

4RTLTM

La Cholla Blvd: Magee to Overton CAC Meeting

SUMMARY

JANUARY 13, 2011

TIME: 6:00 PM-7:30
PM

LOCATION: Grace Community Church,
9755 N. La Cholla Blvd.

TYPE OF MEETING	Community Advisory Committee Meeting
FACILITATOR	Dean Papajohn
ATTENDEES	<p><u>Community Advisory Committee (CAC) Members Present:</u> Fred DiNoto Robert Ewens DeDe Betten Bob Iannarino John L. Reynolds Barbara Wisot Randy Abbey John Lakey Danny Goldman Ronald Staub Brent Bartz</p> <p><u>CAC Members Not Present:</u> Andrea Calabro Thomas Tucker Loren Christianfeld</p> <p><u>Pima County Team Members:</u> Dean Papajohn, Project Manager Rick Ellis, Division Manager, Department of Transportation Julie Simon, Community Relations Program Coordinator</p> <p><u>URS Group:</u> Eric Sibson, Project Manager</p> <p><u>Wheat Scharf Associates</u> Jennifer Patton</p>
DISCUSSION	La Cholla Blvd: Magee Road to Overton Road Project

1 . Welcome/Introduction

Dean Papajohn welcomed the CAC and thanked them for coming tonight and for their involvement during the past months. While we are all saddened by the tragic events of last weekend, it has caused many of us to think more about life, and values, and community. When we think of community we think of safety, security, and interdependence. The La Cholla project is a community project, and it will benefit the community if it is safe and offers a way to connect people. Our team is proud of the design work completed thus far and we are pleased to be able to give you an update tonight. Our agenda includes updates on Engineering, Art, Aesthetic features, and Schedule. Eric Sibson of URS will provide an update on the engineering work.

2. Engineering

Mr. Eric Sibson addressed the CAC and provided an updated on the design elements for the project utilizing the project exhibit.

Roadway Design Updates: The Metro Water Well site will now be relocated outside the existing right of way allowing the northbound La Cholla roadway alignment to be straightened. A discussion about the agreement between the Regional Transportation Authority (RTA), Pima County Department of Transportation (PCDOT), and Metro Water occurred. It was explained that since Metro has prior rights, the agreement indicates the majority of the relocation costs to be covered by the road project. Metro will incur the costs of their desired upgrades. The two previously designed cut wall locations have been eliminated due to the utilization of the parapet wall near the multi use pathway. This parapet allows for retaining enough of the adjacent slope to allow a 3:1+/- backslope towards the right of way. This design change resulted in a project cost savings as well. The two fill wall locations presented to the CAC at the previous meetings are still required and part of the current design. The two fill wall will be approximately 15' tall on average. The two noise wall locations and dimensions presented previously had not changed. He mentioned that Jennifer would be explaining the current aesthetic treatments to both the fill and sound walls later in the agenda.

Drainage Design Updates: Scour issues are present at the Garfield box culvert outlet. The determination of the team is to reconstruct the outlet in order to prevent future scour and failure of the box culvert and eventually the overlying roadway. A drainage easement will be acquired for this improvement. The design team was able to eliminate the cross grates previously shown at McCarty and La Cholla Hills. The Country Club Hills Apartments entrance will include a stretch of slotted drain instead of the large grate structure.

Utility Design Updates: An overview was provided for each of the utility companies planned relocations including Qwest, Metro Water, Tucson Electric Power (TEP), Southwest Gas (SWG), Pima County Regional Wastewater Reclamation Department (RWRD), and Comcast. Those areas affected were each pointed out on the project exhibit. The project will include an ITS (Intelligent Transportation System) conduit for future PCDOT Traffic use on the corridor.

Environmental Update: The 404 Permit Application is scheduled to be submitted to the Corp of Engineers by early 2011. The permit will then be reviewed by the Corps. The schedule indicates that the 404 permit is to be obtained by this summer if there are no significant issues. The team has had several internal meetings as well as meetings with the Corps representative for this project in order to facilitate the permit approval process.

Traffic Update: The design team is working towards the Stage IV design of the Overton traffic signals. A CAC member asked about the updated traffic counts at La Cholla Hills. New traffic counts were taken in January, as La Cholla Hills indicated this was the month of highest occupancy. The numbers still indicated that a signal at this location is not warranted and will not be placed with this project. However, conduit will be placed at this location for future signal placement if needed.

Right of Way Update: The project has completed all anticipated legal descriptions for the project's right of way needs. Pima County Real Property is in the process of obtaining the appraisals necessary to acquire the right of way and easements. It was explained that the Matter Well site may require a condemnation if the property owner rejects the County's appraised offer. This acquisition would then enter into the court system

where access to the parcel would then be requested for well construction/relocation. The acquisitions or access rights to the needed properties are anticipated to occur between now and this summer.

3. Art

Dean reviewed the current status of art with the CAC. Steven Weitzman provided an intermediate art design to the County in November. The intermediate design was distributed to the CAC in December. We will review the PowerPoint slides as a group tonight. We want your feedback. We can either tell the artist that he is on the right track and can proceed to final design, or we can decide that minor changes need to be made, or that more significant changes need to be made. It was pointed out that there will be many different formliners required. On the railing, the flat plate will be eliminated and replaced with a round railing a couple of inches above the curvilinear top of the concrete parapet. This will enhance constructability. After Dean showed the PowerPoint slides, the CAC discussed what color the railing should be. The CAC agreed that blue should be used even though blues are likely to fade quickly in the desert sun. The CAC expressed that they liked the cactus pattern shown for the parapet and the artist does not necessarily need to integrate cholla plant patterns. The artist developed cost estimates based on feedback from local fabricators.

