

4RTLTM

La Cholla Blvd: Magee to Tangerine CAC Meeting

SUMMARY

OCTOBER 27, 2009

TIME: 6:00 PM-7:30 PM

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

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| TYPE OF MEETING | Community Advisory Committee Meeting |
| FACILITATOR | Dean Papajohn |
| ATTENDEES | <p><u>Community Advisory Committee (CAC) Members Present:</u> Fred DiNoto DeDe Betten Bob Iannarino John L. Reynolds Barbara Wisot Randall Abbey John Lakey</p> <p><u>CAC Members Not Present:</u> Jane Perry Robert Ewens Andrea Calabro Danny Goldmann Ronald Staub Brent Bartz Loren Christenfeld</p> <p><u>Pima County Team Members:</u> Jacqui Andrade, Supervisor Ann Day's Office, District 1 Dean Papajohn, Project Manager Carol Brichta, Community Relations Program Coordinator John McManus Xavier De La Garza</p> <p><u>Oro Valley</u> Jose Rodriguez, Engineering Division Manager</p> <p><u>URS Group:</u> Eric Sibson, Project Manager Leslie Watson, Environmental Manager & J.P. Charpentier, Environmental Planner Thomas Wolf</p> <p><u>Supervisor Ann Day's Office</u> Jacqui Andrade</p> <p><u>Interested Parties:</u></p> |
| DISCUSSION | La Cholla Blvd: Magee Road to Tangerine Road Project |

Welcome

The meeting was called to order at 6:00 pm by Dean Papajohn. Dean introduced himself as the Project Manager. Dean briefly mentioned that there have been a lot of activities that have transpired since the last CAC meeting, including: the initial traffic study, environmental study, cultural study, utility coordination is underway, and the drainage study for the CDO wash as well as minor washes. Design work has begun based on this initial data collection. The design presented tonight is still preliminary and information is still being collected that could change the design.

Dean mentioned that the intent of the meeting is to get the CAC members up to date and also there will be a sounds analysis expert to talk to them and share with them about the process that goes on in conducting a noise analysis for a project. Results of the noise analysis will be available later, likely after the new year. At that time, we will talk more about the noise analysis results and the potential noise mitigation as it applies specifically to the La Cholla project.

Agenda

- Update on the artist selection (Dean Papajohn)
- Traffic (Quinn Castro)
- Roadway (Eric Sibson)
- Bridge (Dave Perrotti)
- Drainage (Edie Griffith-Metty)
- Environment (Leslie Watson & J.P. Charpentier)
- Project Update Question/Answer Session (All)
- Introduction to the process of Noise analysis (Bill Holiday)
- Selection of CAC chair (Carol Brichta)
- Schedule (Dean Papajohn)
- Questions / Discussion (All)

Update on the artist selection

Dean stated that the Tucson Pima Arts Counsel (TPAC) led the procurement process for selecting an artist. The advantage of using TPAC is they have contacts with artists not only in the Tucson area, but all over the nation. Also, they are aware of all of the procurement laws and regulations that must be followed to establish a contract with an artist. Randy Abbey and Jane Perry are the two CAC members that were selected to be on the art selection committee. There were also some design professionals from the design team and artist professionals from the community on the artist selection committee. Thirty four artist applications were received; out of those three were invited for interviews. The artist recommended for the La Cholla project is Steven Weitzman studios in Maryland. Their experiences range from concrete work with concrete form liners as applied to bridges, walls, as well as integral concrete color work, metal sculpture. The many variety of art forms the artist has experience with provides flexibility for the direction of art on the La Cholla project. (Paper examples of the art that Steven Weitzman has done in the past were passed around to the CAC members to view.) The County is currently developing a scope of work and contract with the artist. Within the next few months a contract should be in place. The artist can then come and visit with the CAC members and collect data about the location and project.

Fred DiNoto's Question:

- What is the process and how does it work?

Dean Papajohn's Response:

- Once the artist is on board a meeting between the CAC and artist will be arranged. The artist will come to town to conduct research, including meeting with the design team and the CAC. The artist will get ideas about what the community likes and doesn't like. The goal is for the artist to capture the flavor of this community. He will then take that and he will start developing some preliminary concepts or themes to present to the committee. The artist will work very closely with the CAC. Once we get a consensus among the CAC members, then there will be public open houses to present the concept. It will be provided to the wider community, so they can also provide input as well.

Barbara Wisot's Question:

- Where do you pick the art to go?

