

**Bureau of Land Management
Plan of Development (POD)
Valencia Road: Wade Road to Ajo Highway (SR 86)
Pima County
Arizona**

**POD Document
Right of Way
A-18432**

Project Number: 4RTVWE

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Submitted to
Bureau of Land Management

August 2016

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Plan of Development Document**

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1.0 Purpose and Need

The Pima County Department of Transportation (PCDOT) is designing and widening 2.75 miles of Valencia Road between Wade Road and Ajo Highway (SR 86). The existing roadway is comprised of a paved two and three lane roadway, to be expanded to a four lane divided roadway. This project is a Regional Transportation Authority (RTA) project that was approved by voters in 2006. The purpose and needs for this project are:

- Improve Safety
- Improve Accessibility and Capacity
- Reduce Maintenance Costs
- Reduce Roadway closure due to drainage across roadway

A. What will be built?

The cross section of this portion of Valencia Road will mirror the roadway reconstructed immediately to the east, and consist of a raised median divided roadway, with two travel lanes in each direction, bike lanes, appropriate turning lanes, and pedestrian facilities.

B. What is the use?

The roadway will provide increased capacity to areas southwest of the City of Tucson and Ryan Airfield.

C. What is the size?

The roadway reconstruction project is 2.75 miles in length. The existing right of way varies between 150' and 200'. The proposed roadway consists of a 20-foot median, 2 12-foot inside lanes, 2 11-foot outside lanes, 2 6-foot paved shoulders, and an 8-foot paved multiuse path.

D. Does the proposal involve new construction, reconstruction or improvement on an existing road?

The project involves the reconstruction and improvement (widening) of the existing two and three lane Valencia Road roadway between Wade Road and Ajo Highway (SR86) to a four lane divided roadway with paved shoulders/bike path and multiuse paths.

E. Is the use temporary or permanent?

Valencia Road is an existing roadway and use of the roadway is permanent.

F. Is this ancillary to an existing right to way?

Pima County owns right of way along Valencia Road adjacent to the BLM parcel. Pima County initially was granted right of way permit by BLM (A-18432), which has lapsed.

G. Type and volume of traffic that is anticipated.

The forecast for the Design Year 2040 anticipates an increase of daily traffic volumes along Valencia Road to be 13,000 vehicles per day between SR 86 and Via Molina De Viento. The proposed divided four-lane roadway cross-section will have a capacity of approximately 39,800 vehicles per day and will satisfactorily handle these quantities of traffic with Level of Service C or better.

H. Season of use

Portions of Valencia Road that are a part of this project may at times be impassable during severe storms. This project will alleviate that issue and provide a roadway that is passable.

I. Origination and destination of the road

The project provides additional capacity for residents to travel to and from the southwestern sections of the metropolitan Tucson area.

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J. Alternative routes or locations, if proposed road not within a designated corridor.

The roadway is a designated east-west travel corridor.

