI closure for 15 to 18 months
 - Increased congestion
 - Access to businesses maintained
 - ADOT coordinates with emergency responders and transit providers during construction
 - Businesses would be eligible for the RTA's MainStreet business assistance program

 **110: INA ROAD TO RUTHRAUFF ROAD STUDY**
Potential Environmental Impacts (cont'd)

- Post-construction effects:
 - Change or loss in access to crossroads
 - Businesses closest to TIs may face retaining walls and possible reduced visibility
 - Overall traffic capacity and operations improved

 **I 10: INA ROAD TO RUTHRAUFF ROAD STUDY**

Potential Environmental Impacts (cont'd)

- Post-construction effects (cont'd):
 - Vehicle-railroad conflicts eliminated at Ina Road, Sunset Road and Ruthrauff Road TIs
 - May facilitate economic development
 - Loss of park-and-ride lot at Ruthrauff Road TI

 **I 10: INA ROAD TO RUTHRAUFF ROAD STUDY**

Potential Environmental Impacts (cont'd)

Cultural Resources

- 12 prehistoric archaeological sites
 - 9 National Register of Historic Places (NRHP) eligible, 3 undetermined
 - Potential for additional prehistoric sites

 **110: INA ROAD TO RUTHRAUFF ROAD STUDY**

Potential Environmental Impacts (cont'd)

Cultural Resources (cont'd)

- Historic sites, NRHP eligible: Southern Pacific Railroad and Old State Route 84
- Adverse effect to archaeological resources and State Route 84 mitigated through testing and data recovery as outlined in the Programmatic Agreement

 **110: INA ROAD TO RUTHRAUFF ROAD STUDY**

Potential Environmental Impacts (cont'd)

Section 4(f) of the U.S. Department of Transportation Act

- Mike Jacobs Sports Park: *de minimis* impacts to features qualified for protection (ball fields)
- Ted Walker Park: avoiding
- Regional Optimization Master Plan (ROMP) Trail: avoiding

 **110: INA ROAD TO RUTHRAUFF ROAD STUDY**
Potential Environmental Impacts (cont'd)

Section 4(f) of the U.S. Department of Transportation Act (cont'd)

- Cañada del Oro Wash Park/Trail and Rillito Creek Park/Trail: detour within wash; temporary closure during certain stages of construction
- Southern Pacific Railroad: *de minimis* impacts to features qualified for protection (historic alignment)

 **110: INA ROAD TO RUTHRAUFF ROAD STUDY**
Potential Environmental Impacts (cont'd)

Traffic Noise

- Train horns eliminated at Ina and Ruthrauff roads
- 24 locations evaluated (multiple properties)
 - 9 would experience 1- to 5-dba reduction
 - 15 would experience 0- to 6-dba increase
- 12 locations evaluated for noise barriers; none met ADOT's noise abatement criteria
- Data to be reviewed and updated during final design, if needed

 **110: INA ROAD TO RUTHRAUFF ROAD STUDY**
Potential Environmental Impacts (cont'd)

Visual Resources

- Properties adjacent to the crossroads and frontage roads near the TIs would have full or partial views of retaining walls instead of road
- Retaining walls and other TI features will be more elevated and may be visible as background views depending on orientation and proximity
- Architectural and landscape treatments would be developed during final design

 **110: INA ROAD TO RUTHRAUFF ROAD STUDY**
Potential Environmental Impacts (cont'd)

Water Resources

- Wells likely to be encountered on acquisition properties (protect or properly abandon)
- Project would comply with provisions of the:
 - Safe Drinking Water Act of 1974
 - Clean Water Act; Sections 401, 402 and 404
 - Arizona Pollutant Discharge Elimination System



110: INA ROAD TO RUTHRAUFF ROAD STUDY

Other Environmental Issues

- Title VI, environmental justice
- Air quality
- Utilities and railroads
- Drainage and floodplain
- Vegetation and invasive species
- Threatened and endangered species
- Hazardous materials
- Materials sources
- Cumulative and secondary impacts



110: INA ROAD TO RUTHRAUFF ROAD STUDY

Locations to Review Draft EA

- www.azdot.gov/ina2rr
- Flowing Wells Branch Library, 1730 W. Wetmore Road
- Nanini Branch Library, 7300 N. Shannon Road
- Wheeler Taft Abbett, Sr. Branch Library, 7800 N. Schisler Drive
- Town of Marana Operations Center, 5100 W. Ina Road
- ADOT Tucson District Office, 1221 S. Second Ave.





Next Steps

- Public input tonight and through July 6, 2012
- Consideration of comments by ADOT and FHWA, including all written comments received during the review period and the public hearing transcript
- Preparation of a Final EA documenting comments, changes to the EA and the alternatives
- FHWA decision document



Tell Us What You Think!

- Comments provided by Friday, July 6, 2012, will be included in the official public hearing summary
 - Speak to court reporter tonight
 - Submit comment form tonight
 - Mail comments
 - Email comments



I10: INA ROAD TO RUTHRAUFF ROAD STUDY

Thank You

**Thank you
for
participating!**





Appendix E:

Question and Comment Session





INTERSTATE 10
INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI
STUDY

Sunset

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:

Engineering Environmental Right of Way Public Outreach Other

Will the Sunset Rd. bridge over the Santa Cruz River be rebuilt?



INTERSTATE 10
INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI
STUDY

Frontage Roads

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:

Engineering Environmental Right of Way Public Outreach Other

While widening Frontage Rd from Ruthrauff to INA will it disturb the ^{CURRENT} ~~veg~~ vegetation improvement and will it be replaced





INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

Traffic

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:

Engineering Environmental Right of Way Public Outreach Other

Grant Rd. & Ruthrauff Roads carry residents
into Tecum Mts. Why were Orange Grove
and Poince chosen as traffic facilitators?



INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:

Engineering Environmental Right of Way Public Outreach Other

From start to finish - how
long will the Ruthrauff interchange
take to construct?





