Valencia Road: Wade Road to Ajo Highway

Environmental Assessment and Mitigation Report

Prepared for:

Pima County Department of Transportation
201 N. Stone Ave., 4th Floor
Tucson, AZ 85701-1207
Pima County Project Number 4RTVWE

Prepared by:

EcoPlan Associates, Inc.
78 W. Cushing St.
Tucson, AZ 85701
EcoPlan Project Number 16-567

December 5, 2016

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APPENDIX

- Community Advisory Committee Minutes (August, September, October, November 2016)
- November 15, 2016, Open House Public Notice
- November 15, 2016, Open House Fact Sheet
- November 15, 2016, Comment Form
- Community Advisory Committee Letter

DOCUMENTS AVAILABLE ON PROJECT WEBSITE

http://roadprojects.pima.gov

(Select "Valencia Road - Wade Road to Ajo Way")

Final Design Concept Report	Kimley-Horn and Associates, Inc.	December 2016
Final Traffic Memorandum	Kimley-Horn and Associates, Inc.	October 2016
Final Drainage Report	CMG Drainage Engineering, Inc.	November 2016
Preliminary Initial Site Assessment	Ninyo and Moore, Inc.	September 2016
Environmental Screening Questionnaire, Impact Summary Matrix, and Results Memorandum	EcoPlan Associates, Inc.	October 2016
Biological Evaluation	EcoPlan Associates, Inc.	August 2016
Visual Assessment Report	Kimley-Horn and Associates, Inc.	October 2016
Environmentally Sensitive Roadway Vegetation Inventory and Relevé Analysis Report	Kimley-Horn and Associates, Inc.	October 2016
BLM Road Plan of Development	Kimley-Horn and Associates, Inc.	October 2016
Noise Review	Noise Experts, LLC	June 2016
Cultural Resources Report	EcoPlan Associates, Inc.	November 2016

ACRONYMS AND ABBREVIATIONS

ADEQ	Arizona Department of Environmental Quality
ADOT	Arizona Department of Transportation
AGFD	Arizona Game and Fish Department
APE	area of potential effects
ASLD	Arizona State Land Department
ASM	Arizona State Museum
BLM	Bureau of Land Management
CAC	Community Advisory Committee
CGP	Construction General Permit
Corps	U.S. Army Corps of Engineers
CWA	Clean Water Act
dBA	A-weighted decibel
DCR	Design Concept Report
EAMR	Environmental Assessment and Mitigation Report
EPA	U.S. Environmental Protection Agency
ESR	Environmentally Sensitive Roadway
FEMA	Federal Emergency Management Agency
FY	fiscal year
IPaC	Information for Planning and Conservation
LOMR	Letter of Map Revision
MSCP	Multi-Species Conservation Plan
NRHP	National Register of Historic Places
PAG	Pima Association of Governments
PCB	poly-chlorinated biphenyl
PCDOT	Pima County Department of Transportation
PCRFCD	Pima County Regional Flood Control District
PCRWRD	Pima County Regional Wastewater Reclamation Department
PISA	Preliminary Initial Site Assessment
POD	Plan of Development
PPC	Pima pineapple cactus
RDM	Roadway Design Manual
REC	Recognized Environmental Concern
ROW	right-of-way
RTA	Regional Transportation Authority
SHPO	State Historic Preservation Office
SR	State Route
TEP	Tucson Electric Power
TIP	Transportation Improvement Program
USFWS	U.S. Fish and Wildlife Service
vpd	vehicles per day

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EXECUTIVE SUMMARY

Environmental Assessment and Mitigation Report

Valencia Road: Wade Road to Ajo Highway, 4RTVWE

Project Location

The project area is in east Pima County in the southwest portion of the greater Tucson metropolitan area (see Figure 1). The project is in unincorporated Pima County. The project lies within portions of Sections 12 and 13 of Township 15 South, Range 11 East, and Sections 7–9 and 16–18 of Township 15 South, Range 12 East on the Brown Mountain (1995), Arizona, U.S. Geological Survey 7.5-minute quadrangle. Adjacent lands include land under the jurisdictions of the Bureau of Land Management and the Arizona State Land Department, and private land. The Pascua Yaqui Tribe boundary is about 3.5 miles east of the project limits.

Project Limits

The general project limits extend from about 0.3 mile west of Wade Road to Ajo Highway/State Route (SR) 86, a distance of about 2.85 miles (see Figure 2). The east project limit ties into the recently completed Valencia Road: Wade Road to Mark Road (4RTVMW) project and the west end of the project will tie into the Valencia Road—Ajo Highway (SR 86) intersection improvement under construction by the Arizona Department of Transportation (ADOT).

Project Scope

In May 2006, the Pima Association of Governments (PAG) Regional Transportation Authority (RTA) Plan (PAG 2006) and sales tax were approved by Pima County voters. One of the roadway projects included in the RTA Plan is Pima County Valencia Road: Mark Road to Ajo Highway (SR 86) (RTA 21). The project was divided into two segments for purposes of design and construction scheduling. The first segment Mark Road to Wade Road was completed in March 2016. That project extends about $^{1}/_{3}$ mile west of Wade Road. The second project is the subject of this Environmental Assessment and Mitigation Report (EAMR), extending from the completed widening on Valencia Road west of Wade Road to Ajo Highway (SR 86), approximately 2.85 miles.

Project funding comes from the PAG RTA Plan (Transportation Improvement Program, Fiscal Year 2017–2021), local funds through Pima County, and impact fees (PAG 2016). Current project funding includes $10,057,000 from the RTA and $14,943,000 from developer impact fees, for a total of $25,000,000. The overall project cost includes design, environmental clearance, right-of-way, utilities, and construction. The project is programmed for RTA Period 3 (2017–2021).

Project Purpose and Need

Regionally, Valencia Road is a parkway or urban arterial and carries traffic from Ajo Highway (SR 86) to just east of Houghton Road, a distance of about 26 miles across south metro Tucson.

From west to east, the roadway provides connections to Ajo Highway (SR 86), Interstate 19, Tucson International Airport, Interstate 10, and Davis-Monthan Air Force Base. The roadway is regionally significant because it connects to major transportation systems, employment, and housing. The PAG Regional Transportation Plan 2040 identified multiple projects along Valencia Road to meet current and future traffic demand, including Ajo Highway (SR 86) to Mark Road.

The purpose of this project is to meet transportation planning objectives to improve traffic operations, meet projected traffic demand, provide an all-weather roadway, and enhance multimodal connectivity. This is supported by the RTA funding and Pima County efforts to improve Valencia Road from Mark Road to Wade Road to a four-lane divided roadway (completed in March 2016) and the continuation of that design for the Wade Road to Ajo Highway (SR 86) segment. With the completion of the Wade Road to Ajo Highway (SR 86) segment, Valencia Road will be four travel lanes east to Mission Road. East of Mission Road, Valencia Road widens to six travel lanes to I-19. The new roadway will meet project traffic demand, eliminate over-roadway stormwater flows, and improve bike and pedestrian mobility.

Project Elements

This project involves the complete reconstruction of Valencia Road. The new roadway will contain four travel lanes (two lanes in each direction), bike lanes (paved shoulders), a raised and landscaped median, a shared-use pathway, and sidewalks, including connectivity to existing sidewalks at residential developments. The project will include concrete box culverts and pipe culverts to convey runoff from 100-year storms under the roadway. Turn lanes will be added where warranted and at intersections that are anticipated to be signalized in the future. Vahalla Road south of Valencia Road will be realigned to better align with the north segment of Vahalla Road. The Vahalla realignment will total 0.3 mile in length.

In accordance with the Pima County community participation and mitigation ordinance (Pima County Code 10-560.010 et seq.), an EAMR is required for major transportation projects. This document complies with the ordinance and is consistent with EAMR guidance in the Pima County Roadway Design Manual (Pima County 2013).

Project Impacts and Recommended Mitigation

Reports, studies, and analyses used for the preparation of the EAMR are noted throughout the document are included in the References section and posted on the project website.

Biological Resources: The proposed project will have temporary and permanent impacts on xeroriparian habitat, upland habitat, and native plants. Those impacts are moderate because much of the right-of-way is disturbed due to development and utility corridors. No sensitive habitat or wildlife connectivity issues are present. Impacts to xeroriparian habitat are associated with the multiple drainage crossings and are unavoidable. Mitigation measures for regulated riparian habitat under the Pima County Regional Flood Control District riparian ordinance will be included.

Drainage and Clean Water Act: Multiple drainage structures will impact Waters of the United States. Coordination with the U.S. Army Corps of Engineers is ongoing, with the submission of a Preliminary Jurisdictional Delineation. A non-notifying Clean Water Act Section 404 Nationwide Permit 14 with conditional Section 401 Water Quality Certification is expected. A Clean Water Act Section 402 Stormwater Pollution Prevention Plan will be prepared by the Pima County Department of Transportation, and a Notice of Intent will be submitted to the Arizona Department of Environmental Quality.

Floodplains: The project will not result in impacts to the Federal Emergency Management Agency–designated 100-year floodplains. The project is designed to convey runoff from 100-year storms under Valencia Road, providing an all-weather roadway. The roadway and drainage structures are in compliance with Federal Emergency Management Agency and Pima County Regional Flood Control District requirements, and a Floodplain Use Permit will be obtained.

Air Quality: The project will only have temporary, short-term impacts on particulate matter (dust) during construction activities. Those impacts will be minimized by a Pima County Fugitive Dust Activity Permit and Pima County Department of Transportation standard specifications for dust control.

Noise: The noise analysis resulted in a determination that the project will not result in an exceedance of the Pima County Noise Abatement Criteria. No noise barriers are required on the project. Temporary impacts during construction are anticipated and will be limited through compliance with the Pima County noise ordinance (Pima County Code Chapter 9.30.070).

Utilities: The project will impact multiple utilities in the corridor, including gas, electric, communications, potable water, and wastewater. Throughout the design process, coordination with the utility companies has occurred to locate facilities, minimize impacts, and develop relocation schedules.

The Metro Water and Tucson Water lines will be impacted by the new drainage structures. Metro Water lines will be relocated in advance of the project. Tucson Water lines will be relocated as part of the roadway construction project. The relocation of gas, telephone, and cable lines will be performed prior to road construction by the utility companies.

The Tucson Electric Power and TRICO Electric overhead electric lines will also need to be relocated. This will be accomplished prior to the roadwork. Any work associated with the Southwest Gas regulator and high-pressure gas line must be performed between April and September, when the lines can be shut down.

Hazardous Materials: No recognized environmental conditions (leaking underground storage tanks, landfills, or land uses associates with hazardous materials) have been identified within the project limits. Prior to removal/demolition of existing drainage structures, an investigation for asbestos-containing materials will be conducted.

Construction: Project construction is expected to begin in fall 2017 with utility relocations and in spring 2018 with roadway construction and last approximately 24 months. Access will be maintained to all residential properties throughout construction. One lane of traffic in each direction will be maintained. No traffic detours are required to build the project. In general, the eastbound roadway prism (shoulder and lanes) can be constructed while keeping two lanes of traffic along Valencia Road in operation throughout construction. Upon completion of the new eastbound roadway, traffic will be shifted to the new lanes and the westbound roadway will be completed.

Historic/Cultural Resources: The project will not impact historic and cultural resources. No historic or cultural resources are present within the project limits.

Visual Resources: Much of the east half of the project corridor is highly disturbed by past and ongoing development activities. The west half of the project is generally natural in appearance. Roadway construction will have a positive visual impact on the urban portion of the project through landscaping and public art. The west half of the project will have a minor negative impact due to vegetation removal. The widened roadway will be consistent with the Valencia Road corridor, existing overhead utilities will remain, and new features such as street lighting will be consistent with the urban setting. Landscaping and public art will enhance the corridor appearance in general.

Right-of-Way Acquisition/Displacement: No acquisition of residences or businesses will occur. Several temporary construction easements and drainage easements are required to facilitate construction. An additional 25-foot-wide strip of right-of-way will be dedicated to Pima County on the south side of Valencia Road from two developers as a rezoning condition (Sendero Pass Ordinance 2010-10 and Pomegranate Farms Ordinance 2009-41). A right-of-way encroachment permit from ADOT will be required for the connection to Ajo Highway (SR 86). Coordination with the Bureau of Land Management on the roadway easement grant is ongoing. The existing Arizona State Land Department right-of-way grant of easement along the south side of Valencia Road between Vahalla Road and DeConcini Drive will be updated.

Access and Parking: Access will be maintained to all adjacent properties. No parking is currently available within the project limits. Minor traffic delays may occur on Valencia Road; however, one lane of traffic in each direction is expected to remain open. A traffic control plan approved by the Pima County Department of Transportation Field Engineering Division will be implemented by the contractor.

Neighborhood Disruption: No social services are within the project limits. No impacts to neighborhoods are expected. Neighborhood access will be maintained throughout construction, and residents will be provided various traffic control communications through preconstruction meetings, direct mailings, media alerts, the project website, and signage.

Parks and Recreation: No parks and recreation facilities are within the project limits or the project vicinity.