Dean Papajohn's Response:

- The art can be associated with the bridge, or wall, or sidewalk, or a free standing sculpture. It can be made of concrete, metal, stone, or some other type of material. It may or may not include lights. Our team has a landscape designer whom the artist will work closely with. The artist will work with the whole project team; that is why we want to get the artist on board early in the project. We have our structural engineer and our artist will work with our structural engineer if they are working with some of the structural elements such as the walls or bridge.

Traffic

Quinn Castro works for Pima County Department of Transportation, Traffic Division. She states that the initial transportation engineering study for this corridor was recently finished and she has a copy of it tonight for the CAC members to view. Recommendations for the roadway are made based on analysis of existing conditions now and the future conditions for the project projected out to the year 2040. Then a design is developed for the footprint of the roadway and how it should look as far as length, width, number of lanes, medians, and intersection treatment. Future developments have been taken into account that are likely to go into construction around the time of this project. Quinn's asks if there are any questions.

Name N/A:

- Last meeting there was mention of 150 ft of easement. Where is that shown on the map?

Quinn Castro's Response:

- The exhibit shows the lines of the existing and the proposed right-a-way.

Name N/A:

- It shows that the new right-a-way is really stretched along this entire road. It looks like you are going to take a lot from and add to your existing easement, is that correct?

Quinn's Response:

- Yes.

Dean Papajohn's Comment:

- Usually where properties have been developed, like at the Bluff Subdivision, ROW has already been dedicated there, so there won't be additional need to purchase property. Often in the areas that have not been developed, that is where the County will need to purchase property.

John Reynolds' Question:

- Regarding his property in Tecolote de Oro, I can see where the easement is marked there currently, is that slated to have land taken from me?

Dean Papajohn's Response:

- Since this question is a personal questions, let's discuss this in more detail after the CAC meeting.

John Reynolds' Comment:

- He would like to see the right-of-way location so he can inform all the properties in Tecolote del Oro.

Dean Papajohn's response:

- Even at this early stage Pima County Real Property has been contacting a number of property owners that will be affected by the project.

Quinn Castro's comment:

- At this point this is an initial study.
- It's going to be developed further.

John Lakey's Question:

- I have seen in your map where it says West Hardy Road, the dirt road. Another homeowner was asking if they still have access, will that road still exist?

Quinn Castro's Response:

- Yes

Bob Iannarino's Question:

- Even with the bridge approach?

Quinn Castro's Response:

- Yes

Bob Iannarino's Question:

- Can you give an overview of the regional traffic impacts, some of the assumptions that were being made on these criteria for collection of traffic from Tangerine? Early on there was talk about how they were going to deal with some type of demand coming from 77, but also from Tangerine South. Is there another regional east west connector in here that the traffic study is going to have to assume, in lieu of Magee, Overton area, like Lambert as a regional east-west connector taking in a lot of traffic over this 2040 horizon?

Quinn Castro's Response:

- At this point we don't have anything that is projected, that is in the Oro Valley region, but as far as PAG (Pima Association of Governments) they haven't identified anything major like that. I know that at one point it had been proposed to continue La Cholla up north of Tangerine, but that is no longer the thinking. A fairly conservative approach was taken for the projected traffic volumes. La Canada and Oracle Road will be the north-south routes people will use in addition to La Cholla..

Bob Iannarino's Question:

- How about Lambert as an east-west corridor with any new impacts from Twin Peaks Linda Vista?

Quinn Castro's Response:

- PAG has not provided us with anything connected to that.

Jose Rodriguez Comment:

- Jose Rodriguez is the Head of the Engineering Design Division for Oro Valley. Pima County & Oro Valley are working closely on this project. Oro Valley is advertising for a design consultant to study the Tangerine Corridor. Oro Valley is working very closely with the Town of Marana and Pima County on this. Issues related to eas-west connection will be addressed in the Tangerine Road studies.

Bob Iannarino's Question:

- Regarding the new cut walls, will there be no reinforcement or does it mean it is going to be reinforced?

Quinn Castro's Response:

- That will be determined in future design work.

Bob Iannarino's Question:

- Are you estimating where signalization might be besides where we have it right now?

Quinn Castro Response:

- At this point we are keeping it as existing. The County is aware of areas of concern, specifically, Coral Ridge Loop North. The studies group will take a look at that. Based on the information that so far, a signal is not warranted.

Barbara Wisot's Question:

- Will there be consistent traffic, or will there be any impact to them?

