



**Kolb Road:  
Sabino Canyon to  
Sunrise Drive  
Community Advisory Committee Meeting  
Thursday, June 15, 2017**

**6:00 p.m. to 7:30 p.m.**

**Meeting Minutes**

**I. INTRODUCTIONS**

Paul Bennett welcomed everyone to the meeting and introduced himself as the project manager from Pima County Transportation Department (PCDOT) for the Kolb Road project. Paul introduced the other staff from PCDOT including: Rick Ellis, Kathryn Skinner, and Carol Brichta. Other introductions followed including project design consultants from PSOMAS: Kevin Thornton, Matt Ashby, along with Bill Holliday (Sound Solutions). The members of the Community Advisory Committee (CAC) in attendance introduced themselves. A table of CAC members is below, with their contact information, area represented, other specific activities associated with the CAC, and their attendance.

<b>Name</b>	<b>Email</b>	<b>Area Represented</b>	<b>Other</b>	<b>June 15 2017</b>
Pamela Schuster	<a href="mailto:psshuster7283@gmail.com">psshuster7283@gmail.com</a>	Quail Canyon	Art Committee	X
Marjorie Blaine	<a href="mailto:spikeb62@msn.com">spikeb62@msn.com</a>		Vice Chair	
Thomas Helfrich	<a href="mailto:tjh1252@gmail.com">tjh1252@gmail.com</a>			X
Ken Gerhart	<a href="mailto:Kgerhart5@q.com">Kgerhart5@q.com</a>	Summit Ridge		
Thomas Trimmer	<a href="mailto:tdtrimmer@gmail.com">tdtrimmer@gmail.com</a>	Sunrise Presidio		
Gerald W. Meyer	<a href="mailto:gwmeyer1@comcast.net">gwmeyer1@comcast.net</a>	Villa At Sabino Canyon		X
Mary Veres	<a href="mailto:mary@veresnet.org">mary@veresnet.org</a>	Quail Canyon	Chair	X
Jerry DeGrazia	<a href="mailto:jdegrazia@comcast.net">jdegrazia@comcast.net</a>	Kolb Road	Art Committee	
Michael Bowman	<a href="mailto:Mijabow@gmail.com">Mijabow@gmail.com</a>	Kolb		X
Julie Arter	<a href="mailto:runnerjca@comcast.net">runnerjca@comcast.net</a>	Kolb Road	Art Committee	X
Diane Sayre	<a href="mailto:desayre@aol.com">desayre@aol.com</a>	Quail Canyon		X
Bill Yohey	<a href="mailto:Yohbi99@outlook.com">Yohbi99@outlook.com</a>	Pinnacle Canyon Condo		X
Brian Gross	<a href="mailto:Briangross@earthlink.net">Briangross@earthlink.net</a>	Canyon Wood Est.		X
David Burrows	<a href="mailto:DavidBurrows.L&amp;S@gmail.com">DavidBurrows.L&amp;S@gmail.com</a>	Kolb Road		X

## II. PROJECT PRESENTATION

Paul reviewed the topics to be discussed and ground rules to be followed for the meeting, (CAC questions and input, followed by audience questions and input). The meeting's purpose was to provide an update on the status of the project, a review and discussion of the process for evaluating noise/sound along the corridor, and to review the material that will be included in the Design Concept Report.

**Project Status** – Project efforts continue, with completion of field efforts associated with Geotechnical Analysis (drilling along the roadway at several locations to obtain soil samples). The two project concept documents [Project Assessment (PA) for ADOT/FHWA and Design Concept Report (DCR) – Pima County] have been developed and are currently being reviewed. It is anticipated comments should be received from ADOT regarding the PA in the next few weeks. The internal review of the DCR is expected to be completed by the end of June, at which time the draft document will be circulated amongst the CAC members, and it will be placed on the project website for review.