Mitigation Measures

Potential Impacts	Mitigation	Agency Involvement	Responsible Party
Removal of native plants (Section 6.1.1)	Protected native plants are to be preserved in place or mitigated in accordance with the Arizona Native Plant Law, the Environmentally Sensitive Roadway Design Guidelines, the Pima County Regional Flood Control District Regulated Riparian Habitat Mitigation Standards and Implementation Guidelines, and Section 404 of the Clean Water Act, as applicable.	Arizona Department of Agriculture	Pima County Department of Transportation and contractor
Management of invasive plant species (Section 6.1.1)	Implement invasive species management measures as guided by Pima County specification 201-3.04, Noxious and Invasive Vegetation.	Pima County Department of Transportation	Pima County Department of Transportation and contractor
Impact to nesting birds (Section 6.1.1)	The contractor shall plan to complete all vegetation-removal activities on the site from September 1 through February 28 to avoid harming any active bird nests.	U.S. Fish and Wildlife Service	Pima County Department of Transportation and contractor
Impacts to Waters of the United States (Section 6.1.2)	Pima County will conduct work under a Clean Water Act Section 404 Nationwide Permit 14 with Section 401 Water Quality Certification, and the contractor shall comply with the permit conditions. The required Section 402 mitigation measures will be determined during preparation of the Arizona Pollutant Discharge and Elimination System Permit application and Stormwater Pollution Prevention Plan. Pima County will prepare a Stormwater Pollution Prevention Plan, and the contractor will implement the Stormwater Pollution Prevention Plan. The Pima County Department of Transportation and the contractor will prepare and file separate Notices of Intent and Notices of Termination with the Arizona Department of Environmental Quality.	U.S. Army Corps of Engineers Arizona Department of Environmental Quality, Pima County Department of Environmental Quality	Pima County Department of Transportation and contractor Pima County Department of Transportation and contractor
Regulated riparian habitat impacts (Section 6.1.2)	The Pima County Department of Transportation will provide on-site landscaping mitigation for impacts to regulated riparian habitat in accordance with the Pima County Regional Flood Control District floodplain and riparian ordinance.	Pima County Regional Flood Control District	Pima County Department of Transportation and contractor

Potential Impacts	Mitigation	Agency Involvement	Responsible Party
Impacts to floodplains (Section 6.1.3)	A Floodplain Use Permit from the Pima County Regional Flood Control District will be required because more than 0.33 acre of riparian habitat will be impacted.	Pima County Regional Flood Control District	Pima County Department of Transportation and contractor
Construction dust control (Sections 6.1.4 and 6.1.8)	Comply with all dust control measures identified in the Pima County Department of Transportation standard specifications for construction, the Stormwater Pollution Prevention Plan, and the Pima County Department of Environmental Quality Fugitive Dust Activity Permit.	Pima County Department of Environmental Quality	Pima County Department of Transportation and contractor
Utility service interruptions (Section 6.1.6)	Coordination and planning with the utility companies to determine any service interruptions, and notify customers 14 days in advance.	Multiple utilities	Utility or contractor
Maintenance of access (Sections 6.1.8 and 6.2.2)	Implementation of a traffic control plan and maintenance of access to residential subdivisions and Ajo Highway/State Route 86. Obtain an Arizona Department of Transportation Encroachment Permit.	Pima County Department of Transportation, Arizona Department of Transportation	Pima County Department of Transportation and contractor
Construction noise (Section 6.1.8)	Construction equipment noise minimized by use of properly muffled equipment, maintenance of equipment, and placement of equipment away from residential receivers. Compliance with Pima County noise ordinance (Pima County Code Chapter 9.30.070).	Pima County Department of Transportation	Pima County Department of Transportation and contractor
Cultural resource site impacts (Section 6.1.9)	If previously unidentified cultural resources are encountered during construction, work at that location shall be halted immediately and the resources shall be secured and protected. The Arizona State Museum and the Pima County Office of Sustainability and Conservation Cultural Resources and Historic Preservation Division shall be contacted immediately.	Arizona State Historic Preservation Office, Arizona State Museum Pima County Office of Sustainability and Conservation Cultural Resources and Historic Preservation Division	Pima County Department of Transportation and contractor
Visual impacts due to road and drainage structure construction (Section 6.1.10)	Incorporate landscaping, reseeding, structural treatments, and public art, where practical.	Pima County Department of Transportation	Pima County Department of Transportation and contractor

Potential Impacts	Mitigation	Agency Involvement	Responsible Party
Potential presence of asbestos-containing material and lead-based paint (Section 6.1.7)	If any hazardous materials are encountered during construction, work shall cease at the location and the Pima County Engineer shall be contacted to arrange for the proper assessment, treatment, and disposal of those materials. Milling of asphalt with pavement striping will not require testing for lead-based paint if materials remain on the project site; however, for all other paint removal methods, testing for lead-based paint shall be conducted prior to demolition and removal.	Pima County Department of Transportation	Pima County Department of Transportation and contractor

Agency Coordination

Agency coordination has occurred with the following agencies and will continue through design, permitting, and construction:

- U.S. Army Corps of Engineers
- U.S. Department of the Interior Bureau of Land Management
- U.S. Fish and Wildlife Service
- Federal Emergency Management Agency
- Arizona Department of Environmental Quality
- Arizona Department of Transportation
- Arizona Game and Fish Department
- Arizona State Historic Preservation Office
- Arizona State Land Department
- Pima County Department of Environmental Quality
- Pima County Office of Sustainability and Conservation
- Pima County Regional Flood Control District
- Pima Association of Governments Regional Transportation Authority

Public Participation

In general, the local public is familiar with the planned project due to the adjacent recently completed Valencia Road (Mark Road to Wade Road) project. Preconstruction meetings, public information fliers, and media alerts have occurred for that project. The Mark Road to Wade Road project information noted the planned Wade Road to Ajo Highway (SR 86) future segment. The

Mark Road to Wade Road Kickoff and Update Meeting was held on December 15, 2014, and project construction was completed in spring 2016.

The Wade Road to Ajo Highway (SR 86) segment includes a Community Advisory Committee (CAC) made up of 13 representatives from the project corridor. The CAC has met twice to review the project Design Concept Report (DCR) and EAMR process. The first meeting introducing the design team to the CAC occurred on August 25, 2016, at Lawrence Elementary School and was attended by eight CAC members and several members of the general public (see CAC Meeting Minutes in Appendix). The second CAC meeting was held on September 20, 2016, also at Lawrence Elementary School. Nine CAC members were in attendance plus several members of the general public. This meeting focused on the DCR and upcoming EAMR. The key elements of the DCR were reviewed, including Roadway Design, Drainage, Pedestrian Movements, Intersection/ Signalization, and Landscaping. An overview of the technical reports that comprise the EAMR, including Biological Resources, Drainage/Floodplain (Clean Water Act permitting), Air Quality, Noise Analysis, Hazardous Materials, Historic and Cultural Resources, Visual Resources, and Neighborhood Impacts, were reviewed. The overview of the EAMR was in preparation for the CAC role to review the EAMR and provide comments through a letter to the Board of Supervisors.

The third CAC meeting was held on October 18, 2016, and the draft EAMR and updates on the project design were presented. The Pima County Department of Transportation project manager (Paul Bennett) reviewed the individual chapters of the EAMR, highlighting the supporting technical documents and mitigation measures to be applied to the project (see Appendix, Community Advisory Committee Minutes).

The final CAC meeting was held on November 15, 2016, prior to an open house meeting. The CAC confirmed its review of the EAMR and the DCR and provided concurrence with the documents (see Appendix for CAC letter).

The CAC has been fully engaged in the process and supportive of the project design concepts. Having the recent experience of seeing the adjacent Mark Road to Wade Road project completed has provided the CAC with insights as to how the Wade Road to Ajo Highway (SR 86) project should come together. Three CAC members have offered to sit on the project art committee.

The first public open house was held on November 15, 2016, at Lawrence Elementary School, 4850 W. Jeffrey Road. The meeting was advertised through public notices and direct mailings. Attendance was high, with more than 50 area residents participating. At the meeting, the project DCR and EAMR were presented, and public comments were solicited. The public response was positive and supportive of the project. A second public open house will be scheduled in late 2017 prior to project construction to present the roadway plans and the construction schedule.

A project website, http://roadprojects.pima.gov, is available for current project status and technical reports.

1.0 BACKGROUND

1.1 PROJECT DESCRIPTION

Project Name: Valencia Road: Wade Road to Ajo Highway

Pima County Project Number: 4RTVWE

Project Location and Limits: This project is along Valencia Road between Wade Road and Ajo Highway/State Route 86 (SR 86), approximately 6 miles southwest of the city of Tucson in unincorporated Pima County, Arizona (Figures 1 and 2). The project lies within portions of Sections 12 and 13 of Township 15 South, Range 11 East, and Sections 7–9 and 16–18 of Township 15 South, Range 12 East on the Brown Mountain (1995), Arizona, U.S. Geological Survey 7.5-minute quadrangle. The U.S. Department of the Interior Bureau of Land Management (BLM) has jurisdiction over lands north of Valencia Road along approximately a mile of the project's west end. Other adjacent lands are under the jurisdiction of the Arizona State Land Department (ASLD) or are privately owned. The Pascua Yaqui Tribe boundary is about 3.5 miles east of the project limits.

In accordance with the Pima County community participation and mitigation ordinance (Pima County Code 10-560.010 et seq.), an Environmental Assessment and Mitigation Report (EAMR) is required for major transportation projects. This document complies with the ordinance requirements and is consistent with Pima County Department of Transportation (PCDOT) Pima County Roadway Design Manual (RDM) (PCDOT 2013) guidance for the preparation of a project EAMR.

In May 2006, the Pima Association of Governments (PAG) Regional Transportation Authority (RTA) Plan (PAG 2006) and sales tax were approved by Pima County voters. One of the roadway projects included in the RTA Plan is Pima County Valencia Road: Mark Road to Ajo Highway (SR 86) (RTA 21). The project was divided into two segments for purposes of design and construction scheduling. The first segment, Mark Road to Wade Road, was completed in March 2016. That project extends about $^{1}/_{3}$ mile west of Wade Road. The second project is the subject of this EAMR, extending from the completed widening on Valencia Road west of Wade Road to Ajo Highway (SR 86), a distance of approximately 2.85 miles.

The Arizona Department of Transportation (ADOT) is currently improving Ajo Highway (SR 86) from Valencia Road to Kinney Road. The ADOT improvement project reconstructs and realigns the Valencia Road–Ajo Highway (SR 86) intersection. The intersection reconstruction adds travel lanes on Ajo Highway (SR 86) and turning lanes at Valencia Road. Construction is scheduled to be completed by February 2018. The PCDOT project will tie into this newly constructed intersection.

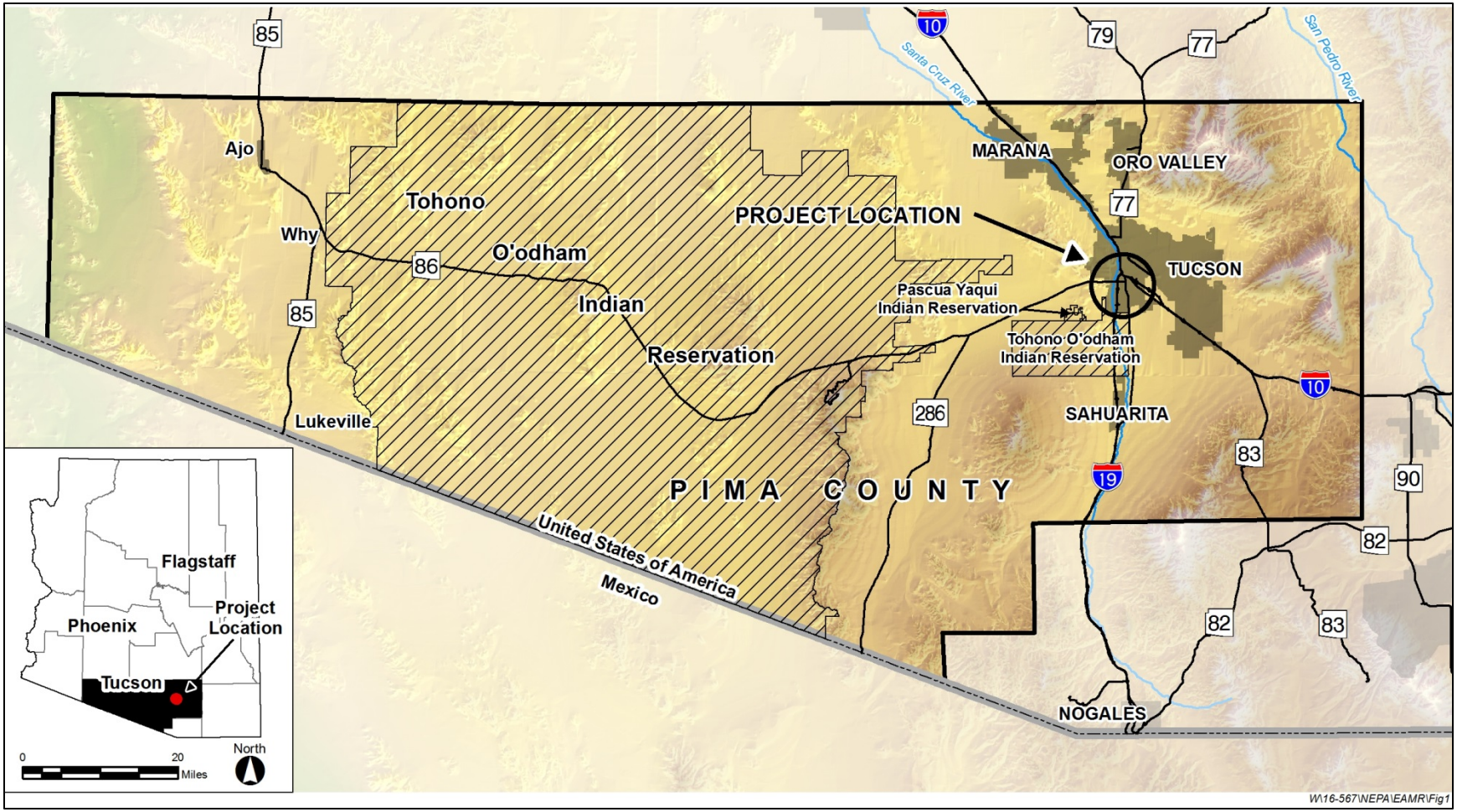

Figure 1. Project location

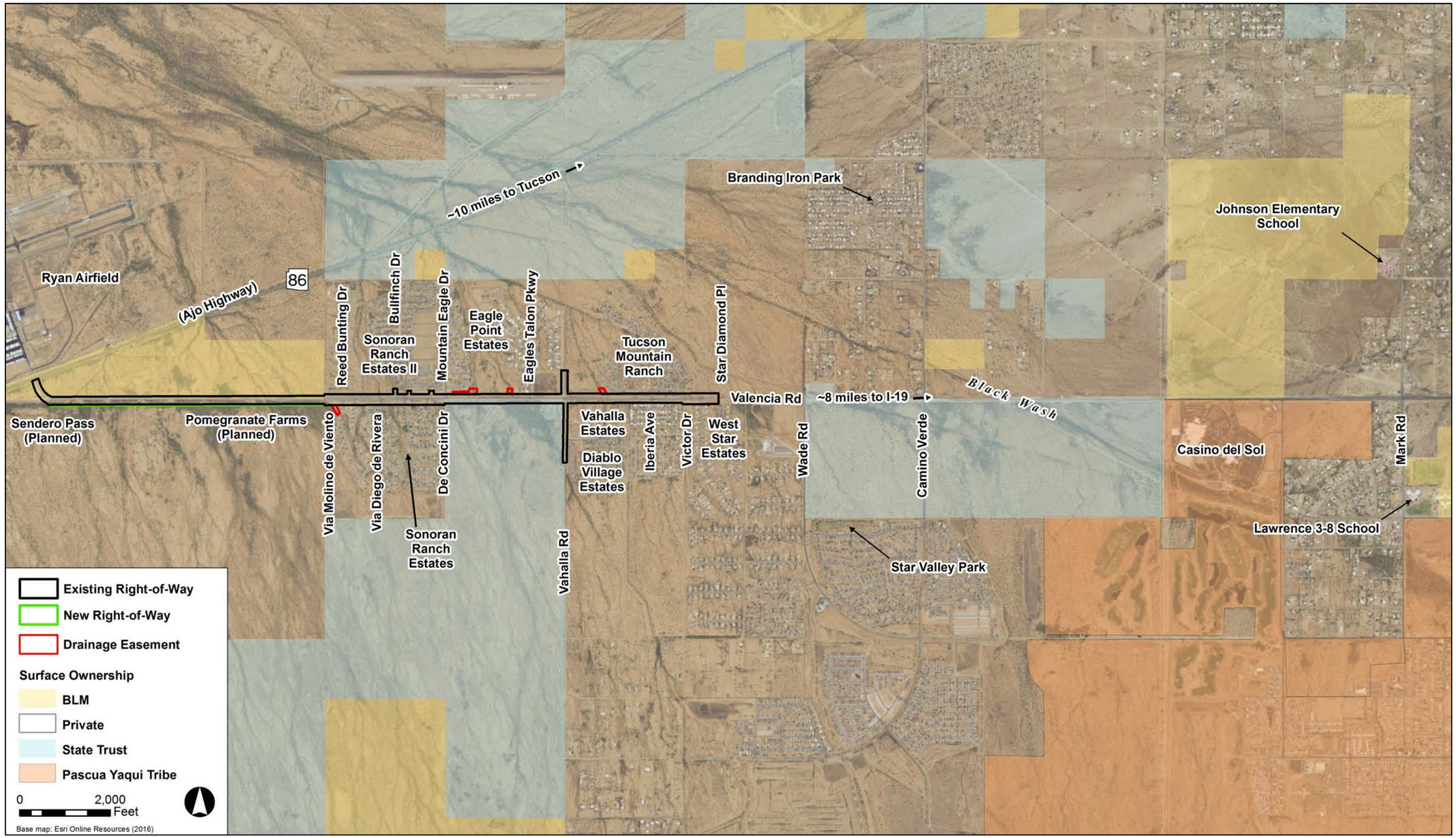

Figure 2. Project vicinity

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1.2 PROJECT COST AND FUNDING

Project funding comes from the PAG RTA Plan (Transportation Improvement Program [TIP], fiscal year [FY] 2017–2021), and local funds through Pima County and impact fees. Current project funding includes $10,057,000 from the RTA and $14,943,000 from developer impact fees, for a total of $25,000,000. The overall project cost includes design, environmental clearance, right-of-way (ROW), utilities, and construction. The project is programmed for RTA Period 3 (2017–2021). Estimate costs for the project are shown in Table 1.