INTERSTATE 10
INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI
STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:
 Engineering Environmental Right of Way Public Outreach Other

WILL IT BE POSSIBLE TO MAXIMIZE THE WIDENING OF I-10,
 AND PREVENT THE OVERDEVELOPMENT OF SILVERBELL ROAD,
 SO THAT SILVERBELL ROAD, WHICH RUNS PARALLEL TO I-10,
 A FEW HUNDRED YARDS TO THE WEST, RETAINS ITS
 SCENIC, RURAL, AND ARCHEOLOGICAL CHARACTER...
 WITHOUT A CURBED MEDIAN THAT WOULD CAUSE INCONVENIENCE



TO LOCAL RESIDENTS



INTERSTATE 10
INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI
STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

Sunset

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:
 Engineering Environmental Right of Way Public Outreach Other

Is the beginning of construction tied to the completion of
 the ^{SUNSET} link from Silverbell to River Rd?
 And, what is the status of the Sunset project.





INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:

Engineering Environmental Right of Way Public Outreach Other

Will all the Exits involved be closed
at the same time while all this happening?



INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:

Engineering Environmental Right of Way Public Outreach Other

Do the new R-R overpasses on the cross-roads provide
sufficient vertical clearance for future? and adequate
width sufficient for high-speed rail line?





INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:

Engineering Environmental Right of Way Public Outreach Other

Will you consider Ina before Ruthrauff



INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:

Engineering Environmental Right of Way Public Outreach Other

~~If Ruthrauff is going to be closed for~~
If Ruthrauff is going to be under construction from 2015 to 2017 and Ina is going to be under construction from 2016-2018 and these projects are expected to take around 24 months, how can both intersections not be closed at the same time





INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:
 Engineering Environmental Right of Way Public Outreach Other

How will compensation be handled?
 ie. existing structures or fencing
 on Right-of-Way.



INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:
 Engineering Environmental Right of Way Public Outreach Other

Will there be night mass lighting along I-10 from Ruthrauff
 T/I to Ina T/I.





INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:

Engineering Environmental Right of Way Public Outreach Other

① WHEN DO YOU EXPECT RELOCATION ACTIVITIES AND RIGHT OF WAY ACQUISITION TO BEGIN ON THE INA ROAD SECTION OF THE PROJECT?

(Pete ready to answer)



INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:

Engineering Environmental Right of Way Public Outreach Other

What can I expect, having a business on the West side of the Freeway at Ruthrauff Rd + I 10, in terms of right of way when the underpass closes?





INTERSTATE 10
INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI
STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:
 Engineering Environmental Right of Way Public Outreach Other

Will Ruthrauff between I-10 & La Cholla be widened to 6 lanes? Apparently the right-of-way is already there!



INTERSTATE 10
INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI
STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:
 Engineering Environmental Right of Way Public Outreach Other

Mentioned A Number of Displaced Properties –
 on E. Ina - what commercial properties will be
 Replaced - /acquired?

FN (I told him we'd meet with him - Dewey Zubeit
 the Q & A Jay) (chicken sued - Post)





INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:

Engineering Environmental Right of Way Public Outreach Other

Will the new side roads/loops to carry traffic once Ina + Ruthrauff are elevated be built before closing Ina and Ruthrauff at I-10?



Review @ I-10
Demographics
Subdiv
UPRE
SSE
CYPHER
of CA.

→ Similar Access Issues (i.e. under profile = walls, etc.)



INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:

Engineering Environmental Right of Way Public Outreach Other

~~FEWER~~
~~COMPLICATION~~

SINCE ORANGE GROVE IS ONE OF THE MOST POPULAR VEHICLE CROSSING POINTS OF THE RAILROAD, WHY IS IT NOT POSSIBLE, WITH MODERN ADVANCED TECHNOLOGY, TO CONSTRUCT THE INA AND RUTHRAUFF CROSSINGS SIMILAR TO ORANGE GROVE: IE UNDER THE RAILROAD?





INTERSTATE 10 INA ROAD TRAFFIC INTERCHANGE TO RUTHRAUFF ROAD TI STUDY

QUESTION CARD

Thursday, June 21, 2012 – Public Hearing

- Please print clearly and use one card per question.
- Return your card to a project team member before or during the presentation.

My question is regarding:

Engineering Environmental Right of Way Public Outreach Other

HAS THERE BEEN ANY STUDY REGARDING LOSS OF REVENUE
AND GAIN OF REVENUE FOR BUSINESSES BEFORE AND AFTER
CONSTRUCTION ON OTHER I-10 PROJECTS ?

(See answer attached)



We don't know of such a study, however we learned a lot and had good success on the I-10 project from Prince Rd to 29th street. And we are using the same team and approach used on that project, Plus the RTA Mainstreet program is assisting businesses with specific tools and providing information to them about the project and the schedule.

[Point out Brillou]



Appendix F: Written Comments



Public Involvement Summary

9/13/2012

Date	Meeting/ Comment Type	Name	Comment Transcription	Response Transcription
8/17/2012	Phone	Marty Weber Weber Group LC	Said his property will be impacted by the project and would like to speak to someone about advances property acquisition.	Was provided with Pete Mayne's contact information.
8/10/2012	Phone	Sue Droubie Pima County Assessor's Office Commercial Property Division	Requested information to access map of the Ina Road Traffic Interchange and ongoing information on project.	Map is available on the project website. Additional information can be found in the environmental assessment.
8/9/2012	E-mail	Timothy Fascetta Enterprise Leasing Company of Phoenix	I attended the public meeting held on June 21st regarding the Ina Road / Interstate 10 Interchange Project. Enterprise Leasing Company of Phoenix, LLC (DBA: Enterprise Rent-A-Car) currently leases a building which is in the proposed "right of way" for the aforementioned project. It is our understanding our entire building / site will be taken for the project. Additionally, from the meeting, it is my understanding the Ina Road phase would commence in 2016 and the right away acquisitions would occur at or just prior to the commence of said phase. I would greatly appreciate it if you would let me know the following: 1. Has a final timetable been adopted? If so, when will it be made public information (I know comments were due by 7/6 and then a final FHWA Decision Document was to be drafted). 2. Is the proposed 2016 date still a good guidance date for us to utilize? 3. When will the actual right away acquisitions commence? We are attempting plan our long-term real estate strategy for the Tucson area and the above information is crucial to us	Thank you for your comments on this project. Your comments or questions if they are received by August 17, 2012 will be considered by ADOT and FHWA, and documented and responded to in the Final Environmental Assessment, as part of the federal requirements under the National Environmental Policy Act. If you have not yet read the Draft EA, we encourage you to do so to develop a better understanding of the project and subjects that may be of interest to you. The Draft EA is available online on the study website at www.azdot.gov/ina2rr . Information regarding the proposed construction sequencing and scheduling begins on page 28 of the Draft EA. Please feel free to contact me if you have any further questions or concerns. Your feedback is appreciated.