The CAC voiced several concerns over the possibility of the art aspect of this project being eliminated due to funding. Staff responded that due to the small (1%) amount of funding dedicated to art and the existing agreement in regards to art, it was considered highly unlikely that cuts would occur to funding the Art component. It was asked if some other authority could change the art design that the CAC has reviewed and agreed upon. This is unlikely unless there was a large opposition from the community at the open house. TPAC has been kept apprised of the art development.

In summary, the County will direct the artist to work toward final design, to designate blue paint for the railing, and to complete the formliner design without much change from the current depiction. Once the design of the railing and formliner is almost complete, the design will be distributed to the CAC. The CAC can decide whether a meeting to discuss art at that time is necessary or not. Once the CAC reviews the near final art design, a public meeting will be scheduled to share the art and roadway design with the public.

4. Aesthetic features:

Ms. Jennifer Patton from Wheat Scharf Associates (WSA) addressed the CAC and distributed exhibits for Sound Barrier Walls, Sidewalk Barrier Walls, Slopes with Rock Rip Rap, and Retaining Walls.

Sound Barrier Walls: At the last CAC meeting, August 2010, treatment for sound barrier walls in front of Fairfield La Cholla Hills was discussed. The direction was to apply a similar treatment as the existing walls – stucco walls on both sides with a slump block cap and pilasters. After a follow up meeting by the CAC to discuss this approach, WSA was advised to move forward with this design concept.

Paint color for the stucco walls will match the color of the existing landscape walls. The slump block cap will match the existing slump block used in the development.

Pilasters will be spaced approximately every 60' on the roadside of the wall. The pilasters will protrude 4" on the street side – they will not protrude on the residential side. The walls are 8" block, and the columns will use 12" block. The backside (residential side) of the wall is not very visible from the residences due to distance and vegetative screening and downhill slope. The CAC liked the sound barrier wall features presented.

Sidewalk Barrier Walls: There are several areas of barrier sidewalk on the project. Barrier sidewalk is composed of a 42" wall, and a 9' wide sidewalk, done as one pour. The cross section shown on the exhibit is at STA 304. Four locations of barrier sidewalk were pointed out on site map.

An exhibit was distributed to the CAC that contained images of the recently completed project at Twin Peaks. This example shows the Formliner on wall and a pattern on the sidewalk. For this project, we are proposing using the same 'cactus' texture used in the design for the bridge.

For the sidewalk, a wave pattern is proposed. It would be done with a single pour of concrete, with the wave pattern colored with an acid stain. The product reacts with minerals in the concrete to create the desired color that is integral with the concrete for a shallow depth. A tan / rusty color is under consideration, since lighter colors tend to turn black in the sun over time. (*Color Samples circulated to the CAC*). The CAC liked the sidewalk pattern and barrier wall pattern.

Grouted Rip Rap: The barrier sidewalk is used in conjunction with a 2:1 grouted rip rap slope. A 2:1 slope is too steep to plant on, so the rip rap is used to stabilize it. In addition to grouted rip rap on slopes facing away from the road, there will be grouted rip rap on cut slopes that will be visible from the roadway – locations were pointed out on the site map.

The two sections to the south are about 400' in length, and 20+ feet tall. One idea was to incorporate the wave design from the bridge into the riprap, using two different colors of rock. (*Samples of two colors of rock shown*). The wave design would only be applied to cut slopes visible from the roadway and would not be used on fill slopes or in drainages. The CAC liked the wave pattern and at the colors of the sample rocks.

Retaining Walls: There will be two cast in place retaining walls on the project. Both face the golf course and will not be visible from the roadway.

The main goals for the treatment of these walls are to deter graffiti and to blend in with the surroundings. A textured form liner is proposed, like the fractured rib shown, painted in an earth tone. I have a few color samples with me. (*Show Color Samples*). Once a color is decided upon for the bridge, that same color could be considered for the retaining wall.

The CAC discussed how noticeable and how attractive these retaining walls might be from the golf course. Most golfers will be some distance from the walls, though one tee is fairly close. There is landscape on the golf course that helps to soften the look of the walls. An earth tone color will help the walls blend in rather than stand out. The plain retaining wall that the County starts with is poured concrete with no color. This wall has a number of enhancements, including formliner with texture and color. The CAC discussed what other options might be. If more decorative formliners were used, then this might call more attention to the wall rather than helping it blend in. Could something different be done to the wall where it is close to the tee? The CAC suggested developing a view of the wall similar to what was provided for the bridge. The design team will check into this. WSA suggested providing images of similar form liner in wall applications to help the CAC get a more realistic impression of what the La Cholla walls might look like.

5. Schedule

Mr. Iannarino inquired whether the committee could propose that the section of the project that was eliminated be revisited for construction if the bids came in below cost?

Dean responded that since the utilities would need to be relocated and permits obtained, such as 404 environmental permits from the Army Corps of Engineers, all prior to the start of construction, that waiting until construction bids are obtained is too late to decide to improve La Cholla farther north. Additionally, adding an overlay to the surface would require approval from the RTA, but the RTA doesn't usually cover the costs of temporary improvements especially since this northern segment of La Cholla is scheduled by the RTA for improvement in the 4th period of the RTA plan.

Dean reviewed the milestone dates on the agenda. The start of construction depends partly on outside influences such as utility relocation, and permitting from the Army Corps of Engineers.