Table 1. Project cost (based on preliminary design estimates)

Task	Cost
Right-of-way	$306,727
Design	$3,345,000
Construction*	$16,651,180
Construction Administration (15%) and Related Costs	$2,724,628
Utility Relocation/Oversite	$270,000
Art (1%)	$166,512
Contingency (10%)	$1,665,118
Subtotal	**$25,129,165**
Tucson Water Contribution**	$(117,165)
PCRWRD**	$(12,000)
Total	**$25,000,000**

* Includes full Tucson Water Relocation and Pima County Regional Wastewater Reclamation Department costs

** Negative value shown to demonstrate contribution

The utility relocation costs assume that one-half of the relocation costs are being paid by Tucson Water. The Pima County Regional Wastewater Reclamation Department (PCRWRD) reimburses the project the full costs of sewer facility adjustments. No costs are included for Tucson Electric Power (TEP), Trico Electric, or Southwest Gas relocations.

Artwork is estimated at 1 percent of the construction costs, and construction administration is assumed to be 15 percent of the construction costs. The costs for drainage easements and temporary construction easements are included in ROW costs.

1.3 DIRECTION BY BOARD OF SUPERVISORS

The project is part of an approved Regional Transportation Plan to be funded by the RTA. The Board of Directors of the RTA, by Resolution 2015-021 (December 10, 2015), approved an amendment to the Intergovernmental Agreement with Pima County for the funding of the Valencia Road: Wade Road to Ajo Highway (SR 86) project (PAG 2016). The Pima County Board of Supervisors approved entering into a contract for Roadway Planning and Design Engineering Services for Valencia Road: Wade Road to Ajo Highway (SR 86) on February 2, 2016, and issued a Notice to Proceed under Contract No. CT-TR-16*205 to Kimley-Horn and Associates, Inc.

1.4 PROJECT DESIGN PROCESS

The development of the proposed project is following the Pima County RDM, Chapter 3, and has included the following engineering design and environmental documents to date:

- State Historic Preservation Office Survey Report Summary Form, Valencia Road Widening Project, Wade Road to Ajo Highway, Pima County, Arizona (EcoPlan Associates, Inc., August 2016)
- Environmental Screening Questionnaire, Impact Summary Matrix, and Results Memorandum (EcoPlan Associates, Inc., October 2016)
- Noise Review, Valencia Road: Wade Road to Ajo Highway (Noise Experts, LLC, June 2016)
- Clean Water Act Section 404 Preliminary Jurisdictional Determination (EcoPlan Associates, Inc., November 2016)
- Final Traffic Engineering Memorandum, Valencia Road: Wade Road to Ajo Highway (Kimley-Horn and Associates, Inc., October 2016)
- Preliminary Initial Site Assessment, Valencia Road: Wade Road to Ajo Highway (Ninyo and Moore, Inc., September 2016)
- Biological Evaluation, Valencia Road: Wade Road to Ajo Highway (EcoPlan Associates, Inc., August 2016)
- Visual Analysis, Valencia Road: Wade Road to Ajo Highway (Kimley-Horn and Associates, Inc., October 2016)
- Environmentally Sensitive Roadway Vegetation Inventory and Relevé Analysis Report (Kimley-Horn and Associates, Inc., October 2016)
- Final Drainage and Hydrology Report (CMG Drainage Engineering, Inc., November 2016)
- Final Design Concept Report, Valencia Road: Wade Road to Ajo Highway (Kimley-Horn and Associates, Inc., December 2016)
- Geotechnical/Pavement Design Report (Kimley-Horn and Associates, Inc., October 2016)
- Bureau of Land Management Road Plan of Development for Pima County (Kimley-Horn and Associates, Inc., October 2016)
- Record of Survey (Pima County, June 2016)
- Street Lighting Report (Kimley-Horn and Associates, Inc., October 2016)
- Initial Roadway Design Plans (Kimley-Horn and Associates, Inc., December 2016)

2.0 PROJECT PURPOSE AND NEED

The project purpose and need is defined by regional and site-specific issues. The discussion below identifies roadway needs and identifies the project objectives to solving or meeting those needs.

2.1 PROJECT NEED

Regionally, Valencia Road is a parkway or urban arterial roadway and carries traffic from Ajo Highway (SR 86) to just east of Houghton Road, a distance of about 26 miles across south metro Tucson. From west to east, the roadway provides connections to Ajo Highway (SR 86), Interstate 19, Tucson International Airport, Interstate 10, and Davis-Monthan Air Force Base. The roadway is regionally significant because it connects to major transportation systems, employment, and housing. The PAG Regional Transportation Plan 2040 identified multiple projects along Valencia Road to meet current and future traffic demand, including Ajo Highway (SR 86) to Mark Road.

Site-specific issues facing Valencia Road from Wade Road to Ajo Way include traffic capacity (existing two travel lanes), lack of multimodal facilities (bike lanes, sidewalks), drainage (roadway flooding), vertical deficiencies (stopping sight distance), and safety (lack of turning lanes and street lighting). In addition, the intersection with Vahalla Road is offset, creating a nonstandard intersection.

Current traffic volume on Valencia Road varies from 2,900 vehicles per day (vpd) at the west end of the project near Ajo Highway (SR 86) to 9,700 vpd near Wade Road. Year 2040 forecast volume derived from the PAG 2045 Travel Demand Model and other sources predicts a traffic demand of 25,000 vpd and 35,000 vpd at the same locations. A two-lane roadway is inadequate with that projected volume. Typically, a two-lane roadway can operate at an acceptable level-of-service up to 15,600 vpd. A four-lane divided roadway can operate at an acceptable level-of-service up to 39,800 vpd (Kimley-Horn and Associates, Inc. 2016a).

No pedestrian or bike facilities exist along Valencia Road within the project limits. Due to fragmented residential development along both sides of Valencia Road, no sidewalks have been constructed. The roadway has highly variable paved shoulders, varying from 6 inches to 8 feet in width. The inconsistent width, coupled with substantive segments that are 1 foot or less in width, is not conducive to bicycle use.

More than 20 drainages cross Valencia Road within the project limits. Stormwater runoff is handled by a variety of means: pipe culverts, box culverts, at-grade dip crossings, and adjacent drainage channels (residential development). However, stormwater flows overtop the roadway at several locations, resulting in safety and operational concerns. The multiple dip crossings result in areas where stopping sight distance is substandard. No signalized intersections are within the project limits, and the intersections have no street lighting.

2.2 PROJECT PURPOSE

The purpose of this project is to meet transportation planning objectives to improve traffic operations, meet projected traffic demand, provide an all-weather roadway, and enhance multimodal connectivity. This is supported by the RTA funding and Pima County efforts to improve Valencia Road from Mark Road to Wade Road to a four-lane divided roadway (completed in March 2016) and the continuation of that design for the Wade Road to Ajo Highway (SR 86) segment. With the completion of the Wade Road to Ajo Highway (SR 86) segment, Valencia Road will be four travel lanes east to Mission Road. East of Mission Road, Valencia Road widens to six travel lanes to I-19. The new roadway will meet project traffic demand, eliminate over-roadway stormwater flows, and improve bike and pedestrian mobility.

3.0 PROJECT SETTING

3.1 EXISTING CONDITIONS

The project area is in an unincorporated portion of east Pima County, in the southwest greater Tucson metropolitan area. The project limits extend from about $^{1}/_{3}$ mile west of Wade Road to Ajo Highway (SR 86), a distance of about 2.85 miles (see Figure 2). Adjacent lands are under the jurisdictions of the BLM and the ASLD or are privately owned.

3.1.1 Built Environment

The existing Valencia Road is an uncurbed two-lane paved roadway with continuous left-turn lanes. All lanes are 12 feet wide, and paved shoulders vary from 6 inches to 8 feet wide. The horizontal alignment of the roadway is straight, with the centerline shifted slightly north of the section line. A single curve in the roadway occurs at the intersection with Ajo Highway (SR 86). The vertical profile is flat to gentle grades, with dip crossings for stormwater drainage across the roadway. Four pipe-culvert crossings and 19 drainage dip crossings are along Valencia Road, and one culvert crossing is on Iberia Avenue within the project limits. The roadway is posted at 45 miles per hour (Kimley-Horn and Associates, Inc. 2016b).

The existing ROW along Valencia Road is 200 feet wide (100 feet on each side of the section line), with the following exceptions where ROW width is 150 feet (see Figure 2):

- On the north and south sides from the end of the Valencia Road–Ajo Highway (SR 86) curve (at the section corner and the tie-in with Ajo Highway (SR 86)) to just west of Reed Bunting Drive/Molino de Viento (at the section corner), the ROW consists of 75-foot half-widths.
- On the south side, from Mountain Eagle Drive to Vahalla Road, the ROW consists of a 75-foot half-width.
- On the north side just east of Vahalla Road is an undeveloped parcel where the ROW half-width is 75 feet.
- On the south side from Vahalla Road east to Victor Drive is an undeveloped parcel and an older subdivision with a 75-foot ROW half-width.

The lands adjacent to Valencia Road can be characterized as rural/suburban, with large areas of undeveloped natural desert mixed with relatively new residential subdivisions. The lands include a variety of zoning, including rural/suburban/homestead, single-family, multiple dwelling residences, local business, and a Specific Plan. To date, only residential development occurs within the project limits.

The following subdivisions are in various stages of completion or planning (see Figure 2):

- Weststar Estates—Homes on the south side of Valencia Road east of Victor Drive.
- Diablo Village Estates—Homes on the south side of Valencia Road between Victor Road and Vahalla Road.

- Tucson Mountain Ranch—Homes on the north side of Valencia Road between Victor Road and Vahalla Road.
- Sonoran Ranch Estates/Estates II/Villages—Homes on the north and south sides of Valencia Road west of Mountain Eagle Drive.
- Eagle Point Estates—Homes on the north side of Valencia Road between Vahalla Road and Mountain Eagle Drive.
- Sendero Pass—This planned development south of Valencia Road at Ajo Highway (SR 86) is in the tentative plat stage. A rezoning condition is the dedication of a 25-foot-wide ROW strip along Valencia Road.
- Pomegranate Farms—This planned development is south of Valencia Road and east of the planned Sendero Pass development. The Specific Plan is being revised. A rezoning condition is the dedication of a 25-foot-wide ROW strip along Valencia Road.
- Vahalla Estates—This planned development is at the southeast corner of Valencia Road and Vahalla Road. Construction plans have been approved.

Two large tracts of land adjacent to Valencia Road are undeveloped, with no plans for future development. The tracts are under the jurisdictions of the BLM and the ASLD (see Figure 2). Ryan Airfield is immediately west of the Ajo Highway (SR 86) and Valencia Road intersection. The airfield is owned by the City of Tucson and used for general aviation. The airfield also supports law enforcement and military helicopter activity and pilot training programs. Lands east of Wade Road are a mixture of suburban subdivisions and undeveloped lands.

No commercial businesses exist within the project limits other than the adjacent Ryan Airfield. No schools or public services (hospital, police, fire, or governmental) are within the project limits.

Several overhead and underground utilities are within the project limits; they include electric power distribution, gas, water, sewer, and communications.

3.1.2 Natural Environment

The project area is within the Sonoran Desert biotic region and the Basin and Range physiographic province. The westernmost mile of the project limits supports native Sonoran Desert vegetation on the BLM parcel and undeveloped private lands (Sendero Pass and Pomegranate Farms subdivisions). Similarly, the ASLD parcel on the south side of Valencia Road west of Vahalla Road supports native vegetation. Those lands are generally undisturbed other than dirt roads/trails and an area on the BLM parcel that was leased for the manufacture of adobe blocks.

The project area is within the southeast portion of Avra Valley, which is relatively flat and descends gradually from southeast to northwest, with elevations ranging from approximately 2,430 to 2,480 feet. The project is between the Tucson Mountains 5 miles to the north and the

Sierrita Mountains 13 miles to the southwest. Black Mountain, approximately 5 miles southeast, is among the scattered hills and low peaks forming a low saddle that divides the Avra Valley and the Santa Cruz River Valley.

Drainages crossing the project area are northwesterly flowing ephemeral tributaries of Black Wash. Flows from Black Wash join Brawley Wash, then Los Robles Wash, before finally entering the Santa Cruz River approximately 31 miles northwest of the project. Much of the project limits falls within the Federal Emergency Management Agency (FEMA) designated flood zones, with floodplains varying in depth from 1 to 3 feet (FEMA 2011). Several areas of adjacent development have been removed from the floodplain through Letters of Map Revisions (LOMRs; Figure 3).

