



*La Cañada Drive: River Road to Ina Road
Improvement Project
(4LCRRI - South Segment)*



Meeting Summary

Community Advisory Committee (CAC) Meeting
Tuesday, Nov. 27, 2007, 5:30 – 7:30 p.m.
St. Mark's United Methodist Church
1431 W. Magee Road
Tucson, AZ 85704

CAC Members Present at Meeting:

- Dan Bartch
- Lori Franz
- Constance Hammond
- John Kaur
- Linda Kelly
- Jim McElhiney
- Noel Robinson
- Sam Ray
- Denise O'Hagin
- Joseph O'Hagin
- Steve Sedor
- Ruben Sibayan
- Mary Sibayan
- Kirk Strang
- Roland Wadsworth

CAC Members Not in Attendance:

- Maria Duarte
- Gail Gault
- Charles Miller

Attending from Project Team:

- Pima County Department of Transportation (PCDOT): Annabelle Quihuis, Rick Ellis
- HDR Engineering: Mike Bertram, Buddy Evers, Scott Stapp
- Gordley Design Group: Paki Rico, Jamie Van Goethem

Materials Distributed:

- Agenda
- Project area maps and cross sections

Summary

Mike Bertram, HDR Engineering Project Manager, began the meeting at 5:30 p.m. Mike reviewed the agenda and materials distributed to the CAC and the public as they entered the meeting facility. He gave an overview of the meeting's format: CAC members will have their questions/concerns addressed first followed by the audience. He then briefly went over the CAC schedule saying that by the next meeting, the project team will have results from the noise report and an artist will be introduced. On Nov. 16, 2007, a request was issued for public artists.

Mike discussed specifics for the southern La Cañada Drive segment, River Road to Ina Road. Regarding the project schedule and status, a subsurface utility engineering outfit was hired, and in January/February 2008, they will begin mapping underground utilities. In addition, the project team met with homeowners and property owners to discuss engineering issues regarding their properties. Pima County Real Properties will be working with these affected parties to discuss right-of-way (ROW) and acquisition procedures and timing. Mike added that while ROW issues are unavoidable, at this point in the project there are no planned slope easements. There may be construction easements (where the construction firm temporarily uses property and then rebuilds it), drainage easements (such as at Citrus Wash) and ROW acquisitions. Drainage easements are attained when an existing channel or wash needs to be improved and maintained.

In addition, the team is coordinating with three federal governmental agencies for this project: the Western Area Power Administration (WAPA) to coordinate relocation efforts; the Army Corp of Engineers to obtain a 404 Permit; and the Federal Highway Administration (FHWA) to determine noise mitigation requirements.

The draft drainage report was submitted to Pima County in early December and it will become an appendix to the Environmental Assessment and Mitigation Report (EAMR). The draft arterial lighting report was concluded and called for lighting at every side street, median opening and crosswalk. Mike suggested that these lights would be great for safety but may not be appreciated by those who live on or directly off La Cañada Drive. The project team will schedule a meeting with the Pima County traffic department to identify the minimum amount of lighting needed.

Mike introduced Scott Stapp, HDR Engineering Environmental Manager. He explained that the project requires 404 Permits from the Army Corp of Engineers in order to operate in all washes. He added that native plant preservation plans were in progress.

Scott explained noise and its effects on the project area. He defined noise as unwanted sound that moves in waves through the air, much like waves through water. It is measured by decibels (dB), which are a logarithmic measurement of pressure. Since humans hear sound differently than other animals, an "A-weighting" scale is taken into account for filtering out frequencies humans cannot hear.

When noise is measured along a roadway, the noise level is not constant (loud cars vs. softer cars); there are peaks and valleys when viewing the sound as a wave. Integrated Sound Level Meters measure the average of the peaks and valleys. The team will compare the data to Noise Abatement Criteria (NAC), which are non-health-based levels at which noise abatement must be considered. Sixty-six dBA is the County NAC, and the federal NAC is "at or approaching 67 dBA." Sixty-six dBA is the equivalent of the noise level of an alarm clock or telephone. Ninety dBA is the sound a lawnmower makes, 120 dBA is the noise level of a jet and the pain threshold, and 140 dBA is the sound of a blue whale, the loudest

mammal on earth. A three-dBA change in noise is often considered barely perceptible, while a 10-dBA change is equivalent to doubling or halving the perceived sound.