2.0 Right of Way Location

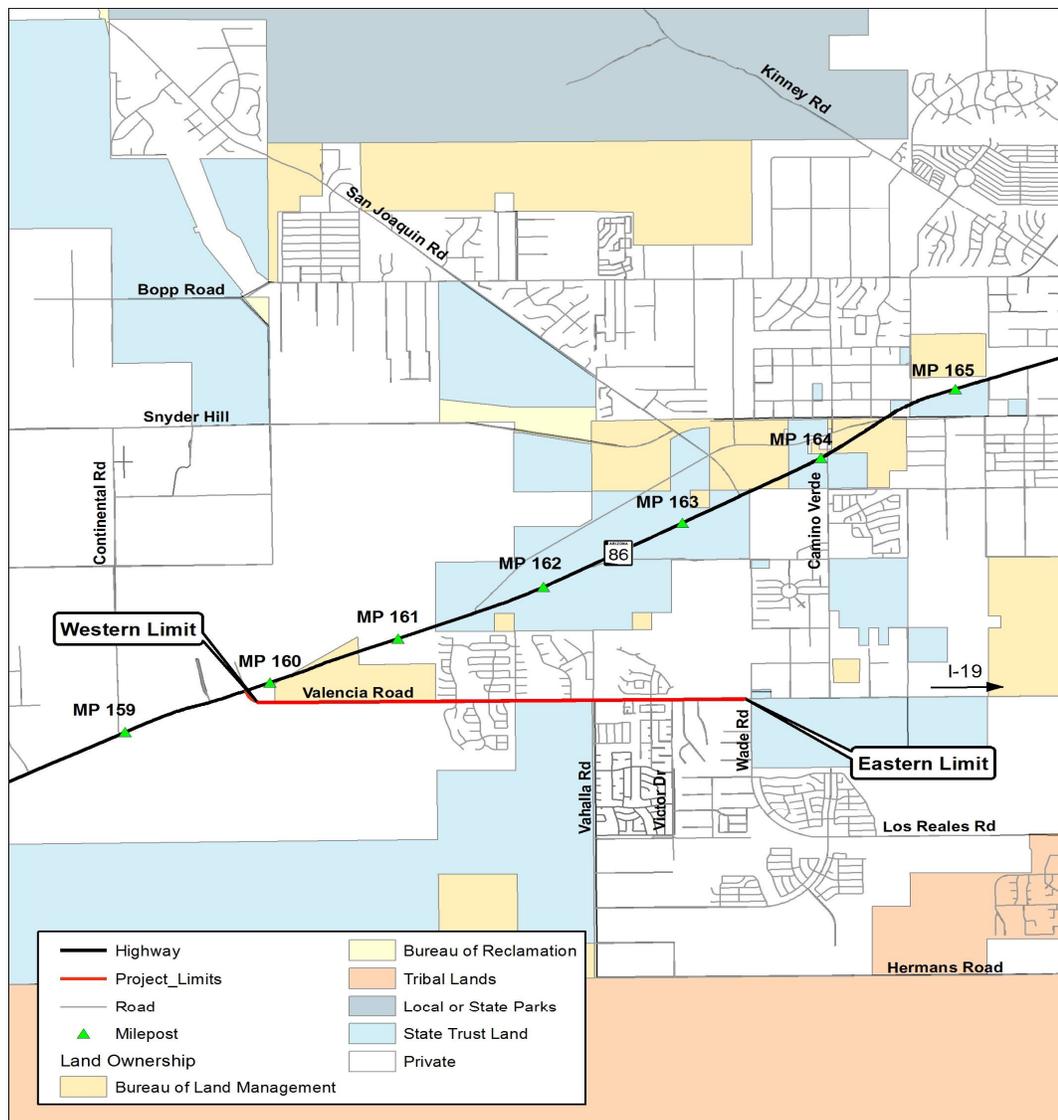
A. Legal Description

The legal description for this renewal will be as follows:

TWP 15 S, RNG 11 E, G&SRM, Arizona, SEC 12, S½S½

TWP 15 S, RNG 12 E, G&SRM, Arizona, SEC 7, S½S½

This remainder of the area that was granted under A-18432 (TWP15S, RNG12E, G&SRM, Arizona, SEC 11, S½S½), which is located to the east and outside of the project boundaries, will be addressed in a separate renewal application, with a suggested numbering convention to be used of A-18432-01 that would link it to the first right of way grant. Note that a copy of the lapsed BLM right of way document (A-18432) is found in Appendix I of the POD. A project location plan is presented below.



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B. Maps tied to section corners and drawings

The section corners and drawings are shown in the POD Plan Set (Initial Plans) in Appendix II within the Geometric Control pages.

C. Road cross sections, plans, and profiles

The roadway cross sections, plan and profile are shown in the POD Plan Set (Initial Plans) in Appendix II.

3.0 Facility Design Factors

A. Minimum and maximum engineering standards

1. Construction standards of roadway

Pima County Design Standards for a four-lane roadway will be used for design and construction of this project. The improvement plans incorporate the Pima County Association of Governments (PAG) Standard Details and Specifications and the Arizona Department of Transportation (ADOT) Standard Details.

2. Maximum grade pitch of the roadway

The roadway profile and cross slopes are shown in the POD Plan Set (Initial Plans) in Appendix II.

3. Requirements and location of drainage ditches, culverts, bridges, and low water crossings

The requirements and location of drainage facilities are shown in the POD Plan Set (Initial Plans) in Appendix II.