Public Involvement Summary

9/13/2012

Date	Meeting/ Comment Type	Name	Comment Transcription	Response Transcription
			formulating an accurate strategy.	
8/6/2012	E-mail	Patricia Alaniz Circle K	Below are some changes to ADOT's proposed plan outlined in Todd Emery's letter of May 14, 2012. It appears that we can make this work if the following changes are made: Shift the drive on Ina Road west 25' to bring it as close to our store as possible. Add a drive as shown on the attached exhibit. The drive will align with Camino De La Cruz. Circle K and ADOT will exchange properties as shown on the attached exhibit. The Circle K property is north of the store and the ADOT parcel will be the land remaining after the taking of Donut Wheel, the parts store and auto repair shop. ADOT to demolish the existing buildings. Donut Wheel, the parts store and the auto repair being a total taking and the buildings demolished	Thank you for your comments on this project. Your comments or questions if they are received by August 17, 2012 will be considered by ADOT and FHWA, and documented and responded to in the Final Environmental Assessment, as part of the federal requirements under the National Environmental Policy Act. If you have not yet read the Draft EA, we encourage you to do so to develop a better understanding of the project and subjects that may be of interest to you. The Draft EA is available online on the study website at www.azdot.gov/ina2rr . Information regarding the proposed construction sequencing and scheduling begins on page 28 of the Draft EA.
8/2/2012	Comment Form	Steve Hopkins Cool Breeze Air Solutions LLC	I own property at 5141 N. Casa Grande Hwy. Tucson AZ 85743. I have over 40 plus vehicles per day coming in and out of my property to conduct business. The proposed one-lane, one-way, at-grade roadway will greatly impact my business. Once the roadway is complete will the frontage still be one way and if so where would you access from to get to our business. My other concern is in regards to there not being fire protection within 1000 feet. I believe it would be a benefit to all the business in this block to have a hydrant installed. This would be a great opportunity to have this done during construction.	
8/2/2012	Phone	Steven Nuckolls Shannon Court RV Park	When will construction start at Ruthrauff Road? When will it be completed? Will there be noise abatement?	

Public Involvement Summary

9/13/2012

Date	Meeting/ Comment Type	Name	Comment Transcription	Response Transcription
			<p>How will flood drainage be assessed? Will it meet all standards?</p> <p>He is located near Gilbert Pump and is wondering how his property will be impacted. Will ADOT be acquiring any of his property?</p> <p>Pima County informed him a few years ago that new mobile homes on his lot will need to be put on pillars (flood requirements). He said pillars are very expensive and he has not had any new clients because of that requirement. Since then, the UPRR has made improvements to the area. He's wondering if the improvements made by the RR and ADOT will help lift that requirement.</p> <p>He is very excited about the project. He thinks it will make things safer and more efficient, as well as ease traffic.</p>	
7/31/2012	Phone	Michael Hennessey Burriss Hennesst & Co	Requested information for the evening meeting concerning Sunset Road. Contact information for project team requested.	Meeting was scheduled for 10am. After no RSVPs were received, meeting was canceled. Project team contact information given.
7/31/2012	E-mail	Michael Hennessey Burriss Hennesst & Co	My questions concern the Sunset Road traffic intersection. I understand you are thinking about some changes to this intersection. Why? I can follow your logic that you should wait until Pima County is ready to proceed with the bridges and connectors to build your project. What confuses me is why you will take out existing ramps and the underpass AT THIS TIME. Maybe I misunderstood your recent meeting notice. It seemed to me that your plan as part of the Ina to Ruthrauff Rd. I-10 project	

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			<p>would include the closures. But I do not understand the engineering need to do anything at this time. Clearly, Rughtrauff and Ina may need to be addressed. Why Sunset? There are many businesses now operating on both sides of the main line accessible right in/right out. These businesses use the east bound off ramp at Sunset and the underpass at Sunset. For example, a person traveling west bound on I-10 whose destination was Big Tex Trailer sales might get off at the Sunset exit, go under the freeway and then continue on the eastbound frontage road to the business. Similarly, a customer of those businesses on the west bound frontage road who wished to travel eastbound on I10 would use the underpass and ramps at Sunset. As you know the pumps at Orange Grove have been a problem already this year Why force more traffic up to that intersection. Why is it necessary to change anything at Sunset AT THIS TIME?</p>	
7/31/2012	E-mail	<p>Michael Hennessey Burriss Hennesst & Co</p>	<p>At the public meeting we spoke briefly about some thoughts I had concerning my real estate at this intersection. You suggested that I write you a letter with some of my thoughts. Please find it attached.</p> <p>Thank you for your willingness to listen. Please know that my co-owner Tim Burriss who was with us at the meeting is also available for your comments or questions.</p> <p>ATTACHMENT: Thank you for your time at the Public Meeting. We are very interested in ADOT'S design and schedule for the I-10/El Camino del Cerro project. The real estate we own or lease is</p>	