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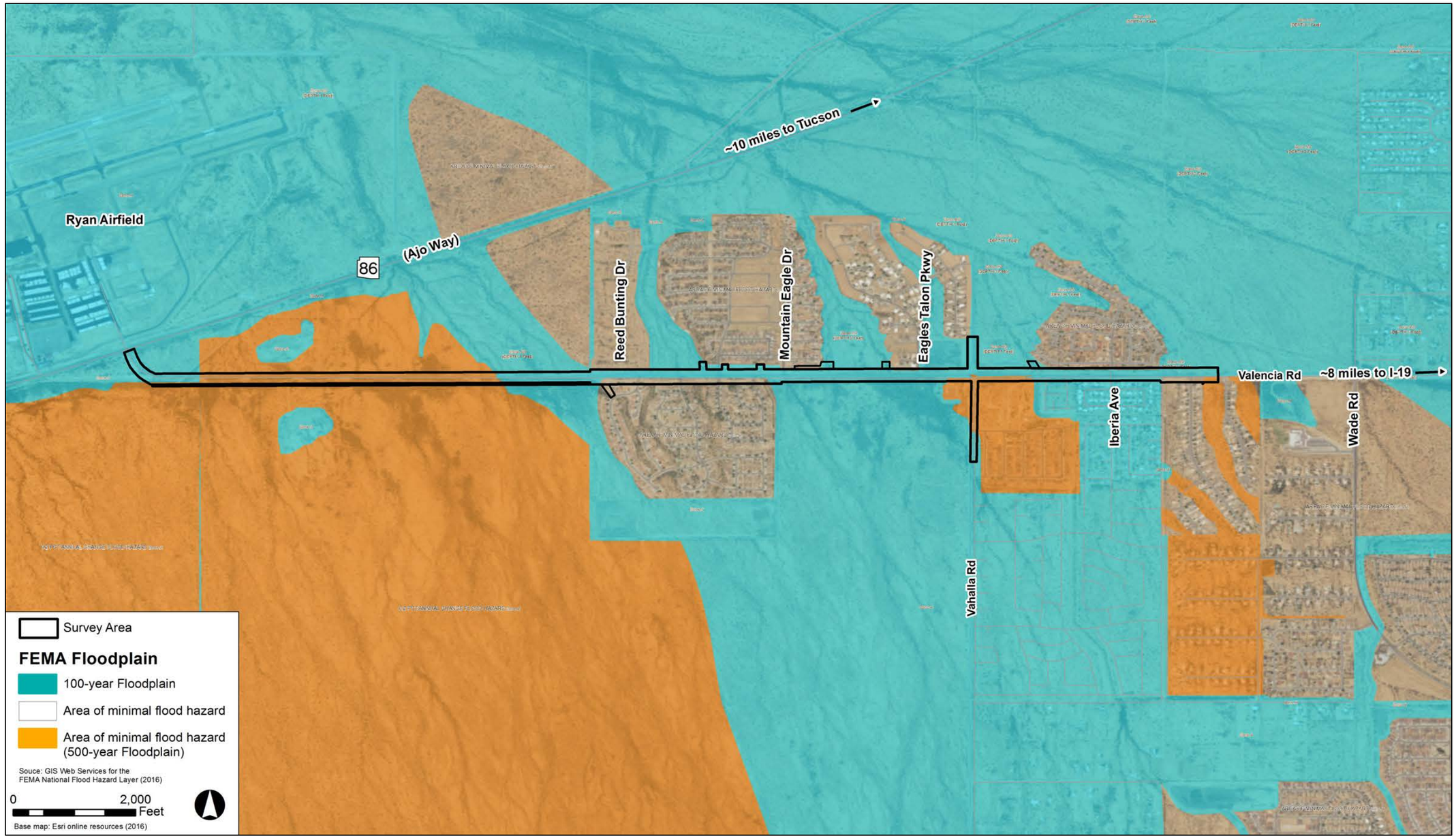

Figure 3. Federal Emergency Management Agency–designated floodplains

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4.0 PROPOSED PROJECT

This section is a summary of the proposed project description in the Design Concept Report (DCR) (Kimley-Horn and Associates, Inc. 2016b), and the technical reports or memoranda noted in Section 1.4. For additional information, please refer to the documents on the project website: http://roadprojects.pima.gov.

The proposed project includes the following elements.

4.1 ROADWAY SECTION

This project involves the complete reconstruction of Valencia Road. The new roadway will contain four travel lanes (two lanes in each direction), bike lanes (paved shoulders), a raised and landscaped median, a shared-use pathway, and sidewalks, including connectivity to existing sidewalks at residential developments (Figure 4). The project will include concrete box culverts and pipe culverts to convey runoff from 100-year storms under the roadway. Turn lanes will be added where warranted and at intersections that are anticipated to be signalized in the future. The total project length is 2.85 miles, beginning $^{1}/_{3}$ mile west of Wade Road and ending at Ajo Highway (SR 86). Vahalla Road will be realigned to eliminate the current offset intersection at Valencia Road. This realignment will total 0.3 mile in length.

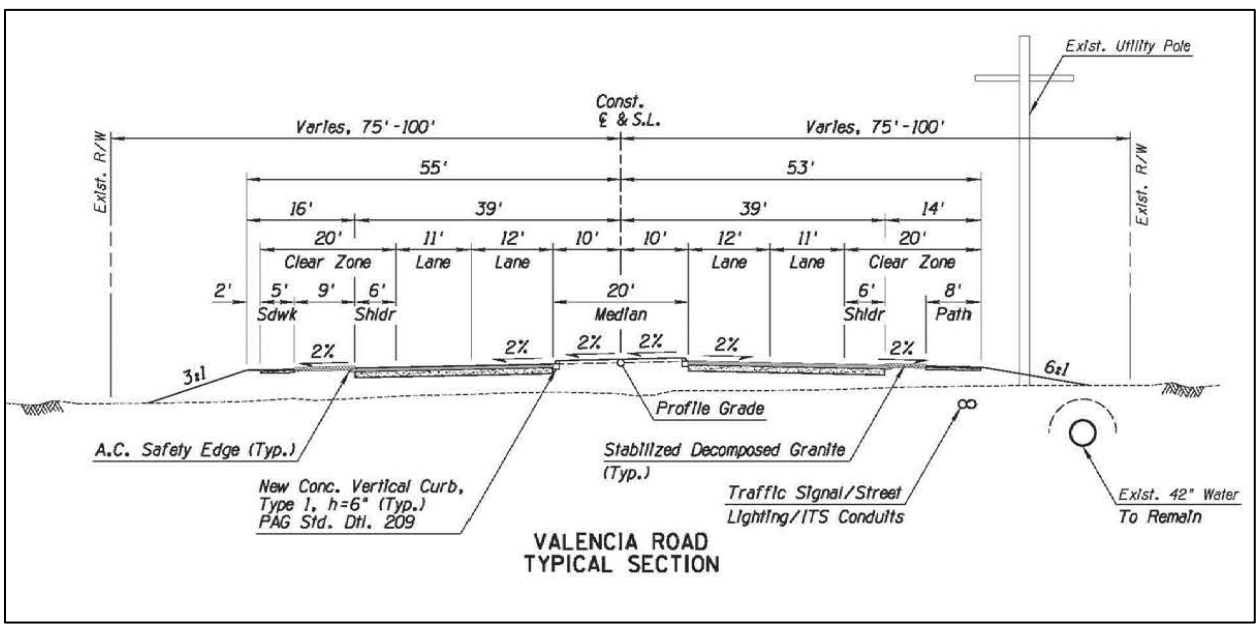

Figure 4. Typical section

The design year for this project is 2040. The design speed is 50 miles per hour. It will be posted at 45 miles per hour. Landscaping will be provided in the median and roadside areas. The roadway centerline will be primarily centered on the section line, with a shift to the north

fronting the ASLD parcel. This shift allows for more flexibility in the drainage design and for the addition of turn lanes at Vahalla Road.

There will be no intersection signalization constructed as part of this project. Instead, conduit and pull boxes will be constructed at the intersection of Iberia Avenue and Vahalla Road in anticipation of future signalization. The existing traffic volume and crash rates at these intersections do not currently warrant a signal.

There will be new lighting at all cross street intersections with Valencia Road and along the realigned approach curve to Ajo Highway (SR 86).

Features included in the project to comply with the Americans with Disabilities Act will ensure that the project meets the guidelines set for accessibility. These include a multi-use pathway and sidewalk meeting the minimum width and maximum slope criteria. All culvert headwalls and end sections will be designed to comply with clear zone requirements. Metal handrail will be placed at warranted sidewalk locations adjacent to drainage facilities.

No guardrail is anticipated to be used on this project.

Driveways will be provided to properties that currently access Valencia Road. Several undeveloped properties also may require driveways at final design, depending on the status of their access. Raised medians will control access along the corridor. The proposed median opening locations generally will be located every ¼ mile and at major existing or future traffic-generating intersections.

4.2 DRAINAGE IMPROVEMENTS

Drainage improvements along the corridor will include 25 new box and pipe culvert crossings designed to convey runoff from 100-year storms beneath the roadway and replace existing storm drainage crossings, most of which are at-grade dip crossings. The 25 drainage structures include replacing the five existing structures (four on Valencia Road and one on Iberia Avenue), one additional crossing west of Bullfinch Drive, and the 19 dip crossings. Roadside channels will be constructed to collect pavement drainage and off-site runoff draining toward the roadway. These channels will have various erosion control linings (e.g. vegetated earthen, rock riprap, wire-tied riprap, or concrete), depending on the channel function and site-specific needs within the project. Erosion/scour control measures will be included at culvert inlets and outlets. Inlets of the cross-drainage structures will generally be lowered and concrete-lined. The existing concrete-lined channels within the project limits will be kept (CMG Drainage Engineering, Inc. 2016).

4.3 UTILITY AND IMPROVEMENTS

Existing utilities are throughout the project on both the sides of the roadway centerline and along the abutting cross streets. Existing utilities include service, distribution, and transmission of gas, electric, communications, potable water, and wastewater. Utility facilities primarily run parallel to Valencia Road and along all major cross streets. Utility relocation will be a significant element

of this project. The relocation of electric, water (Metro Water), gas, telephone, and cable lines will be performed prior to the road construction by the owning agency. Their design and construction will need to account for seasonal constraints for utility relocations. A summary of relocation windows are noted below:

- Gas—April thru September
- Electric—September thru May
- Communication—If aerial, relocated following electric
- Water (Metro Water)—No seasonal constraint

Tucson Water and PCRWRD facilities will be relocated and adjusted during roadway construction. The existing 42-inch-diameter water line that runs parallel to the section line will be protected in place. This line is approximately 65–70 feet south of the section line (Kimley-Horn and Associates, Inc. 2016b). Utilities were previously described in greater detail in Section 3.5 (Kimley-Horn and Associates, Inc. 2016b).

4.4 RIGHT-OF-WAY

The existing ROW varies from 150 to 200 feet in width, as described in Section 3.1.1. The ROW has been acquired from or dedicated by private landowners to Pima County or acquired by easement from BLM and ASLD (see Figure 2). The ROW dedications from two developments (Sendero Pass [Zoning Ordinance 2010-10] and Pomegranate Farms [Zoning Ordinance 2009-41]) are pending. The project will require several small drainage easements, as listed in Table 3 and shown on Figure 2.

The following describes the history of the BLM ROW grant and activities underway to reestablish the grant (Kimley-Horn and Associates, Inc. 2016b):

- May 1959—Valencia Road ROW grant was initially established between the BLM and Pima County.
- August 3, 1983—The Department of the Interior granted ROW to PCDOT for the curve from Valencia Road onto Ajo Highway (SR 86) and for the half-width of the roadway ROW fronting federal lands for a 30-year term. A summary of each grant is noted below:
  - Roadway Grant A-18432: The ROW is a road to be improved and maintained for public use. The road is known as West Valencia Road (County Road No. 997) and crosses approximately 1.92 miles of public land at a width of 75 feet from the south section line of the affected sections.
  - Roadway Curve Grant A-18241: The ROW is a road to be constructed and maintained for public use. The road will facilitate ingress and egress at the entrance to Ryan Field Airport from Tucson–Ajo Highway (SR 86).

- In 1987, ADOT established additional ROW along Ajo Highway (SR 86) and took the intersection curve into its system.
- In 2015, ADOT added additional ROW as part of the current widening project on Ajo Highway (SR 86) (Valencia Road to Kinney Road).
- On July 28, 2016, the BLM notified Pima County that grants A-18241 and A-18432 expired in August 2013. Pima County is in the process of renewing the ROW grants. The BLM requested that Pima County fill out the Application for Transportation and Utility Systems and Facilities on Federal Lands Standard Form SF-299 for each ROW (AZA-018241 and AZA-018432) and apply for a renewal. In addition, a Plan of Development (POD), including a SF-299, was submitted on August 31, 2016, and then was revised and resubmitted on October 27, 2016. The POD outlined changes to the original grant, including the change in the number of lanes and the length, width, and location of the ROW. The submittal also included a Biological Evaluation and a Cultural Resources Evaluation.

Based on a review of the POD and related materials, the BLM will determine whether the ROW action meets the criteria of a Categorical Exclusion or requires the preparation of an Environmental Assessment under the BLM National Environmental Policy Act Handbook H-1790-1.

West of Vahalla Road and south of Valencia Road, Section 17 of Township 15 South and Range 12 East is land owned by the State of Arizona and administered by the ASLD. Existing ROW for the south half of Valencia Road between Vahalla Road and DeConcini Drive is through a grant of easement from the ASLD. No additional ROW is required for the project from the ASLD. Pima County is in the process of updating the existing grant (Kimley-Horn and Associates, Inc. 2016b).

4.5 LANDSCAPING

This project will include the installation of landscaping improvements in the medians and the roadway shoulders to the ROW limit in accordance with the PCDOT Landscape and Irrigation Design Guidelines and the RDM. The placement of landscape improvements will consider the extensive network of existing underground utilities in the project area and follow sight distance requirements. Where feasible, stormwater runoff will be captured to supplement irrigation.

Landscaping will consist of species native to the Tucson Basin that are appropriate in the project's vegetative communities. Native plant species identified on-site during the plant inventory and Relevé process will be supplemented with additional species commonly occurring in the respective plant communities. The landscaping design will focus on sustainable objectives, using native species that will require minimal irrigation and maintenance, and water harvesting where possible. Plantings will be placed within the ROW to provide aesthetic qualities to the corridor. The planting plans will be in accordance with Pima County Environmentally Sensitive Roadway Guidelines. Disturbed areas that will not be paved or otherwise stabilized will be reseeded with a seed mix of plants native to the project area. Roadway median treatments will

incorporate the use of rock mulch and plantings. A native seed mix will not be applied to the medians.

4.6 PUBLIC ART

An artist will be engaged by PCDOT to design artwork as part of the improvements. The call to artists has been advertised. Final concepts will occur during final project design.

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5.0 ENVIRONMENTAL SCREENING

As required by the Pima County RDM, the environmental screening process for this project began at the onset of the engineering design process in January 2016. After field reviews and coordination with regulatory agencies, an Environmental Screening Questionnaire, Impact Summary Matrix, and Results Memorandum was prepared to identify potential environmental impacts to resources (EcoPlan Associates, Inc. 2016a). The process considered construction activities and regulatory permitting issues and needs, including water resources, biological resources, cultural resources, air quality, noise, hazardous materials, and neighborhood/ socioeconomic issues. The reports completed for these resource topics are available on the project website: http://roadprojects.pima.gov. The findings of the reports and analyses conducted during the environmental screening process have been carried forward into this EAMR, as appropriate. For each environmental aspect in the following section, existing conditions are described, potential impacts are identified, mitigation measures are recommended, and permits necessary for project construction are noted.

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6.0 ENVIRONMENTAL ASSESSMENT AND MITIGATION

6.1 NATURAL/PHYSICAL ENVIRONMENT

This section discusses and evaluates the full range of resources in the natural, social, and cultural environment in the project area. The evaluation of impacts is documented in the various technical reports referenced throughout the section.