Quinn Castro's Response:

- There is going to be growth in the area.

Barbara Wisot's Question:

- But anything out of the ordinary or dramatic?

Quinn Castro's Response:

- No.

Eric Sibson's Response:

- Eric works for URS Corporation. URS is the Prime consultant for our roadway project. Based on the Traffic Division's recommendation, the new road will be a four lane roadway. This segment of La Cholla Boulevard is classified as environmentally sensitive roadway, so 11 ft travel lanes will be built with a 20 ft median. In the area of the bridge we have a reverse curve; it is a little curve that you can barely see because it is so gradual. The purpose of that is for future constructability of the bridge, being able to maintain traffic on the existing roadway and being able to construct a portion of the bridge. Another location where a big difference is seen is up in Oro Valley. Overall the roadway is a straight road. We have very good vertical alignment for the roadway as well. The design is intended to eliminate a lot of deficiencies in the existing road. There are site distance issues north of Lucero. There are a lot of existing access points for driveways and crossroads that need to be maintained. We will try to match those locations and keep them out of the drainage improvements. Anytime we have a culvert that is added underneath roadway, obviously the road will be higher than where it is at now. Most of those existing dips for drainage are going to be taken care of. There are a couple of locations with special needs that I wanted to point; these have proposed frontage roads or access roads. We have had some issues with drivers exiting Tortolita Bluffs Drive because of insufficient site distance with the new bridge. There are certain criteria that indicate how far a driver needs to look back to make that turn movement safely. With the bridge being raised so much and with barriers protecting the outside of the bridge, a driver wouldn't be able to see far enough to turn safely. The solution is combining these two access points –Morning Jewel and Tortolita Bluffs Drive - to a point where it is far enough away that you can safely make that turn movement. It can be called a frontage road or an access road and it can be seen on the map. This is still in the planning stage. That is one location. The other location is north of Lucero. The property falls a lot from the west to the east and there is an existing wash that eventually meets with the CDO wash. So you can tell there is a low point there. The improvements on La Cholla could produce steep driveways. The solution is a one-way frontage road below the fill wall to provide safe access to these driveways. This is a good and safe that would serve four parcels. The County has already started to meet with these property owners.

John Reynolds' Comment:

- Tecolote is labeled incorrectly. It is on the west side of La Cholla.

Eric Sibson's Comment:

- There are two locations where there are access issues. There are a lot of walls we are going to need. We are not sure what type of walls will be built at this point. On the west side we will probably need cut walls. On the east side it falls off so we'll need fill walls.

Bob Iannarino's Question:

- Are most walls to be on the west?

Eric Sibson's Response:

- Possibly fill & cut on west and east sides.

Fred DiNoto's Question:

- What are the criteria for these walls?

Eric Sibson's Response:

- It's based on the vertical line we end up having. We may need an extra foot or so of right-a-way for slopes or walls.

Bob Iannarino's Comment:

- In the golf course area can you obtain a slope easement?

Eric Sibson's Response:

- There are some locations we are taking advantage of using easement, but it's more for drainage.

Barb Wisot's Question:

- What is the difference between a multi-use path and a multi-use lane?

Eric Sibson's Response:

- Multi-use lane is for cars. A multi-use path is for pedestrians.

Bridge

Dave Perrotti of URS thanked the CAC members for coming to the meeting tonight. There are two bridges, a Northbound & Southbound. The bridges will be 600 ft long total. We have to provide clearance between the bottom of the bridge & the high water level at 100 year flood. If we did a one span bridge the girders get too deep and the profile grade of the roadway as it is going up & over the CDO wash gets too high. There will be six spans to provide clearance for 100 year flood. The super structure depth is estimated at 5 ½ ft. Prestressed concrete, steel girders, and some other types are still being reviewed. Each bridge section has two travel lanes and a 6 ft shoulder. The South-bound bridge has the 8ft sidewalk. The North-bound bridge has a standard 5ft sidewalk.

John Lakey's Question:

- How much higher than the surrounding roadway does this bridge have to be?

Eric Sibson's Response:

- It's highest point over 20 ft. Less on the outsides, under 20 ft.

John Lakey's Question:

- If you come down La Cholla, will you go up then back down?

Eric Sibson's Response:

- Yes

Bob Iannarino's Question:

- Will the multi-purpose path meet on bridge?

Eric Sibson's Response:

- Yes, they will meet and merge in.

