

**Cortaro Farms Road, Camino de Oeste to Thornydale Road
Community Advisory Committee
Meeting Summary
February 28, 2008**

I. WELCOME & INTRODUCTIONS

Joe Vaskovic, Psomas Project Manager, welcomed and thanked everyone for coming to the CAC meeting. Project team members and CAC members introduced themselves. Project team members in attendance included: Bob Roggenthen, PCDOT; Rick Ellis, PCDOT; Dewayne Tripp, PCDOT/Psomas; Carol Brichta, PCDOT; Joe Vaskovic, Psomas; Kevin Thornton, Psomas; Colby Henley, RECON; Joy Lyndes, SAGE Landscaping; Theresa Fortner, Harris Environmental; Nina Borgia-Aberle, Public Art; and Carol Oaks, Kaneen Advertising & Public Relations.

II. ATTENDANCE

CAC Members:

David G. Philips
James V. Barnhart
Maeve O'Brien
David Gittings
Carolyn Pataconi for
Daniel Pataconi

Leonard Bike
Sy Lakosky
Robert S. Crossland
Dan Brader

Members Absent:

Sandra Elliott
Greg Ogden

Public Attendees:

Bruce Williams
Lue Ann Martin
HP Friedrichs
Lynn Friedrichs

Stephen Garcia
LuAnn Sjursen
Doug Canon
Ann Romand

III. Review of Tasks Completed to Date – Joe Vaskovic

Since the December 12, 2007 meeting, the project team has been working on the following tasks:

- Biological Evaluation
- Phase 1 Environmental Site Assessment
- Cultural Resource Survey
- Native Plant Inventory
- Summary of Native Plant Conservation goals
- Narrative of Visual Qualities – the project is considered an Environmentally Sensitive Roadway
- Public Art
- Drainage Report Addendum
- Traffic Engineering Report Addendum

- Noise Report
- Submittal of Revised Construction Documents

IV. Recent Project Related Developments – Joe Vaskovic

Joe explained to the CAC that as the project team was updating the plans they found they have an opportunity for value engineering. Cost savings can potentially be achieved through the review of the profile of the roadway, pavement, earthwork, drainage, and landscaping impacts. The wildlife crossing criteria is not critical upon recent project review by Federal Fish and Wildlife. The current design is open to change. Pima County is committed to building the project and believes it is worth the time to investigate these changes to the design to decrease the costs and increase the value of the project.

V. Environmental – Theresa Fortner

Theresa, from Harris Environmental Group, Inc., presented the Environmental portion of the project. Theresa said pygmy owl surveys have been done the past couple of years, even though the pygmy owl was de-listed as an endangered species. There were no pygmy owls found in the area. They completed a preliminary Biological Evaluation three items were recommended: continue to do the pygmy owl surveys, do invasive weed control, and follow the Environmental Sensitive Roadway (ESR) guidelines.

Phase 1 Environmental Assessment did not find any hazardous conditions; therefore no further hazardous work is required. A Cultural Resource Survey found that there were no cultural resource concerns for the current project design. The cultural survey looked for prehistoric and historic artifacts such as bones, pottery, and things over 50 years old.

There are some washes that could potentially require a Section 404 permit, however with the current design the impact to the washes is minimal and will not require notification to the Army Corps of Engineers.

VI. Landscape – Joy Lyndes

Joy Lyndes, from SAGE Landscape Architecture & Environmental, said the native plant inventory and visual assessment have been completed and are under review. Joy reminded the CAC that since 2003, Cortaro Farms Road has been designated an Environmentally Sensitive Roadway and Ecologically Sensitive Scenic Route. This means there are different guidelines for vegetation and visual elements of the roadway.

The objectives of the visual assessment are to preserve the high quality visual resources and to mitigate the low quality resources. The native plant conservation goals are to identify significant plants and plant groups, preserve the high quality plants where possible, and mitigate with revegetation with the same species.

Joy said they have submitted inventory findings to the County for review. Currently they are working with team to evaluating the pros and cons and adjusting the design parameters to see if they can achieve a higher quality project. The landscaping team is also working with the project artist to coordinate artwork and landscape features.

VII. Public Art – Nina Borgia-Aberle

Nina Borgia-Aberle said that her and Stephen Grede were the artists on the 2003 project. Nina said the original design was based on culture and nature. For this portion of the project, the art will reflect nature. Right now, there are four possible sculptures, two on the north side and two on the southside of the roadway. The railing on this portion of Cortaro Farms will reflect some of the native flora and will be different from the railing on Cortaro Farms, just east of the railroad. Nina said she has been coordinating with the landscape architect to place the sculptures and the railing.

VIII. Drainage - Joe Vaskovic

Joe Vaskovic updated the CAC on the Drainage Report Addendum which was prepared. Joe said the limits of the project area have been changed from the original design to include Camino de Oeste to Thornydale Road, since the Marana section of Cortaro Farms Road has already been built from Camino de Oeste to the railroad tracks. The project team documented changes to the storm sewer which were required as a result of an alignment adjustment to meet with the roadway at Camino de Oeste. When the western portion was built, the roadway was shifted slightly to the north at Camino de Oeste. Changes to the culvert designs were also necessary as a result of resolving conflicts with utilities in the area, especially some of the Qwest lines.