6.1.1 Biological Resources

A Biological Evaluation, Relevé Survey, and Protected Native Plant Survey were prepared for the project area. These included plant and animal species surveys, review of the Arizona Game and Fish Department (AGFD) Arizona Environmental Online Review Tool (AGFD 2016), and review of the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) list of endangered, threatened, proposed, and candidate species for Pima County (USFWS 2016). The review included an evaluation of the BLM and Arizona state sensitive species that are known to occur within 3 miles of the project limits. In addition, the Biological Evaluation addressed species included on the Pima County Priority Vulnerable Species list as well as the Section 10 Habitat Conservation Plan, also known as the Multi-Species Conservation Plan (MSCP).

6.1.1.a Existing Conditions

The project area is relatively flat, but the land descends gradually from southeast to northwest. The project limits ascend gradually in elevation[1] from approximately 2,430 feet at Ajo Highway (SR 86) at the project's west end to 2,480 feet in the east. The project area lies at the southeast end of the Avra Valley, which gradually descends to the northwest. The Tucson Mountains extend to within approximately 5 miles north of the project, and the Sierrita Mountains are 13 miles to the south–southwest. These are both low desert ranges, reaching less than 4,600 feet and 6,000 feet, respectively. Black Mountain, approximately 5 miles southeast of the project, is prominent among scattered outlying hills and low peaks, forming a discontinuous ridge of somewhat elevated terrain between the Tucson and Sierrita mountains. This slight ridge forms a low saddle between Avra Valley and the Santa Cruz River Valley 7 miles to the east.

The northerly flowing Santa Cruz River, a major ephemeral drainage, follows the east side of the Tucson Mountains within the Tucson Basin, then trends northwest once rounding the north end of the range. Black Wash and other unnamed ephemeral drainages cross Valencia Road just east of or within the project limits and converge to form the southeast tributary of Brawley Wash, which joins the Santa Cruz River nearly 30 miles northwest of the project area.

For nearly a mile along Valencia Road at the west end of the project area, terrain adjacent to the roadway is undeveloped. To the east, much of the ROW along Valencia Road has been disturbed adjacent to residential housing developments constructed in recent years or currently under

[1] Elevations in this document are referenced to mean sea level.

construction. These include spacious setbacks of mostly barren terrain between the existing roadway and the artificial drainage channels and/or the vegetation restoration buffer bordering these developments.

In general, the ROW is highly disturbed, particularly the segment from Wade Road to Via Molino de Viento. A dirt service road for the power line along the south side of Valencia Road and the slightly raised Valencia Road form a barrier to the flow of runoff. This barrier has resulted in an increase in the density and abundance of native plant species adapted to disturbance due to additional moisture present.

6.1.1.b Vegetation and invasive Species

Upland vegetation in the project area is velvet mesquite *(Prosopis velutina)*–dominated Arizona Upland subdivision of Sonoran desertscrub (EcoPlan Associates, Inc. 2016b). Common shrubs and cacti in this community include triangle-leaf bursage *(Ambrosia deltoidea)*, fourwing saltbush *(Atriplex canescens)*, longleaf jointfir *(Ephedra trifurca)*, broom snakeweed *(Gutierrezia sarothrae)*, burroweed *(Isocoma tenuisecta)*, creosote bush *(Larrea tridentata)*, wolfberry (*Lycium* sp.), whitethorn acacia *(Vachellia* [*Acacia*] *constricta)*, graythorn *(Ziziphus obtusifolia)*, Arizona pencil cholla *(Cylindropuntia arbuscula)*, jumping cholla *(Cylindropuntia fulgida* var. *fulgida)*, desert Christmas cactus *(Cylindropuntia leptocaulis)*, cane cholla *(Cylindropuntia spinosior)*, pink flower hedgehog cactus *(Echinocereus fasciculatus)*, candy barrelcactus *(Ferocactus wislizeni)*, and brown-spine pricklypear *(Opuntia phaeacantha)*. Foothill paloverde *(Parkinsonia* [*Cercidium*] *microphylla)* and saguaro *(Carnegiea gigantea)* are widely scattered and uncommon in the area. Also present are widely scattered individuals of the Pima pineapple cactus (PPC) *(Coryphantha scheeri* var. *robustispina)*, a federal endangered species.

Along ephemeral drainages, blue paloverde *(Parkinsonia* [*Cercidium*] *florida)*, canyon ragweed *(Ambrosia ambrosioides)*, and fringed twinevine *(Sarcostemma cynanchoides)* are present.

Regional and exotic invasive species have also taken advantage of this and other disturbed areas, including artificial drainageways. These include Mexican paloverde, Canadian horseweed *(Conyza canadensis)*, prickly lettuce *(Lactuca serriola)*, yellow sweetclover *(Melilotus officinalis)*, prickly Russian thistle *(Salsola tragus)*, desert senna *(Senna covesii)*, Bermudagrass (*Cynodon dactylon)*, stinkgrass *(Eragrostis cilianensis)*, buffelgrass *(Pennisetum ciliare)*, and Johnsongrass *(Sorghum halepense)*.

6.1.1.c Sensitive Habitats and Connectivity

The Pima County Wildlife Connectivity Assessment: Detailed Linkages (AGFD 2012) does not identify any wildlife corridor or linkage within the project limits. The nearest linkage is the Coyote-Ironwood-Tucson Linkage about 7 miles west of Ajo Highway (SR 86) at Brawley Wash. No critical habitats for protected species are in the project area. Potential habitat for the PPC occurs in the vicinity of the project. An unnamed wash crossing the ASLD parcel is defined as an “Important Riparian Area” under the Pima County MSCP (Pima County 2011). The wash

is present south of Valencia Road; however, at Mountain Eagle Drive, the wash crosses Valencia Road and enters a concrete-lined channel and is diverted around the subdivision.

6.1.1.d Sensitive Species

The USFWS IPaC website was accessed on June 22, 2016, to obtain an official list of federally protected species with the potential to occur within the project limits (USFWS 2016). The list included four endangered, two threatened, and one candidate species. The AGFD Arizona Environmental Online Review Tool was queried on June 22, 2016, for the occurrence of special status species known to occur within 3 miles of the project vicinity; an additional threatened species was identified in the report generated by this query. The BLM Sensitive Species list for the Gila District was also reviewed. These lists were reviewed by a qualified biologist (Stephen Hale, EcoPlan Associates, Inc.) to determine which species may occur within the project limits. Of the eight federally listed species, seven were eliminated from further consideration because the project area is outside the known geographic or elevation range of the species or it does not contain useable habitat for the species. The only species identified during the review as potentially occurring within the project limits is the federally endangered PPC.

A field survey was conducted to determine the presence of the PPC. A single individual plant was located. The plant was found approximately 80 feet outside the project limits on BLM land approximately a mile east of Ajo Highway (SR 86). The assessment concluded that the project will have no effect on PPC or its habitat.

The AGFD tool also identified the three BLM sensitive species within 3 miles of the project area: Arizona striped whiptail *(Aspidoscelis arizonae)*, Western narrow-mouthed toad *(Gastrophryne olivacea)*, and Tumamoc globeberry *(Tumamoca macdougalii)*. None were observed during the field survey.

The Pima County MSCP for Pima County's Section 10 Permit was reviewed. The list includes 44 species, consisting of 7 mammals, 8 birds, 2 amphibians, 6 reptiles, 5 fish, 12 invertebrates, and 4 plants. The MSCP listed only the PPC as having a Priority Conservation Area within the project limits. Several species were listed as having low to medium potential habitat requirements present; however, no listed species were observed.

6.1.1.e Potential Impacts

Vegetation and Invasive Species: The improvements to Valencia Road, the realignment of Vahalla Road, and related drainage and utility work will result in the removal of native vegetation. The common protected native plants within the project limits are listed in Table 2.

Table 2. Pima County protected native plants observed in the project area

Common Name	Scientific Name
Blue paloverde	*Parkinsonia florida*
Candy barrelcactus	*Ferocactus wislizeni*
Foothill paloverde	*Parkinsonia microphylla*
Pima pineapple cactus[a]	*Coryphantha scheeri robustispina*
Saguaro	*Carnegiea gigantea*
Velvet mesquite	*Prosopis velutina*
Whitethorn acacia	*Vachellia constricta*

[a] The Pima pineapple cactus was located within the broader project area but not within the project limits.
Source: EcoPlan Associates, Inc. 2016b

The project development includes mitigation consistent with the PCDOT Environmentally Sensitive Roadway (ESR) guidelines (PCDOT 2013) and notification to the Arizona Department of Agriculture prior to construction for impacts to plants protected under the Arizona Native Plant Law (see Table 2.). In addition, the Pima County Regional Flood Control District (PCRFCD) regulates impacts to riparian habitat and requires a Floodplain Use Permit for impacts to defined riparian areas greater than or equal to $^{1}/_{3}$ acre. Within the project limits, three classifications of riparian areas occur: Xeroriparian B, Xeroriparian C, and Hydro/Mesoriparian. The landscaping/planting plans include replacement in plant density and composition consistent with ESR and Floodplain Use Permit guidelines.

Noxious or invasive plant species are present within the project limits. An invasive species management plan will be completed to address treatment of the project area for invasive species infestations in accordance with PCDOT Special Provision 201-3.04, Noxious and Invasive Vegetation.

Sensitive Habitats and Connectivity: No sensitive habitats or wildlife connectivity corridors are present within the project limits. Though the general project area is potentially suitable for the PPC, only one was found. That individual is 80 feet outside the project limits.

Sensitive Species: No sensitive plant or animal species were found to be in the project area other than the PPC. The individual is not within an area affected by ground disturbance. Other species protected under the MSCP may have potential habitat but have not been identified in the project area. These include Arizona shrew *(Sorex arizonae)*, California leaf-nosed bat *(Macrotus californicus)*, lesser long-nosed bat *(Leptonycteris curasoae yerbabuenae)*, Merriam's mouse *(Peromyscus merriami)*, Mexican long-tongued bat *(Choeronycteris mexicana)*, pale Townsend's big-eared bat *(Plecotus townsendii pallescens)*, Western red bat *(Lasiurus blossevillii)*, Western yellow bat *(Lasiurus xanthinus)*, Abert's towhee *(Pipilo aberti)*, Bell's vireo *(Vireo bellii)*, cactus ferruginous pygmy-owl *(Glaucidium brasilianum cactorum)*, rufous-winged sparrow *(Aimophila carpalis)*, and Swainson's hawk *(Buteo swainsoni)*.

The project will disturb ground and remove native trees and shrubs, and therefore has the potential to impact nesting birds, migratory birds, and other wildlife transient to the area.

Coordination with the AGFD resulted in recommendations for wildlife-friendly crossings at drainage structures. These recommendations have been considered during the drainage design process.

No impacts to any other threatened, endangered, candidate, or proposed species are anticipated.

6.1.1.f Mitigation Measures

Pima County Responsibilities

- A landscape plan will identify protected native plants that are to be preserved in place or mitigated in accordance with the Arizona Native Plant Law, Environmentally Sensitive Roadway Design Guidelines, and the Pima County Regional Flood Control District, as applicable.
- Impacted areas along the right-of-way and construction staging areas will be revegetated in compliance with the Pima County Environmentally Sensitive Roadway Design Guidelines.
- An invasive species management plan will be completed to address treatment of the project area for invasive species infestations in accordance with Pima County Department of Transportation Special Provision 201-3.04, Noxious and Invasive Vegetation.
- To comply with the Arizona Native Plant Law, Pima County will file a Notice of Intent with the Arizona Department of Agriculture for the removal of applicable native plants. The Notice of Intent will be filed 60 days prior to the removal of native plants.
- Mitigation measures will be developed in coordination with the Pima County Regional Flood Control District to compensate for impacts to regulated riparian habitat.

Contractor Responsibilities

- The contractor shall plan to complete all vegetation-removal activities on the site from September 1 through February 28 to avoid harming any active bird nests.
- The contractor shall implement required riparian mitigation design features in the Floodplain Use Permit.
- The contractor shall identify and treat noxious and invasive species prior to construction consistent with Pima County Department of Transportation Special Provision 201-3.04, Noxious and Invasive Vegetation.
- All disturbed areas along the right-of-way and construction staging areas shall be revegetated in compliance with the Pima County Environmentally Sensitive Roadway Design Guidelines.
- The contractor shall not remove any shrubs, trees, or large tree limbs from March 1 through August 31 unless a biologist approved by the Pima County Engineer has conducted a bird nest search of affected vegetation and has determined that no active bird nests are present. Shrubs, trees, and limbs may be removed if they have been surveyed within 10 days prior to removal as

long as only inactive bird nests, if any, are present. Vegetation removal is not subject to this restriction from September 1 through February 28.

6.1.2 Drainage and Clean Water Act

This section identifies drainages present, potential impacts to those resources, and permitting needs under Clean Water Act (CWA) Section 404 and Section 401 as regulated by the U.S. Army Corps of Engineers (Corps) and Section 402 as regulated by the U.S. Environmental Protection Agency (EPA) and the Arizona Department of Environmental Quality (ADEQ). The Initial Drainage Report and the Preliminary Jurisdictional Determination will be posted on the project website (http://roadprojects.pima.gov) when available.

6.1.2.a Existing Conditions

The project site is within the lower reaches of several watersheds emanating from the Sierrita Mountains southwest of Tucson. These off-site watersheds are broad and unconfined, with low topographic relief. Watershed boundaries are poorly defined, and numerous upstream locations have been identified where breakout flows occur between watersheds. Contributing runoff drains from southeast to northwest, crosses Valencia Road, and eventually drains to Black Wash. Overall, 24 points of flow concentration for existing drainage at Valencia Road are within the project limits. The majority of these existing crossings occur within at-grade dip crossings. Four culvert crossings also exist. These gather flow within the ROW and convey water under Valencia Road, where it is discharged into downstream concrete-lined channels (CMG Drainage Engineering, Inc. 2016).

The drainage design criteria for this project follow the standards outlined in the Pima County 2013 RDM, the Pima County Floodplain Ordinance, and PCRFCD Technical Policies. These guidance documents establish the hydrologic design frequency for cross-drainage structures to handle the 100-year storm event.

A Preliminary Jurisdictional Determination (Corps File No. SPL-2016-2016-00749-KWG) for the project is pending. The extent of jurisdictional Waters of the United States in the survey area was mapped in anticipation of the potential need to obtain a CWA Section 404 permit to construct drainage improvements and to enable project designers to avoid impacts to Waters of the United States to the maximum extent practicable. A meeting with the Corps occurred on October 27, 2016, and the representatives from Pima County and the Corps were in agreement on the preliminary mapping.

6.1.2.b Potential Impacts

The Preliminary Jurisdictional Delineation defines 14 potential Waters of the United States within the project limits. The level of CWA Section 404 permitting will be determined based on the drainage design and extent of temporary and permanent impacts. Preliminary design indicates the project will qualify under Nationwide Permit 14, Linear Transportation Projects. Permanent impacts greater than 0.10 acre at individual washes trigger the need for a

Preconstruction Notification. Permanent impacts less than 0.10 acre meet the criteria for a non-notifying permit. Preliminary design indicates permanent impacts will be less than 0.10 acre at each Water of the United States.