Drainage

Edie Griffith-Metty of AECOM explained that any wash crossings over the streets will now be taken care of by the proposed culverts. The 100 year flow is going to be passing underneath the roadway. In the Tangerine Road area, most of the flow is crossing NE to the SW. To minimize some of the culvert crossings, some might be combined. A drainage channel is proposed north of Overton Road.

John's Lakey's Question:

- Regarding dips, will we raise or drop the roadway?

Eric Sibson's Response:

- Yes, the road will go over culvert crossings at the dips.

Eddie Griffith-Metty's Comments:

- Box culverts will be put in, in smaller areas we'll keep it down to 36 inch diameter pipes. We are proposing to put a series of culverts. Honey Bee Loop wash is captured on the west side in a channel and then directed to a culvert away from the Bluff Subdivision. This is a challenging area. This should take the flow away from the Bluff Subdivision. There will be CDO Wash bank stabilization to protect the bridge. There's already bank stabilization on the north of the CDO Wash, but on the south side there isn't any. On the south side of the CDO Wash there are already some culverts. The intent will be to extend the existing pipes under the widened roadway. The Garfield Wash is another drainage issue to be looked at.

John Lakey's Question:

- East of the bridge by Hardy, is there going to be any change to the flood plane designation?

Eddie Griffith-Metty's Response:

- In general there will be no great change, but the hydraulic engineer is working on a letter of map revision and impacted property owners will be contacted.

Dean Papajohn's Comments:

- The area by the CDO Wash, shown in green on the exhibit, has water problems now and those will continue to stay the way they are, at this point. Whoever is in that area, they are already experiencing water problems and will continue to have problems.

Bob Iannarino's Question:

- Have you talked to the Flood Control District about this problem? Are there any additional funds to assist in some bank protection?

Dean Papajohn's Response:

- We have been dialoging with flood control since the beginning of the project. A number of Flood Control staff are on the project team.
- The problem with channelizing the CDO Wash with man-made bank protection is that it will create permitting issues with the Army Corps of Engineers. This would likely delay the project construction.

Bob Iannarino's Question:

- The bridge will be protected, but what happens upstream? If the CDO tends to migrate, then it could have an impact outside the bridge, is that correct?

Dean Papajohn's Response:

- Yes, but the bridge abutments and approaches will be protected.

Fred DiNoto Question:

- Is the roadway creating a waterfall effect?

Eric Sibson's Response:

- Yes, and once we take that out it should go back to its natural state.

Bob Iannarino's Question:

- Will the design integrate a more frugal look at the storm culvert design to take care of the roadway drainage?

Eddie Griffith-Metty's Response:

- We are looking at a couple of locations where water harvesting in the medians might be possible.

Environment

Leslie Watson

J.P. Charpentier has been the primary person out in the field collecting all the data. There have been no major issues on the following studies: hazardous material investigation, reviewing clean-water act, and

permitting requirements. We are in the middle of performing the inventory for clean-water and permitting. This information will be compiled into the Environmental Assessment and Mitigation Report (EAMR). A draft will be submitted to Pima County after the new year. A draft will be submitted to the CAC members sometime next year and at that point we will hold an extensive discussion on the environmental issues.

Randall Abbey's Question:

- Will there be a large report?

J.P. Charpentier's Response:

- Yes, we have technical reports that have been submitted or are in the process of being written, including:
 - 1) Cultural Resources Report: Written & submitted to Pima County (PC)
 - 2) Biological Resources: Draft has been submitted. Working on the final.
 - 3) Haz. Mat. Report: Submitted and is final.
 - 4) Clean-Water Act Report: Draft

John Lakey's Question:

- What about the Pigmy Owl?

J.P. Charpentier's Response:

- They are unlisted. However, they may be re-listed some time. Currently the owl does not appear to be a major issue.

Dean Papajohn's Comment:

- Pima County does yearly owl studies in case it is ever re-listed.

John Lakey's Question:

- The work that is being done, will it impact access for coyotes and javelinas?

J.P. Charpentier's Response:

- We work closely with Arizona Game and Fish and Pima County to make sure our drainage structures are designed in a way that will allow for wildlife movement.

Bob Iannarino's Question:

- Are we on schedule for EAMR?

J.P. Charpentier's Response:

- Yes.

Bob Iannarino's Question:

- Will there be wildlife corridor studies conducted?

J.P. Charpentier's Response:

- We have been in contact with Arizona Game and Fish Department. These are the people that are conducting the study. However, the study has not begun yet.