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			<p>located at the exact NW corner of the existing frontage road and El Camino del Cerro.</p> <p>Our parcels are: 10120040D Ownership in Grant Road Industrial LLC (currently Jack in Box). 10120038C Ownership in Parcel 38 LLC (currently Big Tex Trailer Sales). 10120039A Exclusive Easement from the State of Arizona (currently Big Tex). Pete, I believe the two businesses we are involved with will not survive your project, either during or after completion of said project.</p> <p>In the past we have worked with ADOT well and recognize that you have both obligations and restrictions governing what actions you can take. On the previous ADOT project in this area (widening/building the frontage roads north of El Camino del Cerro) we worked with ADOT to reach win/win solutions for your engineering designs and our Big Tex tenant. Another time, on another ADOT project (the I19/I10 interchange) we worked with the local businesses and all the residences on 34th Street to get a workable access deal struck. I think if you check with those involved at that time that they would agree that our expertise helped time-wise and cost-wise with the completion of the projects.</p> <p>On this new project the access to Jack in the Box and Big Tex seems really complicated. One way of understanding our concern was the comment that “This design takes the convenience out of convenience store”. The current design also has some features that might add unnecessary expense to the project. I am referring to running a road up the drainage way. It looks both expensive, ecologically challenging, and disastrous from a</p>	

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			<p>business standpoint. Also, this improvement would have to be completed before any ramp work started possibly delaying the other construction. In addition, while the slope of the driveway into the Jack in the Box from the completed raised El Camino del Cerro may be legal show me a semi that will take that turn for a burger! And the drivers of the larger trailers being sold and serviced by Big Tex might decide to find a more convenient business access-wise.</p> <p>As a win/win solution I would like to suggest that you make our properties a total take. I believe that solution will result in fewer arguments from both businesses since they would immediately begin the process of relocation and we might have the funds to find new homes for them. Also, having more right-of-way at the corner would certainly give you the ability to use slope rather than retaining wall on the raised frontage roads which helps with reduced costs and reduced time. Finally, getting all of us working together rather than against each other should be a value to ADOT in reducing delays and potential legal actions. Again, thank you for your time at the meeting. My co-owner and I look forward to working with you in the future.</p>	
7/31/2012	Phone	Mike Schiffler Granite Kitchen and Bath	<p>He said he reread his invitation and is fine with the fact that the team did not have the meeting to discuss the Sunset Road TI, especially since he did not RSVP, and he is not in a hurry to get a response from the team, but appreciated that the team will get back with him and address his questions and concerns.</p>	<p>Sent link to information about the public hearing.</p>

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			<p>To plan into the future for his business, he would like the team to address the following:</p> <ol style="list-style-type: none"> 1. What is the timetable for the Sunset TI and how sure are we at this point regarding this timeline? 2. His business, which is retail, can only be accessed northbound on the frontage road. Explain how access to his business would work during construction should the County not have other roads in place when the Sunset TI is constructed. 3. Explain in general how the County is ultimately planning to put in roadways connecting to the Sunset TI and how access would possibly be enhanced to his property by this roadway construction. Would there be some kind of southbound access? 	
7/30/2012	E-mail	Dave Friel	<p>I own a property at 5136 N Casa Grande Hwy Suite 111 Tucson, AZ 85743. I have over 125 vehicles per day coming in and out to conduct business. The proposed on lane, one way at grade roadway will greatly impact my business. My other concern is in regard to there not being fire protection within 1000 feet. I believe it would be a great opportunity to have this done during construction.</p>	Comment noted.
7/27/2012	Phone	<p>Danny Dobbs DMCAY Properties, LLC</p>	<p>Voice mail left with an updated email address. Question regarding ingress and egress to property.</p>	<p>The business outreach team for this project has discussed your question about property ingress and egress with the Arizona Department of Transportation's technical team. The team is aware that you have two entrances along your northern property line onto Ina Road. As part of the project's proposed plan, the western-most driveway would be eliminated. The possibility exists to provide an alternative entrance into your site</p>

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7/17/2012	USPS	Kelly Fleenor Southwest Gas Corporation	The request for comments for I-10 from Ina Road to Ruthrauff Road has been reviewed by Southwest Gas Corporation (SWG). SWG has distribution pipe, transmission pipe, high pressure steel pipe, distribution and high pressure valves and regulator stations within the project limits. SWG anticipates extensive relocation efforts near the Ina Road Traffic Interchange. The planning, design and permitting process will take several years and will require coordination efforts with the Town of Marana's Ina Raod: Silverbell Road to Star Commerce Place project. It includes obtaining easements on private property, Union Pacific Railroad crossings and possibly Unisource Energy Corporation property crossing. Due to seasonal demand, the relocation of transmission and high pressure pipe, valves and regulator stations is limited to April through September. Lead times for high pressure steel	<p>from the southern loop road located along your western property line. Should this alternative entrance be feasible, the final location and details would be a component of this project's final design effort and would be coordinated with you and the Town of Marana for compliance with current site plans, policies, and standards.</p> <p>To view your property, please open the attachment to this email or go to www.azdot.gov/ina2rr and click on "Meeting Presentation and Graphics Library" (under "Public Meeting" and "June 21, 2012"), then click on "Presentation." Scroll to page 12 of 27 of the PowerPoint titled "Local Access Improvements (cont'd)/East of I-10 at Ina Road."</p> <p>Comment noted.</p>

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			<p>pipe, fittings, valves and regulator station components are in the order of 4 to 6 months. All information is provided for reference use only. Potholing and Blue Stake are suggested for best accuracy when locating SWG facilities. Please be aware that SWG requires a minimum one-foot separation from distribution facilities and any proposed structures and two-foot separation from high pressure facilities. SWG requests to be included on the distribution of future submittals and final plans in order to verify further if SWG facilities will be in conflict with proposed improvements.</p>	
7/9/2012	Comment Form	<p>Bill Leto Denny's Restaurant</p>	<p>Attached are my comments. The solution appears to be to just buy me out because either way I will be out of business.</p> <p>ATTACHMENT</p> <p>Nothing has changed from the first meeting to this! The freeway construction will put me out of business. My sales will drop at least 30% and I will not be able to pay my bills. Acquiring the property behind me might give me some cash to help during the construction to pay bills and survive, but if that back parcel is not taken and some type of easement is not created I will go under. My recommendation is you buy my business and sell it for a profit once construction is done.</p>	<p>Thank you for your comments. The information will be documented and forwarded to the ADOT study team.</p> <p>If you have not yet had a chance to read the Draft EA, we encourage you to do so, to develop a better understanding of the project and issues that may be of interest to you. The Draft EA is available online on the study website at www.azdot.gov/ina2rr.</p> <p>Please feel free to contact me if you have any further questions or concerns. Your feedback is appreciated.</p>
7/6/2012	E-mail	James Raney	<p>I have lived off El Camino Del Cerro west of Silverbell Road since 2005. During the multi-year reconstruction of I-10 between Prince and I-19, the Ruthrauff/El Camino Del Cerro interchange was the first entrance for eastbound I-10 traffic on the west end of the construction zone. The considerable additional</p>	<p>Thank you for your comment in support of Mr. Hadland's letter. Mr. Hadland's letter and your comment will be documented and forwarded to the ADOT study team.</p> <p>If you have not yet had a chance to read the Draft EA, we encourage you to do so, to</p>