Washes in the project area feature Important Riparian Areas and are protected under the Pima County Riparian Ordinance, as designated by the Pima County Board of Supervisors. Impacts to these areas require coordination with the PCRFCD to obtain a Regional Floodplain Use Permit if impacts are equal to or greater than $^{1}/_{3}$ acre. Mitigation for impacts to Regulated Riparian Habitat includes on-site mitigation included in the landscape plans and off-site mitigation in the form of an in-lieu fee.

Because more than 1 acre of land will be disturbed during project construction, a CWA Section 402 Arizona Pollutant Discharge Elimination System Permit will be required. A Notice of Intent and a Notice of Termination will be prepared and submitted to the ADEQ at the appropriate times. As required by the permit, a Stormwater Pollution Prevention Plan will be prepared.

6.1.2.c Mitigation Measures

Pima County Responsibilities

- The Pima County Department of Transportation and its contractor will file Notices of Intent to use the state Construction General Permit (CGP AZG 2013-001) with the Arizona Department of Environmental Quality and implement a Stormwater Pollution Prevention Plan (Pima County 2013). The Stormwater Pollution Prevention Plan will include temporary and permanent sediment and erosion control measures, and good housekeeping practices to control and prevent release of potential water pollutants.
- The Pima County Department of Transportation will comply with all conditions of the Nationwide Permit 14 obtained from the U.S. Army Corps of Engineers.

Contractor Responsibilities

- The contractor shall file Notices of Intent to use the state Construction General Permit (CGP AZG 2013-001) with the Arizona Department of Environmental Quality and implement a Stormwater Pollution Prevention Plan. The Stormwater Pollution Prevention Plan shall include temporary and permanent sediment and erosion control measures, and good housekeeping practices to control and prevent release of potential water pollutants.
- The construction contractor shall comply with all conditions of the Nationwide Permit 14 obtained from the U.S. Army Corps of Engineers.

6.1.2.d Permits

A Preliminary Jurisdictional Determination for the project from the Corps is pending. Preliminary design indicates that the permanent impacts to Waters of the United States will be less than 0.10 acre, thus qualifying the project as non-notifying under a CWA Nationwide

Permit 14. Nationwide Permit 14 will provide conditional water quality certification for the jurisdictional washes in the project area in compliance with CWA Section 401.

A CWA Section 402 Arizona Pollutant Discharge Elimination System Authorization will be required. A Notice of Intent and a Notice of Termination will be prepared and submitted to the ADEQ. PCDOT and the contractor will file Notices of Intent with the ADEQ and receive authorizations for construction. As required by the permit, PCDOT will prepare a Stormwater Pollution Prevention Plan.

6.1.3 Floodplains

This section evaluates potential impacts to floodplains as defined by FEMA and the PCRFCD. Floodplains are identified by FEMA Flood Insurance Rate Maps. The project area is also subject to requirements of the PCRFCD floodplain and riparian ordinance. The following information is summarized from the Initial Drainage Report, which is available on the project website: http://roadprojects.pima.gov.

6.1.3.a Existing Conditions

The majority of the study area is within FEMA-designated flood zones, except in isolated locations where adjacent developed areas have been removed from the floodplain through LOMRs. Depths of flow associated with the FEMA floodplains vary from 1 to 3 feet. The project also lies within the Black Wash critical hydrologic basin, as defined by the PCRFCD.

Floodplains in the project area have been mapped by FEMA, as depicted in Flood Insurance Rate Maps 04019C2245L and 04019C2265L, June 16, 2011 (see Figure 3). Several LOMRs have been prepared that are associated with subdivision development between 2009 and 2016. These LOMRs have removed much of the residential development areas from the 100-year floodplain due to on-site drainage improvements.

6.1.3.b Potential Impacts

The drainage design criteria for this project follow the standards outlined in the Pima County 2013 RDM, the Pima County Floodplain Ordinance, and PCRFCD Technical Policies. These guidance documents establish the hydrologic design frequency for cross-drainage structures to handle the 100-year storm event.

An initial drainage report (CMG Drainage Engineering, Inc. 2016) for this project addressed the existing and proposed cross-drainage hydrology and hydraulics. Drainage structures were located and sized first for the safe and efficient conveyance of off-site flows. In locations where drainage crossed the existing roadway via at-grade dip crossings, new culverts were designed with drop inlets to maintain the roadway profile at a condition as low as possible and minimize the amount of fill needed. Drop inlets were designed with a goal of hydraulic efficiency to reduce disruptions to existing watercourse flow regimes. Proposed drainage crossings were located to maintain existing drainage patterns as much as possible. The proposed design included roadside channels

to collect and direct off-site flows to the new culvert crossing locations. The pavement drainage system was also designed to keep a travel lane open in each direction during a 10-year storm. Because there are no outside curbs, this system consisted of appropriately sized roadside ditches.

The drainage design is not expected to result in changes to the FEMA floodplain. No Conditional LOMR or LOMR is required as a result of the project. Several drainage easements will be required as a result of cross-drainage facilities (see Figure 2):

- East of Via Molino de Viento (from Tom Brown property and Sonoran Ranch Estates)
- East of Mountain Eagle Drive (from Eagle Point Estates)
- West of Eagle Talon Parkway (from Eagle Point Estates)
- East of Vahalla Road (from Landmark Title)

6.1.3.c Mitigation Measures

- The Pima County Department of Transportation will provide on-site landscaping mitigation for impacts to regulated riparian habitat in accordance with the Pima County Regional Flood Control District floodplain and riparian ordinance.

6.1.3.d Permits

A Floodplain Use Permit from the PCRFCD will be required because impacts will exceed the 0.33-acre riparian habitat threshold.

6.1.4 Air Quality

This section evaluates potential impacts related to criteria pollutants as established by the EPA for National Ambient Air Quality Standards. The pollutants addressed by the standards are ground-level ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, and lead.

6.1.4.a Existing Conditions

The project area is within the Tucson Maintenance Area for carbon monoxide and is outside the limits of the Rillito Non-Attainment Area for particulate matter (dust). Metropolitan planning organizations are required by the Clean Air Act to ensure that all transportation projects are in conformity with the approved air quality State Implementation Plan. This project is in the PAG FY 2017–2021 TIP, which was adopted by the PAG Regional Council on July 28, 2016. The project is listed under TIP ID #114.06. The TIP conforms to the State Implementation Plan and, therefore, the project is in conformity with air quality standards (PAG 2016).

6.1.4.b Potential Impacts

The proposed project will have temporary local impacts to particulate levels during construction. These impacts will be reduced by PCDOT standard specifications for dust suppression during

construction. The project may improve long-term air quality by reducing future congestion and meeting future demands.

6.1.4.c Mitigation Measures

- The contractor shall comply with all dust control measures identified in the Pima County Department of Transportation standard specifications for construction.
- The contractor shall comply with all dust control measures identified in the Stormwater Pollution Prevention Plan (Section 6.1.2).
- The contractor shall comply with all dust control measures identified in the Pima County Department of Environmental Quality Fugitive Dust Activity Permit.

6.1.4.d Permits

The contractor shall obtain a Fugitive Dust Activity Permit from the Pima County Department of Environmental Quality prior to any construction activities.

6.1.5 Noise

The analysis of, and mitigation for, project-related noise impacts are guided by the Pima County Noise Analysis and Mitigation Guidance for Major Roadway Projects, amended April 8, 2008 (PCDOT 2008). As a major roadway project, the Valencia Road widening project is subject to the guidance. Noise abatement is considered when projected future noise levels reach 66 dBA (dBA is the decibel level based on a 1-hour weighted average).

6.1.5.a Existing Conditions

The adjacent land use is residential (sensitive noise receptor) or vacant, with more than 500 homes within ¼ mile of the project limits. Approximately 70 single-family homes are immediately adjacent to Valencia Road. All the residences have 5-foot to 6-foot privacy or screen walls between the property and the roadway, and are set back from the roadway by 60 to 150 feet. Existing noise levels varied from 41 dBA to 59 dBA across the project limits.

6.1.5.b Potential Impacts

A detailed noise analysis was conducted in June 2016 (Noise Experts, LLC 2016) to measure existing noise levels and predict future (year 2040) levels based on the planned roadway design and future traffic growth. The results showed year 2040 noise levels ranging from 47 dBA to 62 dBA, well below the Noise Abatement Criteria of 66 dBA. Sensitive receptors in the project area will not be impacted by the project due to (1) existing setbacks, (2) existing privacy walls, and (3) low percentage of heavy trucks projected to use the roadway (1 percent). The Noise Review Report is available at http://roadprojects.pima.gov.

6.1.5.c Mitigation Measures

No mitigation measures are required.

6.1.5.d Permits

No permits are required.

6.1.6 Utilities

This section identifies utilities present in the project area and describes potential impacts to those utilities. Additional information regarding utility coordination can be found in the DCR on the project website: http://roadprojects.pima.gov.

6.1.6.a Existing Conditions

The full ranges of utilities expected in an urbanizing area are present along Valencia Road from Wade Road to the Ajo Highway (SR 86). Above- and below-ground utilities crossing Valencia Road or within the ROW include:

- Tucson Electric Power (13.8 kilovolt)
- Arizona G&T Cooperatives (electric power)
- Trico Electric
- Tucson Water
- Metro Water
- PCRWRD (sewer)
- Southwest Gas
- Level 3 Communications
- Comcast communications line
- CenturyLink

There are no existing traffic signals within the corridor. Dusk to dawn streetlights exist at the following locations along Valencia Road:

- Eagle's Talon Parkway
- Mountain Eagle Drive
- DeConcini Drive
- Giuliani Avenue
- Via Diego de Rivera
- Via Molino de Viento

6.1.6.b Potential Impacts

Project construction will impact multiple utilities in the corridor, including gas, electric, communications, potable water, and wastewater. Utility facilities primarily run parallel to Valencia Road and along all major cross streets. Throughout the design process, coordination with the utility companies has occurred to locate facilities, minimize impacts, and develop relocation schedules.

The Metro Water and Tucson Water lines will be impacted by the new cross-drainage culverts. Metro Water lines will be relocated in advance of the project. Tucson Water lines will be relocated as part of the road construction project. The relocation of the gas, telephone, and cable lines will be performed prior to road construction by the respective utility company.

The TEP overhead electric lines will also need to be relocated. This will be accomplished by TEP prior to the roadwork. The existing TEP line is a 13.8 kilovolt distribution line, so the relocation will not have seasonal constraints. Any work associated with the Southwest Gas regulator and high-pressure gas line must be performed between April and September when the lines can be shut down.

No prior rights for the facilities within the public ROW owned by private utility companies have been identified. Under an existing intergovernmental agreement with Tucson Water, half of the water relocation costs by the project will be reimbursed by Tucson Water. Also, all of the sewer relocation costs incurred by PCRWRD within the project limits are addressed through a memorandum of understanding.

Planned utility system upgrades will be coordinated with the project team and other utility companies to eliminate design and construction conflicts and maximize the use of the limited ROW. The planned utility upgrades are noted below (Kimley-Horn and Associates, Inc. 2016b):

- Trico Electric 14.4 kilovolt line—Pole replacement
- Arizona G&T Cooperatives—Future overhead electric from the Vahalla substation at the corner of Vahalla Road and Valencia Road
- PCRWRD—New 15-inch-diameter sewer line for proposed Sendero Pass/Pomegranate Farms subdivisions

6.1.6.c Mitigation Measures

- Ongoing coordination and planning with the utility companies will occur throughout design development. Determination of any service interruptions will be considered in the coordination and planning stages.
- Customers shall be notified 14 days in advance of any planned utility service interruptions.

6.1.6.d Permits

Prior to utility relocations, those utilities within PCDOT ROW must obtain a Pima County ROW Use Permit.

6.1.7 Hazardous Materials

This section evaluates the project impacts relative to potential hazardous materials in the project area. A Preliminary Initial Site Assessment (PISA) was prepared to identify potential recognized environmental conditions in the project area and to identify properties needing additional evaluation (Ninyo and Moore, Inc. 2016). The PISA included site reconnaissance, limited historical analysis, and federal and state environmental records review. The PISA is available on the project website: http://roadprojects.pima.gov.

6.1.7.a Existing Conditions

A records search of regulatory hazardous materials databases was conducted for the project area on June 2, 2016. The records search identified no Recognized Environmental Concerns (RECs) or indicators for RECs in the project corridor. No RECs, such as leaking underground storage tanks, landfills, or uses associated with hazardous waste products, were identified. The site reconnaissance revealed a project setting of Low-Risk based on existing land uses (residential and vacant). There were seven pole-mounted transformers noted; however, none were observed to be leaking. Often transformer coolant oils contain poly-chlorinated biphenyl's (PCBs), a suspected human carcinogen.

6.1.7.b Potential Impacts

Based on the findings of the PISA, the project excavation and earthmoving activities are not likely to encounter hazardous materials. No evidence of regulated hazardous materials is present within the project limits, and the PISA concluded that there are no issues of concern and that no additional investigation is recommended. The preliminary investigations indicate that no load-bearing concrete is present and that the existing concrete culverts to be removed will be removed in whole, with no destruction. Roadway paint removal will only occur at the east end of the project where no lead-based paint is present due to the new construction on Valencia Road. The reconstruction of Valencia Road will involve milling the pavement and reuse within the project limits.

6.1.7.c Mitigation Measures

- If any hazardous materials are encountered during construction, work shall cease at the location and the Pima County Engineer shall be contacted to arrange for the proper assessment, treatment, and disposal of those materials.
- Milling of asphalt with pavement striping will not require testing for lead-based paint; however, for all other paint removal methods, testing for lead-based paint shall be conducted prior to demolition and removal.

6.1.7.d Permits

No permits are required.

6.1.8 Construction

This section discusses impacts that may result from activities related to project construction, including traffic control, dust control, and construction noise. Construction activities include earthwork (excavation and filling), drainage structures, roadway paving, establishment and use of staging areas, and other actions related to road construction.

6.1.8.a Existing Conditions

The project will be built on the current roadway alignment and generally within the existing ROW. Because Valencia Road is the only arterial roadway serving the residential subdivisions within the project limits, maintenance of access during construction is critical. There is no secondary access to the subdivisions noted in Section 3.1.1. The roadway is also one of only two access routes to Ryan Airfield. The nearest commercial development is at Ryan Airfield, just west of the project limits. No commercial development occurs adjacent to Valencia Road within the project limits.

6.1.8.b Potential Impacts

Project construction is expected to begin in fall 2017 with utility relocations and in spring 2018 with roadway construction, lasting approximately 24 months. Access will be maintained to all residential properties throughout construction, and one lane of traffic in each direction will be maintained. No detours are required to build the project.

In general, the eastbound roadway prism (shoulder and lanes) can be constructed while keeping two lanes of traffic along Valencia Road in operation throughout construction (Kimley-Horn and Associates, Inc. 2016b). The following construction phasing is anticipated:

1. Build eastbound roadway prism and drainage infrastructure. Build eastbound median curbing. Construct and initially pave the new eastbound lanes.
2. Move all traffic to eastbound lanes and shoulder, and adjust water lines and build downstream drainage infrastructure along the westbound shoulder. Build the westbound roadway prism and median curbing. Construct and initially pave the new westbound lanes.
3. Move all traffic to the westbound lanes. Construct any remaining upstream drainage infrastructure (inlets/grading) along eastbound shoulder.
4. Add 2-inch terminal blend lift (pavement layer) to the eastbound lanes of Valencia Road.
5. Move all traffic to eastbound lanes. Add 2-inch terminal blend lift (pavement layer) to the westbound lanes of Valencia Road.
6. Complete final striping and landscaping.