4. If the roadway will be surfaced, what surfacing material will be used?

The roadway surface material will be a blended asphalt concrete mix.

5. Length and width of roadway

The roadway reconstruction project is 2.75 miles in length. The existing right of way varies between 150' and 200'. The proposed roadway consists of a 20-foot median, 2 12-foot inside lanes, 2 11-foot outside lanes, 2 6-foot paved shoulders, and an 8-foot paved multiuse path.

6. Cut and fill diagrams.

The cut and fill limits are shown in the POD Plan Set (Initial Plans) in Appendix II.

B. Detailed engineering plans for major structures

1. Major culverts, bridges and retaining walls

The culvert crossings are shown in the POD Plan Set (Initial Plans) in Appendix II. There are no bridges or retaining walls associated with the project.

C. Temporary use areas needed.

Pima County specifications require the construction contractor to provide the construction yard associated with the project, which are typically covered by agreements entered into between the construction contractor and a private property owner.

4.0 Additional Components

A. Existing Components on and off public lands

Paved shoulders/bike lanes, a multi-use pathway, and sidewalks are proposed to be included with the project.

B. Possible Future Components on and off public lands

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There are currently no plans for future additional components on or off public land.

C. Is there a need for sand and gravel supplies from public land?

There is no need for sand and gravel supplies from public land.

D. Location of equipment storage areas.

Pima County specifications require the construction contractor to provide the location for equipment storage areas; typically, contractors enter into agreements with private property owners for storage yards.

5.0 Government Agencies Involved

A. Are Corps of Engineers Section 404 permits needed?

A Preliminary Jurisdictional Delineation is being prepared by Pima County. It is expected the drainage improvements will meet the requirements of Nationwide Permit #14, Linear Transportation Projects. Preliminary design indicates permanent impacts at each wash will be less than 0.10 acres and qualify as non-notifying. Pima County will coordinate with the U.S. Army Corps of Engineers.

B. Are State or Local permits, easements, dedications needed?

Pima County Grading Permit, Pima County DEQ Air Quality Permit, Pima County Floodplain Use Permit, AZPDES Construction General Permit, BLM Right of Way Renewals, ADOT Right of Way Permit, and temporary construction easements will be required.

6.0 Construction of Facilities

A. Construction

1. Major facilities (including vehicles and number of tons and loads).

Standard construction equipment will be utilized by the contractor. Equipment typical for a construction project of this type will include bulldozers, graders, compactors, water, haul and concrete trucks, along with excavation and paving machines. The exact equipment will be determined once the construction contract has been awarded.

2. Ancillary facilities (including number of vehicles and number of loads).

There are no ancillary facilities associated with this project.

3. Methods of construction and types of equipment to be used on the road right of way.

Standards methods of construction and appropriate construction equipment for roadway construction will be utilized by the contractor. The exact methods of construction, sequencing of project construction, and types of equipment to be used will be determined by the contractor, once the construction contract has been awarded.

B. Work force (number of people and vehicles).

The number of people and associated vehicles/equipment will be determined by the contractor, once the construction contract has been awarded.

C. Flagging or staking of the right of way

Valencia Road will be flagged and staked prior to construction.

D. Clearing and grading

The limits of the clearing and grading activities along Valencia Road will be staked as an initial step in the construction process, as one of the goals of the project is to limit and minimize environmental disturbances, with Pima County closely monitoring these activities.

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E. Facility construction data

1. Description of construction process.

Construction will consist of milling the existing roadway, filling and grading needed to raise/align the new roadway prism, installation of cross drainage facilities, final grading of the roadway, installation of irrigation facilities, installation of curbing, paving, landscaping and the re-vegetation of disturbed areas.

F. Access to and along the right of way during construction

Access to/from this segment of Valencia Road will be provided from Valencia Road to the east and Ajo Highway (SR86) to the west. Access to roadways connecting to this portion of Valencia Road, along with connections to adjacent properties (drives) will be maintained during construction.

G. Contingency Planning

1. Holder contacts

Paul M. Bennett, P.E., Pima County Department of Transportation (520) 724-6408.