Scott discussed the process of a noise study. Noise-level meters take readings at a time with unimpeded traffic and cars moving the fastest, near the edge of the house/building on the property. Not all buildings are measured. The readings are taken so that they can be compared to what was modeled. There are three sources of noise that are modeled: tire-pavement interaction, exhaust and engine noise. Noises such as emergency service sirens or stereos cannot be modeled. Factors that change the level of noise are speed, number of trucks, grade changes, volume of traffic and the distance that buildings are to the roadway. The NAC and roadway data (grade changes, etc.) is what the project team uses and is based on the year 2030. The noise-model traffic volumes are based on the project traffic report transportation model. While all houses are modeled, not all houses are actually measured.

When the model depicts noise levels at 66 dBA, noise mitigation must be considered, although not necessarily used. Noise mitigation includes sound walls and rubberized asphalt. Pima County uses rubberized asphalt, which results in a decrease of three to four dBA. If walls are chosen as a form of noise mitigation, they must be found *feasible* and *reasonable*. In order to meet the factor of *feasibility*: 1) engineering considerations, such as topography, drainage and safety, must be met; and 2) the noise wall only works if it is solid and a certain length. Driveways and similar gaps will often deteriorate the effectiveness of the wall. In order for noise walls to be *reasonable*: 1) the wall must meet the County's cost-per-benefited receiver amount of \$30,000; 2) the noise wall must allow for an appropriate reduction of noise, which is five dB; and 3) the property owner must want the wall. The cost of a 10-foot tall wall made from concrete blocks is approximately \$30 per square.

Mike stepped forward to conclude the meeting. The next CAC meeting will more than likely be in late February 2008. An artist will be brought in for the Committee to meet in April 2008. The CAC's recommendation letter and EAMR will go to the Board of Supervisors around June 2008, and by July, the team should know the project's status. The north section of La Cañada Drive is scheduled to begin construction in the spring of 2009, and the south section is scheduled to begin in the spring of 2011. Both La Cañada Drive projects are scheduled to start within the first quarter of funding for the Regional Transportation Authority Plan (fiscal year 2007 through 2011).

Questions and Answers:

- You said that the art community, design team and procurement committee gets to select the artist. Should the CAC get to choose?
One north and one south segment CAC member will be on the artist-selection committee.
- Can the overhead power lines be buried?
It is cost prohibitive to bury the WAPA lines.
- The arterial lighting report called for street lighting at every side street, median opening and crosswalk. Can the lights alternate on and off?
No.
- What side of the road will streetlights be on?
To be determined.

- Will there be sidewalks?
Yes, on both sides of the street.
- When will the decision on street lighting be made?
It is scheduled to be made during the week of Nov. 26-30, 2007.
- What height will the streetlights be?
Approximately 25 feet.
- What is the elevation of existing La Cañada Drive versus the new La Cañada Drive?
The elevation between the two will vary. It slopes downward toward River Road.
- How wide is the ROW versus the pavement of the future La Cañada Drive?
The ROW is 150 feet (75 feet on each side of the roadway). The back of sidewalk is 23 feet from the ROW.
- What about La Cima Middle School access and buses?
There will be wider openings for ingress and egress locations. The southbound turn-bay length has been maximized so that buses can stack in line to make a turn.
- Will there be any type of signal at La Cima Middle School?
No signal is warranted; there will be full median openings instead.
- What will the speed limit be?
45 mph.
- If the Army Corps of Engineers does not control the washes, who does? (Question refers to a recent Supreme Court ruling.)
Pima County Flood Control District
- Does vegetation work as noise mitigation?
Vegetation typically does not work. In order to get a five dB decrease in the noise level, the vegetation must be 100 feet thick.
- Do you go back and check to see if the noise models on past County projects have been accurate?
Depends on the agency and funding source.
- Does the artist design the wall?
No, the artist can put art on the wall if he/she chooses.
- How new is rubberized asphalt?
It was developed in the 1960s, but its use has been limited until recently.
- What happens to noise as it hits a sound wall?
It is deflected and partially absorbed.

- Will there be more dust with the new road?
We are building a roadway with curb and gutters that will bring dust emissions down.
- Will there be a Sun Tran bus route?
Yes, we do not have any specific route information at this time.

The CAC meeting adjourned.