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			<p>traffic volume, along with the numerous train crossing delays, was a daily burden on those of us who lived directly west of the interchange. The only option to avoid the congestion and long waits at the traffic interchange was to drive on an often busy two lane road which is so filled with curves and sight-robbing elevation changes, that it is almost a continuous no passing zone for the approximately eight miles from Ina Road to Grant Road. Yet, this is the only option you intend to leave to myself and my neighbors during the 18+ months you intend to have Ruthrauff and El Camino Del Cerro Roads blocked while you rebuild the traffic interchange at I-10.</p> <p>This is not (as I was informed at the public meeting) an insignificant minor inconvenience. It is a mostly unnecessary hazardous, mind-numbing, stress-inducing, life-shortening burden on the people who live directly west of traffic interchange you are rebuilding.</p> <p>There is no argument the interchange needs to be rebuilt. It is inadequate for the volume on traffic which uses it today, and will be more so in the future. Further, as was mentioned at the public meeting, and has been reported in the press, Union Pacific intends to double the train traffic crossing Ruthrauff at I-10 causing even more congestion and safety issues. However, the current Phasing and Implementation schedule presented on June 21, is unsuitable to the needs of the people who use El Camino Del Cerro to access I-10 and Ruthrauff to drive east into Tucson.</p>	<p>develop a better understanding of the project and issues that may be of interest to you. The Draft EA is available online on the study website at www.azdot.gov/ina2rr.</p> <p>Please feel free to contact me if you have any further questions or concerns. Your feedback is appreciated.</p>

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			<p>The work at Orange Grove and Sunset should be completed before the interchanges are closed at either Ruthrauff/El Camino Del Cerro or Ina.</p>	
			<p>If Pima County would complete the planned connection between Silverbell and River Road, those of us who live between I-10 and the Tucson Mountains for several miles north or south of El Camino Del Cerro, would have a safe and practical option to use during the long closure of the Ruthrauff/El Camino Del Cerro interchange.</p>	
			<p>Completion of the Orange Grove interchange would increase the ability of that interchange to handle the traffic diverted by the closure of the Ina Road interchange. In fact, if the work scheduled in your Phase III is done first, there is little reason your Phase I and Phase II projects could not be done at the same time, immediately afterwards.</p>	
			<p>Geography has limited the options of people west of I-10 to travel to other parts of Tucson or access to I-10. The services needed to maintain our homes and provide for our families, and the emergency services which may be required, already have few options for access to this area. The mountains block any access from the west, and the Santa Cruz River limits the number of crossings to and from Tucson to the east. And, north and south is an unsafe drive on a road which is scheduled for rebuilding. The work on Silverbell between Grant Road and El Camino Del Cerro is scheduled to be done sometime during your scheduled Phaze I. That will</p>	

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			<p>create even more hardship for those forced to drive through yet another construction zone.</p> <p>The work of rebuilding I-10 is necessary, and in the end, will work to the great advantage of myself and my neighbors. However, by changing your schedule as suggested above, the work will can still be completed in a timely manner, but the NOT insignificant inconvenience and danger to the people west of the project area will be lessened considerably.</p> <p>Thank you for the opportunity for public comment.</p> <p>I was notified of the Public Hearing by mail.</p>	
7/6/2012	E-mail	Paul Sanchez	<p>Dear Sirs,</p> <p>I second Mr. Julian Hadland's comments (see attachment) which were faxed to your office yesterday. Thank you for giving these comments careful consideration.</p> <p>ATTACHMENT Why are ADOT and HDR aggressively pursuing the alternative that is MOST COSTLY to the taxpayer, and which will result in an EYESORE?</p> <p>Mick Hont's asserted reasons (June 21, 2012) for NOT constructing a short tunnel under the Union Pacific Railroad (UPRR) were insubstantial:</p> <ol style="list-style-type: none"> 1) The HIGH cost of pump maintenance during [occasional?] flooding; 2) UPRR detours would be necessary. 	<p>Thank you for your comment in support of Mr. Hadland's letter. Mr. Hadland's letter and your comment will be documented and forwarded to the ADOT study team.</p> <p>If you have not yet had a chance to read the Draft EA, we encourage you to do so, to develop a better understanding of the project and issues that may be of interest to you. The Draft EA is available online on the study website at www.azdot.gov/ina2rr.</p> <p>Please feel free to contact me if you have any further questions or concerns. Your feedback is appreciated.</p>

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			<p>Could ADOT please inform us of the annual cost to maintain pumps at Orange Grove Rd/I-10 intersection, since the year 2000?</p>	
			<p>Could ADOT please also inform us of the projected cost of constructing a short tunnel under UPRR, compared with the cost of constructing the proposed bridges over UPRR and I-10?</p>	
			<p>Surely advanced modern engineering techniques enable the construction of a short tunnel under UPRR without causing major disruption to the UPRR trains?</p>	
			<p>CONCLUSION: Surely it is more COST-EFFICIENT to construct a short tunnel under UPRR at each intersection, than to erect twisting “flyover” roads, thirty feet above UPRR.</p>	
			<p>Mick Hont’s assertion (June 21, 2012) regarding Silverbell Rd was inaccurate:</p>	
			<p>“Silverbell Rd is a vital North-South link”.</p>	
			<p>It is RARE that a vehicle travels from Cortaro Farms Rd in Marana to Congress Rd in Tucson via Silverbell Rd.</p>	
			<p>Almost all vehicles travel along I-10 for such a trip.</p>	
			<p>Over 90% of the vehicles that use Silverbell Rd, are owned by residents, their licensees and invitees, of the Silverbell Rd corridor:</p>	