2. BLM contacts

TBD

H. Safety requirements

Pima County specifications require that the contractor have an approved safety plan in place prior to the start of construction.

I. Industrial wastes and toxic substances

The contractor is required to have an approved spill plan, maintain records of potential hazardous materials on site, and manage these activities as part of the Stormwater Pollution Prevention Plan associated with the project.

J. Seasonal restrictions on various activities.

There are no seasonal restrictions on this project.

7.0 Resource Values and Environmental Concerns

A Biological Evaluation and a Cultural Resources Survey Short Form have been prepared. The results are found in Appendix III and IV.

A. Address at a level commensurate with anticipated impacts.

Valencia Road is currently an existing east-west travel corridor.

B. Anticipated conflicts with resources or public health and safety.

1. Air, Noise, geological hazards, mineral and energy resources, paleontological resources, soils, water, vegetation, wildlife, threatened and endangered species, cultural resources, visual resources, BLM projects, recreation activities, wilderness.

Air – The project area is within the Tucson Carbon Monoxide Maintenance Area and is in attainment with National Ambient Air Quality Standards. The project is listed in the approved PAG 5-Year Regional Transportation Improvement Program, 2016-2020 (May 28, 2015) and is thus in conformity with the State Implementation Plan for air quality.

Noise – A noise study was conducted for the project Pima County (June, 2016). Sensitive noise receivers in the study area consist of single family or multi-family housing units. Privacy walls exist at some locations and may reduce some noise impacts, additional

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noise walls are not planned for the project. The predicted future build noise levels are below the Pima County noise abatement criteria of 66 dBa. Short-term noise impacts on properties in the project area would be expected during constructions. There are no known noise sensitive animal species in the project corridor.

Geological hazards – There are no geological hazards in the area.

Mineral and Energy resources – There are no known mineral or energy resources within the project area. Past land use on the BLM parcel shows evidence of a modern adobe brick manufacturing area. This location is outside the roadway project corridor.

Paleontological resources – There are no known paleontological resources within the project area.

Soils – The project impacts to native soils would be typical roadway construction activities. Within the BLM Right-of-Way Grant, the widened roadway would be on fill material imported from local sources..

Water – Water resources within the project limits include approximately 25 ephemeral dry washes that drain northward into Black Wash. Approximately 8 of those drainages cross onto the BLM parcel. The project intends to reconstruct and extend existing cross draining culverts, as well as construct new roadside drainage structures. Water quantity and quality would not be affected by the project. The project is expected to meet the criteria for a Clean Water Action Section 404/401 Nationwide Permit 14. Stormwater runoff will be controlled during construction through the implantation of a Stormwater Pollution Prevention Plan.

Vegetation – A mixture of native and invasive trees and plants are present along the both sides of Valencia Road for approximately one mile along the western portion of the project area. Both shoulders of Valencia Road along the eastern portion of the project are adjacent to residential housing developments and are highly disturbed. Vegetation in these disturbed areas is sparse and consists primarily of xeriscape trees, shrubs, and volunteers of various cultivated plant species. Trees and other vegetation within the project limits will be removed as part of the project. Typical mitigation includes avoidance where possible, and landscaping with native plants.

Wildlife – The presence of wildlife and habitats were evaluated through the Arizona Environmental Online Review Tool, U.S. Fish and Wildlife Service Information for Planning and Conservation (IPaC) website, BLM Sensitive Species list, Pima County Priority Vulnerable Species list, and a field survey. There were no listed wildlife species observed within the project limits, and the only listed species with potential to occur in the project area is Pima pineapple cactus (*Coryphantha scheeri* var. *robustispina*). The potential occurrences of and impacts on all listed species are evaluated in detail in the Biological Evaluation (Appendix III).

Threatened and endangered species – The only federally protected or BLM sensitive species with potential to be present in the project area is Pima pineapple cactus. Although a limited amount of potentially suitable Pima pineapple cactus habitat would be impacted, no individuals were observed within the project limits, and thus this species would not be affected. A single Pima Pineapple cactus was observed on BLM land outside the project limits, but no direct affects are expected. No other federally protected or special status species are be expected to be present in the project area or impacted by project activities. The potential occurrences of and impacts on federally protected species are evaluated in detail in the Biological Evaluation (Appendix III).