IX. Traffic - Joe Vaskovic

Joe explained to the CAC that there have been some new traffic projections from the Pima Association of Governments (PAG) for the year 2030. The projections for Cortaro Farms Road from Camino de Oeste to Thornydale Road are significantly less due to new roadway facilities in Northwest Tucson such as the I-10/Twin Peaks interchange project and other RTA projects. The previous traffic projections ranged from 37,000 to 40,000 ADT to new traffic projections of 22,000 to 26,000 ADT. Joe explained the PAG Regional Transportation model is a four step model based on trip generation, trip distribution, mode choice, and traffic assignment.

Joe showed the CAC the 2030 traffic projection maps which showed the addition of the I-10/Twin Peaks interchange, the extension of Lambert Lane and the connection of El Camino de Manana to Dove Mountain Boulevard.

X. Noise – Colby Henley

Colby Henley, from RECON Environmental Inc. said at the last meeting, he presented a “Noise 101” to explain the definition of traffic noise and how it is generated and measured. Colby explained what makes noise and how it is accounted for in a computer model. Traffic noise is a product of: traffic volume; traffic speed; traffic mix of cars, medium trucks; and trucks; traffic control devices; distance from the roadway; type of pavement; and barriers between the road and receiver, which is referred to as the “line of sight.”

Colby describe the current Pima County Traffic Noise Guidance, which utilizes the Federal Highway Traffic Noise Model. This guidance gives a 3 dBA noise reduction benefit for

using rubberized asphalt. Pima County procedure allows consideration of noise mitigation only if all of the following criteria are met:

- Predicted noise level at the residence is 66dBA Leq or greater
- Predicted noise level increases 15 dBA or more above pre-project level
- Noise barriers would be effective for two or more adjacent receivers and achieve at least 5dBA reduction
- The cost is reasonable (i.e., not exceeding \$30,000 per benefited resident)
- Noise barriers cannot exceed 6' along an "Environmentally Sensitive Road"
- The majority of benefited property owners + 1 approve.

Colby explained that the original analysis for this roadway was done prior to the current Pima County Noise Guidance and prior to the design of the I-10/Twin Peaks Interchange. Traffic volumes on Cortaro Farms are now projected to be greatly reduced by the future Twin Peaks Interchange and reducing traffic volumes results in a reduction of noise levels. Also the previous design did not account for rubberized asphalt, which will reduce the noise by 3 dBA.

An audience member asked about the vegetation, which could reduce noise. Colby said the trees necessary to reduce noise would have to be the big leafy trees that are not native to this desert area.

The on-site traffic noise measurements have been completed. The preliminary traffic noise modeling has been completed and it is undergoing a final review by Pima County. Once the noise report is reviewed and approved, the team will come back to the CAC and hold a meeting that primarily focuses on noise.

XI. Next Steps – Joe Vaskovic

Joe said that there will be additional CAC meetings, one that will be held in 2 to 3 weeks to discuss the noise evaluation. Currently, the team is evaluating design features such as: the roadway profile; culvert crossing sizes; the width of the roadway section; and slope impacts to existing vegetation. In assessing these design features, the team expects to come up with a better overall design. The team will also be finalizing the project reports and updating the plans.

XII. Questions and Comments – CAC

- Is there a formal value engineering team?
 - The County is looking at hiring a value engineering team for this project
- Has the roadway always been a scenic roadway?
 - It has always been a scenic roadway, but the Pima County noise ordinance has changed.
- A CAC member asked about the high cost of a noise wall along his property since his property is long?
 - Joe said that noise walls are only one option for noise mitigation, and that rubberized asphalt is another option.
- Will the CAC be able to see the finalized noise report?

- The CAC will get a summary of the report, and if requested can have a copy of the entire noise report.
- A CAC member asked Joe about where the roadway profile can be lowered.
 - Joe explained that there is a large culvert, on the westside of the project close to Bayou, which may be able to be reduced in size.
- What caused the variation in alignment from the western part of Cortaro Farms at Camino de Oeste?
 - The Town of Marana was working with adjacent property owners to come up with the best alignment.
- Is there any increase in traffic factored in from the extension of Cortaro Farms to Oracle Road, which is under design now?
 - Yes those numbers have been factored in the traffic projections.
- When can the general public look at the plans?
 - The general public can look at the plans when they are finalized.
- What will happen to the existing wall at Quail Cove?
 - Any wall that needs to be torn down will be replaced with a comparable wall.
- Cortaro Farms is a raceway at night, and there are many emergency vehicles that have loud sirens.
- Is there funding for the roadway?
 - Pima County has made a commitment to fund its capital projects such as this.
- Will there be a signal at Cortaro Farms and Star Grass?
 - There are no plans for a signal at Star Grass at this time.
- An audience member asked about how issues such as dust control, pets, and safety will be handled during construction.
 - Rick Ellis, from PC DOT said there will be contacts during construction that people can get in touch with about any problems that arise.

XIII. CLOSING AND ADJOURNMENT

Joe Vaskovic thanked everyone for coming. The next meeting will focus on the results of the noise study.

The meeting adjourned at 7:45 p.m.

END OF MEETING SUMMARY