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7/5/2012	Comment Form	Julian Hadland	<p>Why should these residents, many of whom are elderly, be subjected to the INCONVENIENCES and DANGERS of maneuvering around a CURBED, vegetated median?</p> <p>A CURBED, vegetated median will also increase maintenance costs,... costs which Mick Hont said (June 21, 2012) he wanted to minimize.</p> <p>Surely it is more COST-EFFICIENT to improve Silverbell Rd with a CENTRAL TURNING LANE, and NOT a curbed, vegetated median.</p>	Comment noted.
			<p>ATTACHMENTS</p> <p>Comments:</p> <p>Why are ADOT and HDR aggressively pursuing the alternative that is MOST COSTLY to the taxpayer, and which will result in an EYESORE?</p> <p>Mick Hont's asserted reasons (June 21, 2012) for NOT constructing a short tunnel under the Union Pacific Railroad (UPRR) were insubstantial:</p> <ol style="list-style-type: none"> 1) The HIGH cost of pump maintenance during [occasional?] flooding; 2) UPRR detours would be necessary. <p>Could ADOT please inform us of the annual cost to maintain pumps at Orange Grove Rd/I</p>	

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			<p>-10 intersection, since the year 2000?</p> <p>Could ADOT please also inform us of the projected cost of constructing a short tunnel under UPRR, compared with the cost of constructing the proposed bridges over UPRR and I-10?</p> <p>Surely advanced modern engineering techniques enable the construction of a short tunnel under UPRR without causing major disruption to the UPRR trains?</p> <p>CONCLUSION: Surely it is more COST-EFFICIENT to construct a short tunnel under UPRR at each intersection, than to erect twisting “flyover” roads, thirty feet above UPRR.</p> <p>Comments: Mick Hont’s assertion (June 21, 2012) regarding Silverbell Rd was inaccurate:</p> <p>“Silverbell Rd is a vital North-South link”.</p> <p>It is RARE that a vehicle travels from Cortaro Farms Rd in Marana to Congress Rd in Tucson via Silverbell Rd.</p> <p>Almost all vehicles travel along I-10 for such a trip.</p> <p>Over 90% of the vehicles that use Silverbell Rd, are owned by residents, their licensees and invitees, of the Silverbell Rd corridor:</p> <p>Why should these residents, may of whom are elderly, be subjected to the</p>	

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			<p>INCONVENIENCES and DANGERS of maneuvering around a CURBED, vegetated median?</p> <p>A CURBED, vegetated median will also increase maintenance costs,... costs which Mick Hont said (June 21, 2012) he wanted to minimize.</p> <p>Surely it is more COST-EFFICIENT to improve Silverbell Rd with a CENTRAL TURNING LANE, and NOT a curbed, vegetated median.</p> <p>QUESTION CARD Question 1: June 21, 2012 My question is regarding: Other Fewer Complications</p> <p>Since Orange Grove Road is one of the most popular vehicle crossing points of the railroad, why is it not possible, with modern advanced technology, to construct the Ina and Ruthrauff crossings similar to Orange Grove</p> <p>Question 8: June 21, 2012 My question regarding: Environmental</p> <p>Will it be possible to maximize the widening of I-10, and prevent the overdevelopment of Silverbell Rd, which runs parallel to I-10, a few hundred yards to the west, retains its scenic, rural, and archeological character,... without a curbed median that would cause inconvenience to local residents?</p>	
7/3/2012	Phone	Judy Green	Her and her colleagues were unable to attend the June 21st public hearing. Requested	Thank you for your call about the Interstate 10: Ina Road Traffic Interchange (TI) to Ruthrauff

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		Pepper Viner Management, II LLC	hearing minutes.	<p>Road TI Study. As we discussed, the public hearing summary is not available at this time; however, I will be happy to send it to you as soon as it is made available for public viewing.</p> <p>In the meantime, you are encouraged to visit the project website at www.azdot.gov/ina2rr. The project fact sheet, hearing presentation, and Draft Environmental Assessment (EA) are all available via this site. Please let me know if you have any questions.</p>
6/29/2012	Phone	Danny Dobbs DMCAY Properties, LLC	Requested written email confirming information given in 6/29/12 phone conversation.	
6/29/2012	Phone	Phil Abromowitz	<p>Requested to be added to project mailing list. Visited project website but couldn't view the maps in the PowerPoint presentation and was unable to print them. Was interested in the four aerial photos showing the changes at Ina and Ruthruaff TIs.</p> <p>Is an attorney but does not represent any properties in the area. He has received some inquiries however, and wanted to have something clear to refer to in case he receives additional inquiries.</p>	<p>Told the team was working on getting individual images of those maps and that should be clearer than viewing the PPT. Was offered to have the maps mailed to his home within the next two weeks.</p> <p>Added to project mailing list.</p> <p>TI maps were mailed on 7/3/12 to his home address.</p>
6/28/2012	E-mail	Jennifer O'Brien	I am not a politician but I'd like my voice to be heard on the Prince/Ruthruff/ Widening Project. I have an interest in this particular advancement and I am concerned that the widening between Prince and Ruthruff would be better solved by constructing an underpass	Thank you for your comments. The information will be documented and forwarded to the ADOT study team. Comments received by July 6, 2012, will be included in the Final Environmental Assessment (EA) and considered by ADOT and FHWA in the