**Noise Study Process** – Bill Holliday presented background and process information relative the Noise Study to be conducted for the project. He reviewed the approach for the Noise Study, which uses the FHWA Traffic Noise Model (2.5), and involves the creation and then the calibration of a noise model that is based on the existing roadway conditions and adjacent topography. The model then looks at the future roadway configuration and adjacent topography; and takes into account vehicle speeds, traffic volumes, vehicle mix, elevations, ground types, receiver elevations, and existing barriers. Once the model is built and verified, it is used as a predictor of future noise levels. These predicted future noise levels are then reviewed to determine if any criteria for additional investigation will be met. The County's criteria that triggers further investigation include noise levels reaching 66 dBA or higher, or result in a 15 dBA increase between existing and future noise levels. Should either of these two situations occur, noise mitigation will be reviewed. The mitigation will need to be deemed reasonable and feasible for it to be further pursued. Bill identified that for the mitigation to meet the reasonable and feasible threshold, it will need to achieve at least a 5 dBA reduction at the noise sensitive receiver, the barrier must benefit two or more adjacent receivers, and the cost of the barrier must be \$35,000 or less per benefited receiver. Additionally, a majority of the property owners must approve the barrier and be less than 10 feet in height. It was also noted that the mitigation is only for the first floor. A roll plot map was also provided to the group, which indicated where measurement and predictor points would occur along the roadway. Bill took questions throughout his presentation, with these listed in the Questions and Discussion section that follows.

**Design Concept Report** – The next portion of the meeting was led by Paul Bennett with the focus of the discussion on what will be contained in the DCR. A copy of the Draft DCR was circulated for the CAC. The presentation then reviewed the types of information that is included in the DCR. This information includes narrative comments regarding the Project; the Project Area; Traffic and Accident Data; Design Standards; Major Design Features; Social, Economic, and Environmental Considerations; Public Involvement; Agency Coordination; Alternatives; Cost Estimates; Project Budget; Delivery Method; and Recommendations/Conclusions.

A copy of the meeting presentations have also been posted on the project website <http://webcms.pima.gov/cms/One.aspx?portalId=169&pageId=255052>.

At the end of the meeting the audience indicated their appreciativeness of the information being shared and their appreciation for those on the CAC for their time and effort.

### **III. NEXT STEPS**

The next meeting will be scheduled in August to allow for a discussion and review of the results from the Noise modeling, a review the DCR, and a potential review of the basic items that will be in the Environmental Assessment and Mitigation Report (EAMR), time permitting.

### **IV. PROJECT SCHEDULE**

The project is still scheduled to have design completed late summer 2018, start construction spring 2019, and be completed summer 2020.

### **V. PUBLIC ART**

It was announced that the Art Selection Committee had selected Robin Riley (Tucson) as the project artist. She will be asked to attend the Public Open House in November.

### **VI. FUTURE MEETINGS**

A tentative schedule for upcoming meetings is listed below, based on discussions with the CAC and the timing of the development of various project materials.

**August 2017 – CAC and Review DCR/Noise Study and Environmental Assessment and Mitigation Report (EAMR) Basics (time permitting)**

**September/October 2017 – CAC & EAMR BACKGROUND**

**November 2017– CAC – FINALIZE EAMR - PUBLIC OPEN HOUSE**

**December 2017 – BOS MEETING – APPROVE EAMR**

### **VII. QUESTIONS & DISCUSSION DURING MEETING**

Questions that were asked during the meeting by CAC members and members of the at-large audience are summarized below.

**QUESTION:** Is there any consideration for quality of roadway or degradation relative to the noise model?

**ANSWER:** *No*

**QUESTION:** Will rubberized asphalt be included in the noise model?

**ANSWER:** *No. This would only come into play if mitigation is needed, but rubberized asphalt is not recognized as mitigation feature for Federal Projects.*

**QUESTION:** Does noise model account for steep slope or wall and reflective properties?

**ANSWER:** *Yes, but it depends upon the slope or wall conditions.*

**QUESTION:** Will the proposed improvements get added to the noise model?

**ANSWER:** *Yes, the design of the roadway will be incorporated into the noise model.*

**QUESTION:** How do traffic projections get done?

**ANSWER:** *A traffic count was taken along Kolb Road in October 2016 and a review was made of the PAG traffic projections for the roadway to determine future volumes.*

**QUESTION:** There is a concern about the Immaculate Heart Development Report and its forecasted 2040 volumes. How is this concern being handled?