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Cultural Resources – Cultural resources were evaluated through review of Arizona’s Cultural Resources Inventory. Electronic database, a BLM records search, and a project area survey. The remains of a historic-period farmstead south of Valencia Road near the west end of the project were the only previously recorded cultural resource within project area. Although a small portion may have extended into the project limits, no trace of the farmstead was found in the project limits during the survey. A finding of no adverse effect on historic properties is being recommended for the project.

During the survey a single cultural resource, a General Land Office survey marker placed in 1916, was identified in the project limits. It is being recommended that this survey marker be designated as an Isolated Occurrence and ineligible for listing in the National Record of Historic Places.

Visual resources – Visual resources are described in the Visual Resources Report found in Appendix V

BLM Projects – Pima County is not aware of any project proposed for the adjacent BLM property.

Recreation Activities – There are no identified recreational facilities or activities within the project corridor.

Wilderness – This project is not within a wilderness area. The nearest wilderness is the Coronado National Forest Pusch Ridge Wilderness approximately 25 miles to the northeast.

8.0 Stabilization and Rehabilitation

A. Soil replacement and stabilization

Areas along the roadway will be enhanced with additional fill materials intended to raise the roadway profile and improve subgrade performance.

B. Disposal of vegetation removed during construction

Vegetation will be salvaged when possible. Vegetation not salvaged will be disposed of at a land fill in accordance to Pima County specifications.

C. Seeding Specifications

Seeding specifications will be determined as part of the final design

D. Fertilizer

Fertilizer specifications will be determined as part of the final design

E. Limiting access to Right of Way

Existing right of way fencing will be protected in place or relocated to new right of way line.

9.0 Operation and Maintenance

A. Minimum maintenance and maintenance schedule

Pima County Department of Transportation (Maintenance & Operations Division) schedules maintenance activities for the County’s roadways based on the outcomes of a regular, six month inspection schedule/cycle.

B. Placement of control, warning, and directional signs.

Placement of control, warning, and directional signs shall be done in accordance with Pima County and MUTCD requirements.

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C. Maintenance of special needs

Valencia Road does not require any special maintenance needs.

D. Safety

The project is designed to improve the safety, accessibility, and capacity of Valencia Road.

E. Industrial wastes and toxic substances

Pima County Department of Transportation (Maintenance & Operations Division) is responsible for clean-up of non-hazardous waste from the roadway right of way, and are responsible for contacting appropriate Federal, State or other Local agencies for other reportable spills.

F. Inspection and maintenance schedules

Pima County Department of Transportation (Maintenance & Operations Division) inspects the County's roadways on a regular six month schedule.

G. Work schedules

Work is scheduled on an as-needed basis.

H. Fire control

The Pima County Office of Emergency Management and Homeland Security have a Pima County Wildfire Protection plan in place that details the County's response to wildfires.

I. Inspections

Pima County Department of Transportation (Maintenance & Operations Division) regularly inspects roadways and adjacent drainage structures for maintenance issues and right of way for vegetation over growth.

J. Contingency Planning

Ajo Highway (SR86) ties into Valencia Road at the western end of this project and provides access into the Tucson metropolitan area. The closest fire station is the Drexel Heights Fire Station #405 located on Wade Road, approximately one mile from the eastern end of the project. The closest medical facility is St. Mary's Hospital located approximately twelve miles north east of the project.

10.0 Termination and Restoration

A. Determine if the road will be totally obliterated

The road will be reconstructed. The existing roadway will be used as fill for the new roadway.

B. What structures will be left in place or removed.

There currently drainage structures (pipes and culverts) that exist along Valencia will be removed and replaced with drainage facilities. All materials removed will be disposed of appropriately.

C. Stabilization and re-vegetation of disturbed area.

Areas disturbed as part of the project shall be stabilized and re-vegetated as necessary.

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Appendix I BLM A-18432 Right of Way Agreement

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Appendix II POD Plan Set (Initial Plans)

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Appendix III Biological Evaluation

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Appendix IV Cultural Resource Survey

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Appendix V Visual Analysis – Corridor Pictures