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			<p>under the railroad tracks rather than an overpass. I prefer to live in Tucson because I hate the Interstate "loop-de loops" that California's Interstate system has developed. I also decided to settle down in Tucson, rather than Phoenix, because I despise the cement. I believe the correct answer to this widening project is to develop an underpass under the railroad, which would be more cost efficient and portray the less intrusive city characteristics of bigger cities. Similar underpasses such as at Congress Rd, Speedway Blvd, Grant, Orange Grove, and 22nd St. are my idea of what I'd like the city of Tucson to see implemented in this "Area Project"</p>	<p>decision-making process.</p> <p>If you have not yet had a chance to read the Draft EA, we encourage you to do so, to develop a better understanding of the project and issues that may be of interest to you. The Draft EA is available online on the study website at www.azdot.gov/ina2rr and at the locations listed below until Friday, July 6, 2012.</p> <p>Draft EA Locations</p> <ul style="list-style-type: none"> • Flowing Wells Branch Library, 1730 W. Wetmore Road, Tucson, AZ 85705 • Nanini Branch Library, 7300 N. Shannon Road, Tucson, AZ 85741 • Wheeler Taft Abbett, Sr. Branch Library, 7800 N. Schisler Drive, Tucson, AZ 85743 • Town of Marana Operations Center, 5100 W. Ina Road, Tucson, AZ 85743 • ADOT, 1221 S. Second Ave., Tucson, AZ 85713 <p>Please feel free to contact me if you have any further questions or concerns. Your feedback is appreciated.</p>
6/26/2012	Phone	<p>Danny Dobbs</p> <p>DMCAY Properties, LLC</p>	<p>Unable to make it to the hearing. Said he visited the project website and viewed the hearing documents. He noticed a map that did not include an entrance/driveway on the west side of his property. He said he currently has two entrances off of Ina Road (east and west), but he will be losing an entrance because of the project. He previously attended a Property Owner Briefing where he was told by a project engineer that they would make him an entrance off of the west side of his property.</p>	<p>Was told comments are welcome at any time, but comments for the official hearing record would need to be submitted by July 6. His concerns would be forwarded to the project team.</p>

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			Said he spoke to Elucity about this and was told he would need to submit his comments by the 6th, but he wants to get clarification on whether a driveway will be built before he submits his comments. Would like someone to call him.	
6/24/2012	E-mail	Cheryl Glover	<p data-bbox="743 435 1339 529">Surely it is more cost efficient to construct an underpass under the railroad at Ina/I-10 and Ruthrauff/I-10 ?</p> <p data-bbox="743 570 1339 667">Similar "underpass" intersections work well at Congress Road, Speedway Blvd, Grant Rd, Orange Grove Rd, and 22nd Street.</p> <p data-bbox="743 708 1339 837">If a tunnel of 20 - 30 miles can be constructed under the English Channel/ La Mache, an underpass of a few hundred feet can be constructed at Ina and Ruthrauff.</p> <p data-bbox="743 911 1339 976">The proposed cost would be less than a 'spaghetti junction' intersection.</p> <p data-bbox="743 1016 1339 1117">Since flooding is only occasional, pump maintenance in the underpass will NOT be a great expense.</p>	<p data-bbox="1369 435 1976 529">Thank you for your comments. The information will be documented and forwarded to the ADOT study team.</p> <p data-bbox="1369 537 1976 740">If you have not yet had a chance to read the Draft EA, we encourage you to do so, to develop a better understanding of the project and issues that may be of interest to you. The Draft EA is available online on the study website at www.azdot.gov/ina2rr.</p> <p data-bbox="1369 781 1976 873">Please feel free to contact me if you have any further questions or concerns. Your feedback is appreciated.</p>
6/21/2012	Comment Form	Bonny Bass Flowing Wells Neighborhood Association and Community Coalition	You are doing a great job. Traffic continues to move and this long overdue work w/ be appreciated for years to come. We are so happy that Sunset will be completed and will really help disburse traffic off heavily used Orange Grove and Ruthrauff roads. Once again thank you for your hard work.	Comment noted.
6/21/2012	Comment Form	Brad Shattuck	Signage within the project area that directs the public to Saguaro National Park is	Comment noted.

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		Saguaro National Park	contradictory. Near the I-10 and Avra Valley Rd, one sign says 23 miles to Saguaro West and one says 16 miles, and they are within a half mile of one another. Please change the signs so they accurately depict the distance consistently. Photos can be provided. Please include the National Park as this ADOT project and others like it continue. Saguaro NP receives over 700,000 annual visits, constituting a significant economic driver for the City of Tucson. Signage on the Interstate plays a critical role in helping direct the public to the park, and we ask your help in retaining and improving directional signs to the park as part of this and other ADOT projects. Info Please keep the NPS as a cooperating federal agency.	
6/21/2012	Comment Form	Charles T. Black	Very Good - Good Answers to all Questions	Comment noted.
6/21/2012	Comment Form	Delores Tellez	1. What impact is there going to be on the Bike paths at Orange Grove and down the west side of I-10. 2. What is going to happen the historical pecan trees just north of Sunset on West side of I-10 3. Will there be better communication between City, County agencies of construction of the proposed detours	Comment noted.
6/21/2012	Comment Form	Dianna Swansey	I suggest planting a thick area of cactus along all surfaces prone to grafitti including walls and sign posts. Thank you for fewer train horns in our area once the overpass is completed.	Comment noted.
6/21/2012	Comment Form	Gary Brostek	Project should include lots & lots of noise mitigation: walls, trees, shrubs, earthen mounds or ridges, more trees, more shrubs.	Comment noted.

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			<p>Block noise from pre-existing residential occupancies.</p> <p>ADOT executives should first reside in nearby pre-existing residential neighborhoods before concluding that noise mitigation is not required.</p> <p>Point of construction lighting & illumination AWAY from residential neighborhoods during construction phase.</p>	
6/21/2012	Comment Form	Remo DiCenso MD	I suggest that plenty of room be allowed for a rapid train from Tucson to Phoenix which would decrease traffic to some extent.	Comment noted.
6/18/2012	USPS	Gregor Blackburn U.S. Department of Homeland Security- FEMA Region IX	<p>This is in response to your request for comments regarding the Notice of Public Hearing on the Interstate 10 Ina Road Traffic Interchange (TI) to Ruthrauff Road TI Study project – Draft Environmental Assessment.</p> <p>Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Pima (Community Number 040073) and City of Pima (Community Number 040076), Maps revised June 16, 2011. Please note that the City of Tucson, Pima County, Arizona is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.</p> <p>A summary of these NFIP floodplain management building requirements are as follows:</p>	

Date	Meeting/ Comment Type	Name	Comment Transcription	Response Transcription
			<ul style="list-style-type: none"> <li data-bbox="743 196 1346 431">• All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map. <li data-bbox="743 472 1346 984">• If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any development must not increase base flood elevation levels. The term development means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials. A hydrologic and hydraulic analysis must be performed prior to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways. <li data-bbox="743 1024 1346 1500">• Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA’s Flood Map Revision Application Packages, please refer to the FEMA website at http://www.fema.gov/business/nfip/forms.shtm. 	