**ANSWER:** *The Project Team is in the process of tracking down the report and will then review to determine appropriateness of numbers and address discrepancy.*

**QUESTION:** There was a concern that the new Sabino Canyon extension has impacted traffic flow on this section of Kolb.

**ANSWER:** *The projected traffic counts from PAG included the extension. An additional traffic count will be taken along Kolb Road in October 2017 to further verify the volumes.*

**QUESTION:** Will the load limit remain for Kolb Road?

**ANSWER:** *Not sure. Additional review is needed to determine the basis of why the load limit was established and if it will remain or be lifted.*

**QUESTION:** Is the 66 dBA the maximum or average?

**ANSWER:** *Average.*

**QUESTION:** Where is the noise measured?

**ANSWER:** *At the worst case receiver locations.*

**QUESTION:** Will there be an impact on the noise based on vegetation, or time of year (winter vs. summer)?

**ANSWER:** *Temperature is included. Ground cover is also an input into the model as a parameter.*

**QUESTION:** There is somewhat of a natural amphitheater around Snyder, with noise reverberations. How will the noise model handle this?

**ANSWER:** *The model can be adjusted for reflected noise.*

**QUESTION:** Why is road being improved?

**ANSWER:** *While the project is not increasing capacity, it will improve traffic safety, road/pavement enhancement, pedestrian/bicycle connectivity, and drainage improvements.*

**QUESTION:** Will there be right turn lanes and special access if barriers are added for access to the homes along Kolb?

**ANSWER:** *There is a paved shoulder for turning into homes along Kolb. However, it should also be noted that the walls have to be for and function as a noise abatement feature, as Federal funding will not pay for screen walls. The walls are not considered a crash barrier.*

**QUESTION:** When will noise field measurement be done?

**ANSWER:** *Within the next month.*

**QUESTION:** Will the data be fudged/adjusted?

**ANSWER:** *We are using industry standard software.*

**QUESTION:** What is the timing of the Draft and Final DCR?

**ANSWER:** *The Draft DCR will be out for comment at the end of June. The intent is to have the CAC review during July and provide feedback before, and also at the August CAC meeting. The Final DCR is anticipated to be complete later this fall. Note that we are also looking to hold a Public Open House in November to review the plans.*

**QUESTION:** What are the design concerns/exceptions of the project?

**ANSWER:** *The project will have a design exception created by the steep grade of Snyder (19% west, 13% east) which is unavoidable.*

**QUESTION:** Will there be plant salvage along the project?

**ANSWER:** *Plants along the corridor will be salvaged as appropriate (including Saguaros). Once County has completed salvage efforts, other non-profit entities (e.g. - Tucson Succulent Society) may then salvage thru corridor.*

**QUESTION:** Has there been coordination with Sun Tran?

**ANSWER:** *Not yet, but Bea Paulus (Sun Tran Representative) will be contacted regarding Route 105X which circles around the Basha's shopping center.*

**QUESTION:** Has the determination of a sidewalk vs. a path on the west side been decided?

**ANSWER:** *No. This is still open for discussion. This had been updated in the PA to reflect a sidewalk or pathway to maintain that possible option. It is also stated as a sidewalk or pathway in the current DCR.*

**QUESTION:** Will there be continuous lighting along Kolb?

**ANSWER:** *No Lighting will be at key locations, the commercial segment at the north end of the project, Snyder Road, and potentially at the Fire Station.*

**QUESTION:** Are there any plans to improve River Road?

**ANSWER:** *Only as a long range goal at this time.*

**Contact Information:**

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