Construction Noise abatement will be implemented in accordance with the Pima County Ordinance for Construction of Buildings and Other Properties (Pima County Code, Title 9, Chapter 9.30.070). Dust control will be implemented in accordance with measures related to the Pima County Department of Environmental Quality Fugitive Dust Activity Permit (see Section 6.1.4.). No contractor staging area has been designated during preliminary design. If the contractor uses an area outside of PCDOT ROW, the contractor will need to provide an environmental clearance for the location.

6.1.8.c Mitigation Measures

- A traffic control plan will be implemented by the contractor in conjunction with the Pima County Department of Transportation Field Engineering Division and guidelines specified in the Manual on Uniform Traffic Control Devices.
- Noise impacts from construction equipment shall be minimized by use of properly muffled equipment, maintenance of equipment, and placement of equipment away from residential receivers.
- The contractor shall comply with the Pima County noise ordinance (Pima County Code Chapter 9.30.070), which sets construction start and stop times to avoid nighttime noise disruptions. If nighttime work is required, the contractor shall obtain a permit from Pima County.
- The contractor shall comply with dust control measures identified in the Stormwater Pollution Prevention Plan (see Section 6.1.2), and Fugitive Dust Activity Permit (see Section 6.1.4).
- The contractor shall provide documentation of environmental clearances if a site outside the locations provided by Pima County is used.

6.1.8.d Permits

The following permits will be required:

- Pima County Department of Environmental Quality Fugitive Dust Activity Permit
- PCDOT ROW permit for the contractor
- ADOT Tucson District Encroachment Permit for any work in the Ajo Highway (SR 86) ROW

6.1.9 Historic/Cultural Resources

Resource assessment, including Class I (records review) and Class III (pedestrian survey) assessments, have been conducted through the Pima County Office of Sustainability and Conservation Cultural Resources and Historic Preservation Division and the BLM. A survey report covering the overall project limits (EcoPlan Associates, Inc. 2016c) was prepared in November 2016 to evaluate potential impacts to cultural resources. The survey was conducted under BLM permit #AZ-000548. The purpose of the intensive pedestrian (Class III) cultural resources survey was to identify cultural resources within the area of potential effects (APE),

assess the eligibility of identified resources for listing in the National Register of Historic Places (NRHP) in accordance with 36 Code of Federal Regulations 60.4, and make a recommendation concerning the potential effect of the proposed undertaking on resources listed in or eligible for listing in the NRHP.

6.1.9.a Existing Conditions

The general project vicinity was not known to contain historic or prehistoric sites other than a historic-period farmstead. The farmstead cultural resource was previously recorded within the APE—as archaeological site AZ AA:16:458 (ASM). The site was found by SWCA Environmental Consultants, Inc., in a survey for a proposed housing development (Sayre 2002) and was determined eligible for listing in the NRHP by the Arizona State Historic Preservation Office (SHPO) in 2003. Most of the site was recorded south of the Valencia Road ROW, but a small portion may have extended into the current APE (the plot of the site in AZSITE and the original site record is ambiguous). In the EcoPlan Associates, Inc., survey, no trace of the site could be found within the APE. One isolated occurrence was discovered within the project limits. A 1916 General Land Office survey marker was located, marking the section line between Sections 16 and 17 (Township 15 South, Range 12 East) and recommended not eligible for listing in the NRHP.

During the survey of the narrow strip of private land at the south edge of the existing Valencia Road ROW, about 1,600 feet east of the intersection of Valencia Road with Ajo Highway, the presence of a corral, a concrete water tank or cistern, and a simple wood shade structure for livestock was noted. An examination of early aerial photographs of the location available on the Pima County Regional Flood Control District website showed that the features were in place by 1987 but were not present in 1980, so they must have been built within the past 36 years. The features are therefore not historic. That feature is in the northwest quarter of Section 18, Township 15 South, Range 12 East, which is part of a 654-acre Stock Raising Homestead entry patented by Edward Woral in 1935 (BLM General Land Office Records website, http://www.glorecords.blm.gov/search/). Whether these ranching-related features are related to the Woral patent is unknown.

6.1.9.b Potential Impacts

The proposed project will not impact site AZ AA:16:458 (ASM), the historic-period farmstead. Pima County has consulted with the BLM with a recommendation of “no historic properties affected.” The BLM consultation with SHPO is pending.

6.1.9.c Mitigation Measures

- If previously unidentified cultural resources are encountered during construction, construction work at that location shall be halted immediately and the resources shall be secured and protected. The Arizona State Museum and the Pima County Office of Sustainability and Conservation Cultural Resources and Historic Preservation Division shall be contacted immediately.

6.1.9.d Permits

No additional permits are required.

6.1.10 Visual Resources

This section describes the viewsheds in the project vicinity and analyzes impacts to viewers and viewsheds. The existing conditions and analysis is documented in the Visual Assessment Report (Kimley-Horn and Associates, Inc. 2016d). For more information, please refer to the document on the project website: http://roadprojects.pima.gov.

6.1.10.a Existing Conditions

The project corridor is relatively flat, with a mixture of urban development (housing subdivisions) and undeveloped open space. Distant views in the project corridor consist of the Tucson Mountains to the north, Cat Mountain and the hills associated with the Drexel Heights area to the east, the Black Mountains to the southwest, the Sierrita Mountains to the south, and the Roskruge Mountains to the west.

In the east section of the project, the middle-ground views are a mixture of walled medium-density residential developments and open space generally featuring native vegetation. From Reed Bunting Drive to the project's end at Ajo Highway (SR 86), the middle-ground views are of undeveloped open space with native vegetation. Power poles run parallel to the south side of the roadway.

The foreground views of the residential area are of walled developments with minimal adjacent landscape, a two-lane paved roadway with unpaved shoulders, numerous concrete drainage structures, and roadside areas with minimal vegetation. Interspersed areas of mesquite trees with nonnative grass understory are present along the roadway. Along the west section of the project, dense stands of mesquite trees and native shrubs with an understory of nonnative and native grasses, all within the ROW, dominate the foreground views.

6.1.10.b Potential Impacts

The visual character of the project area will be altered by the increased paving, relocation of power poles, and enlargement of drainage features. Adding signalized intersections will also change the visual character. Current traffic studies do not warrant signalized intersections for this project. However, these may be added at some future date.

User groups directly on or adjacent to the roadway will be affected by the addition of the proposed project improvements. User groups a distance away from the roadway will not be affected by the additional paved area or larger drainage features. However, they will be affected by the relocated power poles, which typically have been significantly larger that the poles they replace.

Visual Impact 1: Roadway Widening (expansion of paved surface)

Roadway widening (which includes bike lanes, a pedestrian pathway, TEP pole relocation, and drainage structures) will have a moderate negative visual impact on user groups on and adjacent to the roadway. Even though the paved surface area will double in width from the existing condition, in the residential areas (Wade Road to Reed Bunting Drive) little existing vegetation will need to be removed. The majority of the existing unpaved ROW is currently cleared of vegetation. The west edge of the project is more rural area (Reed Bunting Drive to Ajo Highway [SR 86]) and will require removal of dense vegetation along the south Valencia Road ROW.

To moderate project impacts, a landscaping plan consistent with PCDOT ESR design guidelines will be incorporated. The plan features native plantings in the raised median and along roadside buffer areas using plant species typical of the surrounding biotic community. Plant density and spacing will emulate the natural surroundings as much as possible. Areas not landscaped will be stabilized with a native seed mix with rock mulch (matched to existing soil color) to blend with the existing landscape and reduce erosion in disturbed areas. Drainage structures' color and materials will be designed to blend with the natural surroundings. PCDOT will coordinate with TEP to consider any new utility poles have a nonreflective, neutral grayish finish that will recede into the landscape.

Visual Impact 2: Future Signalized Intersections

Future signalized intersections will affect the visual character of the area, attributable to the new poles, signals, and associated electrical wiring and cabinets. These elements contrast with the low, relatively flat topography and vegetation in the project area and may obscure and clutter views to surrounding hills and mountains if not sensitively designed. When future signalization occurs, the design should consider pole placement, type, and size of signals. In addition, placement of electrical cabinets underground or materials with minimal contrast aboveground should be considered.

6.1.10.c Mitigation Measures

- The landscaping plans will incorporate vegetation and reseeding in disturbed areas. The plant selection will include native plants found in the surrounding project area, including riparian species at the drainage crossings.
- A public art component will be added to the project, capturing designs consistent with the natural character and history of the area.

6.1.10.d Permits

No permits are required.

6.2 NEIGHBORHOOD/SOCIAL ENVIRONMENT

This section discusses impacts to the built environment, including neighborhoods, commercial property, and social services, and consistency with local jurisdiction planning.

6.2.1 Right-of-Way Acquisition and Displacement

This section describes existing land use, zoning, and planning in the project vicinity, and identifies potential impacts resulting from ROW needs and construction impacts.

6.2.1.a Existing Conditions

Land use in the project area consists of undeveloped parcels owned by private, state, and federal agencies, residential single-family homes, and an electric utility substation (Figure 5). The ASLD parcel is on the south side of Valencia Road from Mountain Eagle Drive to Vahalla Road. The federal parcel on the north side of Valencia Road between Reed Bunting Drive and Ajo Highway (SR 86) is owned by the BLM. The ASLD and BLM parcels are undeveloped, with no pending development plans. Multiple subdivisions are on the north and south sides of Valencia Road. No commercial or public/social services are present. The nearest commercial services are within Ryan Airfield just west of the project limits.

Zoning falls under Pima County jurisdiction, with existing zoning along Valencia Road (Figure 6). It includes rural/suburban homestead/residential (SH, RH, and GR-1); single residences and multiple dwelling residences (CR-1, CR-3, CR-4 and CR-5); local business (CB-1); manufactured and mobile homes (CMH-1); transitional development (TR); and a Specific Plan (Pima County 2012).

6.2.1.b Potential Impacts

The project will not require any displacements of homes or businesses. PCDOT and the BLM will renew the Valencia Road grant of easement as noted in Section 4.4. In addition, PCDOT and the ASLD will update the existing ASLD grant of easement for the ROW between Vahalla Road and DeConcini Drive. ROW dedications from Sendero Pass and Pomegranate Farms subdivisions are pending. The connection at Ajo Highway (SR 86) will require a permit from the ADOT Southcentral District. No ROW is needed from ADOT.

Temporary construction easements, slope easements, and drainage easements will be required from several parcels. The temporary construction easements allow contractor access for equipment and personnel, and the drainage easements provide stormwater ponding areas just outside the ROW (Kimley-Horn and Associates, Inc. 2016b). Property owners are compensated for the easements. The easements are shown in Table 3.

6.2.1.c Mitigation Measures

- A property acquisition program will be implemented in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646) and Uniform Relocation Act Amendments of 1987 (Public Law 100-17).
- Private property owners will be compensated at fair market value for land and improvements to be acquired.

6.2.1.d Permits

PCDOT will obtain an Encroachment Permit from ADOT for construction activities at the Ajo Highway (SR 86) connection.