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<p>Please Note: Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Tucson floodplain manager can be reached by calling Jim Vogelsberg, Floodplain Administrator, FDSO, at (520) 837-492. The Pima County floodplain manager can be reached by calling Eric Shepp, Floodplain Manager, at (520) 243-1800.</p> <p>If you have any questions or concerns, please do not hesitate to call Patricia Rippe of the Mitigation staff at (510) 627-7235.</p>				
06/08/2012	Phone	Steve Schweska	<ul style="list-style-type: none"> -- Lives near Ruthrauff Road and La Cholla (residential multi-use area) -- Supports the project and thinks it's needed because of the double-tracking -- Was approached to be bought out by Circle K (however, they've recently broken off talks - he thinks because of this project) -- Wanted to know how far out the improvements to Ruthrauff Road would be -- Said he didn't know if he'd attend the hearing -- Wanted to know if we'd have a map of the proposed improvements at the hearing -- Wanted to know what was in the Draft EA and if there was a map 	<ul style="list-style-type: none"> --Maps of the project area would be available at the public hearing. -- Shown where to open the Draft EA online and guided through the details, including instructions on where to find maps of the Ruthrauff TI. -- Improvements to the TI are funded over the next 5 years -- The project timeline hasn't been determined and will be assessed at/following the hearing -- The next step is to have the hearing; the timeline will be determined following the hearing -- More information will be posted to the project website after the hearing.
6/7/2012	E-mail	Bill Leto	Can you tell me where I can see what	Thank you for your comments. The information

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6/5/2012	Phone	William Sterader	Requested transportation to the June 21 public hearing.	Voice mail left to inform constituent that ADOT does not provide transportation to meetings as part of ADA requirements. Was asked to return the call to discuss other possible options.
		Denny's Restaurant	everything will look like?	<p>will be documented and forwarded to the ADOT study team.</p> <p>We also encourage you to read the Draft Environmental Assessment (EA), to develop a better understanding of the project and issues that may be of interest to you, and attend the upcoming public hearing to have your questions answered and provide comments. The Draft EA is available online on the study website at www.azdot.gov/ina2rr and at the locations listed below. The public hearing will be held on Thursday, June 21, 2012, from 5 to 7:30 p.m. at the Ellie Towne Flowing Wells Community Center at 1660 W. Ruthrauff Road, Tucson, AZ 85705.</p> <p>Draft EA Locations</p> <ul style="list-style-type: none"> • Flowing Wells Branch Library, 1730 W. Wetmore Road, Tucson, AZ 85705 • Nanini Branch Library, 7300 N. Shannon Road, Tucson, AZ 85741 • Wheeler Taft Abbett, Sr. Branch Library, 7800 N. Schisler Drive, Tucson, AZ 85743 • Town of Marana Operations Center, 5100 W. Ina Road, Tucson, AZ 85743 • ADOT, 1221 S. Second Ave., Tucson, AZ 85713 <p>Please feel free to contact me if you have any further questions or concerns. Your feedback is appreciated.</p>

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06/04/2012	E-mail	Dyna Michel	Does the document below really say that the residences north of Ina will not be affected by construction or traffic noise and do not qualify for noise abatement?	<p>Thank you for your comments. The information will be documented and forwarded to the ADOT study team.</p> <p>We also encourage you to read the Draft Environmental Assessment (EA), to develop a better understanding of the project and issues that may be of interest to you, and attend the upcoming public hearing to have your questions answered and provide comments. The Draft EA is available online on the study website at www.azdot.gov/ina2rr and at the locations listed below. The public hearing will be held on Thursday, June 21, 2012, from 5 to 7:30 p.m. at the Ellie Towne Flowing Wells Community Center at 1660 W. Ruthrauff Road, Tucson, AZ 85705.</p> <p>Draft EA Locations</p> <ul style="list-style-type: none"> • Flowing Wells Branch Library, 1730 W. Wetmore Road, Tucson, AZ 85705 • Nanini Branch Library, 7300 N. Shannon Road, Tucson, AZ 85741 • Wheeler Taft Abbett, Sr. Branch Library, 7800 N. Schisler Drive, Tucson, AZ 85743 • Town of Marana Operations Center, 5100 W. Ina Road, Tucson, AZ 85743 • ADOT, 1221 S. Second Ave., Tucson, AZ 85713 <p>Please feel free to contact me if you have any further questions or concerns. Your feedback is appreciated.</p>
06/04/2012	Phone	Kristen	Is an agency scoping meeting being planned in	There is no separate agency meeting.

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		Terpening Arizona Game and Fish Department	conjunction with the I-10: Ina to Ruthrauff public hearing? She acknowledged that sometimes such meetings were announced at the last minute, and they often provide better information for her purposes than the general public hearing. She was just checking.	Agencies are equally welcome at the hearing.
6/4/2012	Phone	Luisa Renteria	Does not speak English and lives near the Interstate 10 and Ruthrauff Road traffic interchange. She had received a copy of the invitation postcard to the June 21 public hearing on the I-10: Ina Road to Ruthrauff Road TI Study. She wanted to know if she was going to have to move due to the proximity of her home to the intersection.	Was told the invitation was a notice about a hearing to review the Draft EA and gather input into the design alternatives being considered on the project. Was told it was very unlikely she would have to move at this point. It was suggested she attend the hearing to learn more about the alternatives and preferred alternative that would be presented there, if only to express her opinion and provide feedback. She said she would be certain to attend.