Question:

- Is there concern about the Desert Tortoise?

J.P. Charpentier's Response:

- The tortoise issue is currently on a 12 month review.

Other Questions

Fred DiNoto's Question:

- What is the speed limit going to be?

Quinn Castro's Response:

- 45 mph

Fred DiNoto's Question:

- Why do some speed limits change?

Eric Sibson's Response:

- If unsafe conditions exist, then a speed limit might change.

John McManus' Response:

- The Traffic Engineering Division studies crash history every year. A list of dangerous sections of road or intersections is prepared. This is used to evaluate conditions and make changes. On Cortaro Farms Road west of Thornydale, the speed limit was lowered due to the proximity of a school.

John Reynolds' Question:

- When construction occurs in the ROW, is the construction crew required to stay in the ROW, or can they go on private property?

Eddie Griffith-Metty's Response:

- They can enter private property only if we have right-of-entry.

John Reynolds' Comment:

- The County did not obtain right-of-entry from land owners near his house and workers came on private property.

Eddie Griffith-Metty's Response:

- We will pass that information on.

Dean Papajohn's Comment:

- If there are any questions about people on private property, people can call Carol Brichta in Community Relations to inform the County.

Eric Sibson's Comment:

- The road improvements will create a lot of impact on utilities. We have identified where all of the existing utilities are.

Dean Papajohn's Comment:

- The County has developed an Equestrian Survey. Please take one to fill out if you are an equestrian. Take extra to pass out to neighbors who are equestrians. Please return the Equestrian Survey by Nov. 30th. We are interested in knowing where people are crossing La Cholla with their horses.

Sound Analysis

Bill Holliday of Sound Solutions went over the noise process for the sound study. The limit of the noise analysis is from Magee to Lambert. Almost all of it is in Pima County except one little stretch which is in Oro Valley. There are two different noise regulations: 1) For Pima County. 2) For Oro Valley. In the Noise Analysis there are three basic parts: 1) Verifying the model. 2) Predicting future noise levels. And 3) Looking at mitigation such as sound walls. The model required is from the Federal Highway Administration (FHWA)-The Traffic Noise Model. It takes in data from the traffic study, like the volumes during the peak traffic hour. It takes into account the ground type; if it is grass or hard soil. It also takes the speeds. Measurements are taken during the peak traffic hours and compared to the model. When comfortable with the model, future predictions are made with the existing layout and also with the proposed improvements. Noise levels predictions are generated at the existing homes and the site of future developments. Wherever it is 66 dBA or above we'll look at mitigation. Rubberized Asphalt Concrete (RAC) is the primary noise mitigation. Pima County allows a 3 point reduction for RAC. Feasibility is looked at as well. If walls are needed, will those walls reduce the sound level at least a 5dBA? Cost is also evaluated. The benchmark is \$25.00 per square foot of wall or \$35,000.00 per benefit receiver maximum. Also, a wall cannot be built for a single receiver.

Fred DiNoto's Question:

- On the La Canada Project walls were priced at \$17.00 per square foot?

Dean Papajohn's Response:

- The cost will vary from year to year. La Canada had a range of costs - average bid was \$25.00. The County can only build a wall through the roadway contractor for a project. The County is required to accept the lowest overall bid, the County can not pull out the wall and ask a different contractor to build the wall.

Bill Holiday:

Bill provided to the CAC a summary of the three main steps that are used and the prediction locations included in the La Cholla analysis.

Bob Iannarino's Question:

- Studies nationally show that RAC provides a mitigation greater than 3dBA. I thought the RTA had voted on that, using greater than 3 decibal credits for the use of rubberized asphalt?

Jacqui Andrade's Response:

- The RTA recommended that local jurisdictions apply their own noise policies.

John Lakey's Question:

- Are these walls typically reflective in nature?

Bill Holiday's Response:

- Generally reflectivity is not a problem. In a worst case scenario you might get a 1-2 DB increase from reflection.

John Lakey's Question:

- What happens if one side warrants a wall and the other side doesn't?

Bill Holiday's Response:

- The model takes it into account. It models the walls in place. The perfect reflector is a 3DB increase.

Randall Abbey's Question:

- The locations that are marked on the map, are they primarily driven by the 66 dBA or are they driven by the benefited receivers?

Bill Holiday's Response:

- We don't know right now what the levels are until we run the model with these locations. We just picked 25 representative locations. We usually pick the closest to the road, within each traffic section. Also, if it's up the hill, if there's an elevation change or grade change, then we will pick up an extra receiver.

Randall Abbey's Question:

- What is the significance of 66 dBA?

Bill Holiday's Response:

- It comes from FHWA criteria. 66 DBA is equivalent to a talking conversation from 3 ft away.

Barbara Wisot's Question:

- Why didn't La Canada get the walls promised in the original studies?

Jacqui Andrade's Response:

- The original report in 2001 was without RAC. Once RAC was used in the 2007 design and the 3 dBA was credited, then many of the walls were no longer warranted. Rubberized asphalt. La Cholla is different from La Canada because it doesn't have an old project report to compare to.

Barbara's Wisot's Question:

- What is the height of walls?

Bill Holiday's Response:

- It depends on the topography of the area. It also depends on the where there are impacted receivers. If the house is higher we are going to need a higher wall.

John Lakey's Question:

- When will it be done?

Bill Holiday's Response:

- January 2010

Question:

- Have you met with Metro Water?

Dean Papajohn's Response:

- We have had 4 or 5 meetings with Metro Water.

Selection of CAC Chair

Carol Brichta stated that at the first CAC meeting we discussed having co-chairs. Now that you have had time to think about it we would like to formalize who will be chairing the committee. Last time we discussed Bob Iannarino and Ron Staub serving as co-chairs. Are there any objections to this?

CAC Members:

- All agreed – No objections.

John Lakey's Question:

- Where the electric lines are at right now, are they in an easement? Will they be moved?

Eric Sibson's Response:

- They will be impacted. We are in contact with TEP. Existing lines will be located on the plans, and TEP will relocate lines as necessary to make room for the proposed road improvements.

Barb Wisot's Question:

- Can the overhead lines be placed underground?

Dean Papajohn's Response:

- They are overhead now and most likely they will remain that way. If CAC members would like to pursue this issue, TEP can be invited to speak with CAC members. The high voltage of these lines will make it very difficult to put them underground.

Schedule

Dean Papajohn suggested that an open house for the public to learn more about the project be held on Dec. 1, 2009. All the CAC members agreed that was good. The goal is to present the EAMR to the CAC in March and allow the CAC four weeks to review and write a response letter. Then the EAMR goes to the Board of Supervisors for review and approval. This takes 4-6 weeks.

Bob Iannarino's Question:

- The CAC doesn't see the EAMR until March? This doesn't match the schedule given at the first CAC meeting.

Dean Papajohn's Response:

- The noise report and design plans will be presented to the CAC before then. But a full EAMR document will not be ready until March with the way the schedule is now.

Carol Brichta's Comment:

- We can review our minutes from last meeting to see what was discussed about schedule.

Dean Papajohn's Comment:

- While the EAMR is completed in early 2010, the public approval process must follow certain guidelines, like a public notice to the board for 30-45 days.

Discussion

The CAC discussed the schedule and how much time it takes to review the EAMR and get it to the Board for approval. Jacqui Andrade stated that this project is moving faster than most. Design wasn't supposed to start until 2011, but the design was advanced to 2009. Dean Papajohn mentioned that typically the County takes over a year to go from zero Design to the 30% design in an EAMR, but this project is doing that under a year. The next CAC meeting is in January. If the CAC is willing it may be possible to meet sooner. In addition to the design documents, there are other activities that impact the start of construction. For example, the utilities will not relocate until plans are well developed. There is a lot of work for utilities. Also, right-a-way acquisition impacts construction dates. Even if the EAMR is done sooner it doesn't mean we are going to start construction sooner because of the time needed to accomplish these other activities. Eric Sibson showed a 4 page project schedule to the CAC.

Randall Abbey's Comment:

- He has informed neighbors about the project and now feels that announcing a different date for the EAMR is saying something different and the project team will lose capital with the neighborhood.

Dean Papajohn's Response:

- The key date is to get construction started in 2012 or sooner. This is still the case. Completion dates for interim activities may be completed ahead of or behind schedule, but the team is committed to having design documents ready for construction by 2012. We are on target to meet this schedule, so this should not be a point of concern with the neighborhood.

DeDe Betten Question:

- Is it 18 months for construction from start to finish?

Dean Papajohn's Response

- Yes

Conclusion of Meeting

Dean Papajohn thanked the CAC for their input and asked the Design Team to stay after the meeting to speak to anyone who had questions. Also, the Open house will be held in December.