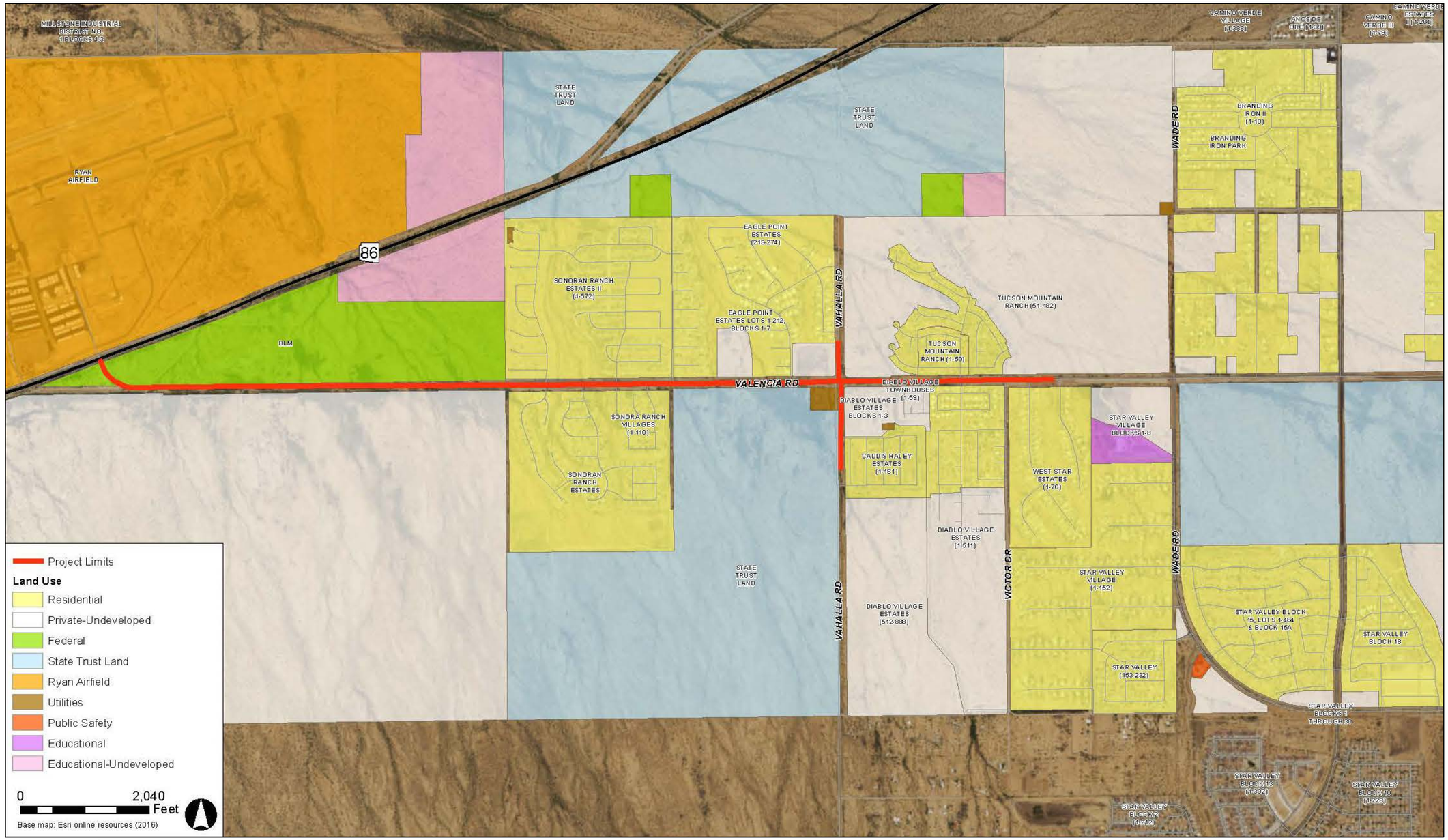

Figure 5. Land use

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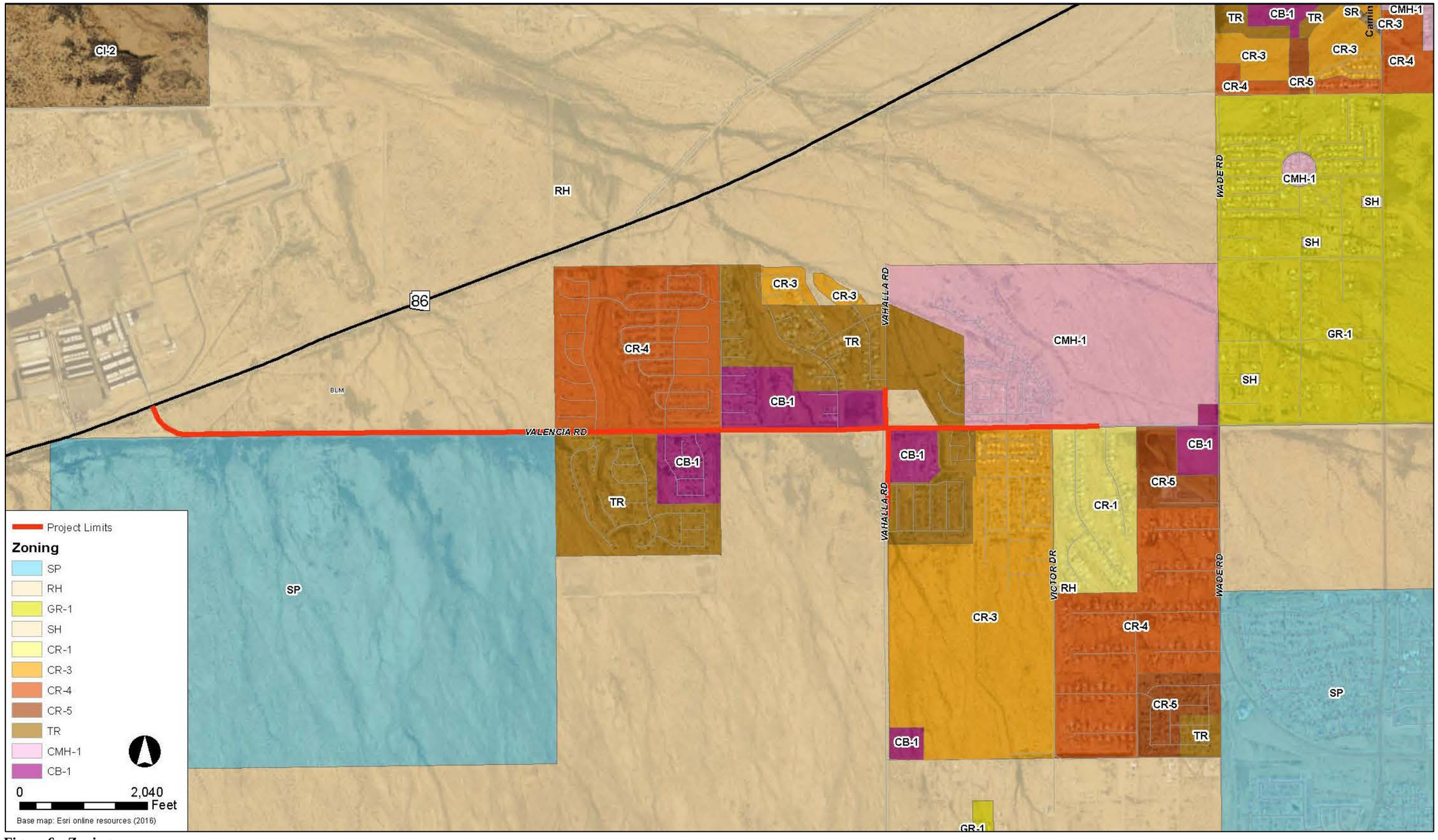

Figure 6. Zoning

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Table 3. Easements

Parcel Number	Type of Need	Area (acres)	Drainage Location
210-15-7470 Sonoran Ranch Estates	Concrete channel (temporary construction easement)	0.001	East of Via Molino de Viento, south of Valencia Road (CP7)
210-15-6850 Tom Brown property	Concrete channel (temporary construction easement)	0.002	East of Via Molino de Viento, south of Valencia Road (CP7)
210-15-4150 Eagle Point Estates	Drainage (drainage easement)	0.77	East of Mountain Eagle Drive, north of Valencia Road (CP11A, CP11B, CP12)
210-15-4150 Eagle Point Estates	Drainage (drainage easement)	0.23	East of Eagle Mountain Drive, north of Valencia Road (CP13)
210-16-012B Landmark Title	Slope and drainage (slope and drainage easement)	0.51	East of Vahalla Road, north of Valencia Road (CP16)
210-15-1940 Tucson Mountain Ranch	Slope and drainage (slope and drainage easement)	0.27	East of Vahalla Road, north of Valencia Road (CP16)
210-32-2860 Private parcel	Drainage (drainage easement)	0.034	East of Star Ridge Place, south of Valencia Road (CP19)

CP = Concentration Point

6.2.2 Temporary and Permanent Access and Parking Impacts

This section evaluates potential project impacts to property access during construction and on a permanent basis.

6.2.2.a Existing Conditions

Current access is limited to existing intersecting streets. Cross streets providing access to subdivisions include, from east to west: Star Diamond Place, Star Ridge Place, Victor Drive, Iberia Avenue, Vahalla Road, Eagle Talon Parkway, Mountain Eagle Drive, DeConcini Drive, Giuliani Drive/Bullfinch Drive, Via Diego de Rivera, and Reed Bunting Drive/Via Molino de Viento. The Arizona G&T substation has two driveway connections off Valencia Road. Vahalla Road within the planned realignment portion has one existing side street connection. Valencia Road connects to Ajo Highway (SR 86) at the west end of the project. Most of the ROW is fenced across the undeveloped parcels. No commercial driveways are present. A former Clay Adobe manufacturing site on the BLM parcel has a gated (locked) access point.

No pedestrian or bike facilities are present. No parking facilities or on-street parking is present within the project limits.

6.2.2.b Potential Impacts

The project will not result in any permanent loss of access. All cross street, side street, and driveway connections will be maintained during and after construction. The roadway design

incorporates future cross streets or driveway connections for the planned subdivisions. Placement of the connections has been coordinated with Sendero Pass, Pomegranate Farms, and Vahalla Estates development plans. The Vahalla Road realignment will add two new driveways based on planned development south of Valencia Road. The west portion of Valencia Road will include three future cross street connections and median openings serving future Sendero Pass and Pomegranate Farms subdivisions.

Minor temporary access impacts may occur for short periods for user safety. During construction, access to all subdivisions will be maintained at all times. Temporary delays on Valencia Road could be expected due to construction (reduced speeds) and lane shifts. No impacts to Ajo Highway (SR 86) are expected.

6.2.2.c Mitigation Measures

- A traffic control plan shall be implemented by the contractor (see Section 6.1.8).
- Pima County will communicate traffic control measures with the public, local officials, and the media prior to and during construction activities. Communication may include, but is not limited to, media alerts, direct mailings to property owners, information on changing message boards, emails, and paid newspaper notices.
- Pima County will provide a construction notice to residents and businesses in the general project area at least 14 days prior to construction.
- Pima County shall notify the public, business owners, and schools of temporary access changes during construction at least 14 calendar days in advance of the change.
- At least 14 calendar days prior to construction, the contractor shall place advance-warning signs at locations designated by Pima County to notify motorists, pedestrians, and bicyclists of construction-related delays.

6.2.2.d Permits

No permits are required.

6.2.3 Neighborhood Disruption

This section addresses potential impacts to neighborhoods in the project vicinity.

6.2.3.a Existing Conditions

Multiple residential subdivisions are present along Valencia Road between Wade Road and Reed Bunting/Via Molino de Viento. No bike or pedestrian facilities exist along Valencia Road within the project limits. No services, such as police, fire, or hospitals, are in the project vicinity. The nearest law enforcement is 3 miles southeast (Pascua Yaqui Tribal Police, 4881 N. Tarook), the nearest fire station is 1 mile south of Valencia Road (Drexel Heights Fire District #405, 7200 S. Wade Road), and the closest hospital is 9 miles east (Veterans Administration Hospital, 3601 S. 6th Avenue). The nearest schools are 2.5 to 3 miles east (Lawrence Elementary School and Johnson Elementary School, both off Mark Road).

No public transit services extend into the project limits. Sun Tran bus service stops at the Casino del Sol Resort just west of Mark Road.

6.2.3.b Potential Impacts

No impacts to neighborhoods or social services are expected. Construction will not impact any emergency vehicle access to facilities or any bus service to schools. No traffic detours will be required. Pima County will coordinate with emergency services prior to and during construction to provide traffic control measures. The project will provide a positive impact by adding bike and pedestrian facilities, connecting to the recently completed bike lanes and sidewalks east of Wade Road.

6.2.3.c Mitigation Measures

- Pima County will communicate traffic control measures with the public, local officials, and the media prior to and during construction activities. Communication may include, but is not limited to, media alerts, direct mailings to business and property owners, information on changing message boards, and paid newspaper notices.
- Pima County will provide a construction notice to residents and businesses in the general project area at least 14 days prior to construction.
- Pima County will notify the public, business owners, and schools of temporary access changes during construction at least 14 calendar days in advance of the change.
- At least 14 calendar days prior to construction, the contractor shall place advance-warning signs at locations designated by Pima County to notify motorists, pedestrians, and bicyclists of construction-related delays.

6.2.3.d Permits

No permits are required.

6.2.4 Parks and Recreation Areas

This section identifies public park and recreation facilities in the vicinity of the project.

6.2.4.a Existing Conditions

Two parks exist in the project vicinity, both operated by Pima County Natural Resources Parks and Recreation Department. Star Valley Park is 1 mile south of Valencia Road off Wade Road, and Branding Iron Park is 1.5 miles north of Valencia Road off Camino Verde Road. No parks or recreation facilities are within the project limits.

6.2.4.b Potential Impacts

No impacts to parks or recreation facilities will occur during construction.

6.2.4.c Mitigation Measures

No mitigation measures are required.

6.2.4.d Permits

No permits are required.

6.2.5 Consistency with Other Plans

This section evaluates the project's consistency with applicable Pima County and other jurisdictions' transportation and land use planning.

6.2.5.a Consistency with the Regional Transportation Plan

As noted earlier, this project is listed in the PAG Regional Transportation Plan under TIP, FY 2017–2021 RTA 21. The project connects to the recently completed Valencia Road (Wade Road to Mark Road) project and will connect to the ADOT Ajo Highway (SR 86) (Valencia Road to Kinney Road) widening project, which is currently under construction.

6.2.5.b Consistency with the Pima County Roadway Design Manual and Environmentally Sensitive Roadway Guidelines

All engineering design activities, environmental analyses and documentation, and mitigation measures have been prepared in accordance with Pima County guidelines and standards as identified in the Pima County RDM (PCDOT 2013). Because Valencia Road has been identified as an Environmentally Sensitive Roadway, engineering and environmental tasks have complied with Pima County Environmentally Sensitive Roadway Guidelines.

6.2.5.c Consistency with the Pima County Comprehensive Plan and Subsequent Updates

The Pima County Comprehensive Plan Update, Regional Plan Policies (2001) was updated June 2012 (Pima County 2012) and again in May 2015, titled as Pima Prospers 2015 (Pima County 2015). The draft document can be viewed at www.pimaprospers.com. Policies from the Circulation and Environmental Elements 2012 update and Special Area Policies in the Pima Prospers 2015 document are applicable to the project. In general, the project fully complies with goals and visions of the plans.

Circulation Element

The project is consistent with all plan policies, including alternate modes (bike/pedestrian facilities), is to be built in an environmentally sensitive manner, conforms to Pima County Roads and Street Standards, and is consistent with street capacity needs adopted in the Major Streets and Routes Plan of Pima County. The project is consistent with the Regional Bikeway Plan.

Environmental Element

The project considers impacts related to the Sonoran Desert Conservation Plan and Conservation Lands System (Pima County 2011). Project impacts on the important riparian areas are minimized by design and construction mitigation measures. The project complies with the CWA and the Pima County floodplain and erosion hazard management ordinance.

Special Area Policies

The project falls within the Ajo Corridor/Western Gateway Special Area Policy (Pima County 2015). The area is focused on the Ryan Airfield and lands adjacent to Valencia Road east of the airfield. The key elements of the policy are:

- The vicinity of Ajo Highway (SR 86) and Ryan Airfield is a gateway, accommodating business for the airport and incorporating an airport/aviation/industrial theme.
- Site planning of industrial and support businesses shall be designed to promote internal circulation and limit curb cuts and/or strip commercial development.
- Landscaping shall promote preservation of natural vegetation and application of xeriscape concepts.
- Areas remain natural in the gateway corridor and shall be supplemented with plant materials natural to the area and desert wildflower seed mix for 40 feet on both sides of the ROW.
- The area of Black Wash shall be preserved and restored as riparian habitat. Development affecting Black Wash, including public works, shall be required to preserve and restore riparian habitat, and to provide opportunities for view enhancement and interpretive signage. A scenic pullout, to include an interpretation of the riparian area and a view orientation to the visible mountain ranges, is encouraged.

6.2.5.d Permits

No permits are required.

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7.0 AGENCY COORDINATION

This section describes the agency coordination that has occurred and the continuing actions needed.

7.1 FEDERAL AGENCY COORDINATION

- ***U.S. Army Corps of Engineers***—The Corps and PCDOT met on October 27, 2016, to review the draft Preliminary Jurisdictional Delineation. The parties were in agreement with the draft mapping. Final approval is pending.
- ***U.S. Fish and Wildlife Service***—The USFWS was invited to attend the September 13, 2016, Environmental Coordination Meeting but could not attend. Through the preparation of the Biological Evaluation, the USFWS IPaC was accessed to identify potential impacts to endangered species. The IPAC was completed on June 22, 2016.
- ***Bureau of Land Management***—The project team consulted with the BLM through the process of renewing the roadway grant of easement and the supporting POD submitted to the BLM on August 31, 2016, and revised and resubmitted on October 27, 2016. In addition, a BLM Realty Specialist attended the September 13, 2016, Environmental Coordination Meeting. Continued coordination will occur through the renewal of right-of-way process.

7.2 STATE AGENCY COORDINATION

- ***Arizona Department of Transportation***—Pima County coordinated with ADOT on multiple occasions and met with the Tucson District regarding the Valencia Road connection to Ajo Highway (SR 86) on July 26, 2016, to discuss traffic operations and coordinating lane and median configurations. Continued coordination with ADOT will occur.
- ***Arizona Game and Fish Department***—The AGFD participated in the Environmental Coordination Meeting and was represented by Kristen Terpening. In addition, Pima County used the AGFD online tool to access records for protected species and secured a response on June 22, 2016.
- ***Arizona State Land Department***—Pima County is coordinating an update to the existing ASLD grant of easement.
- ***State Historic Preservation Office***—Coordination with SHPO as part of the Section 106 Consultation is expected to occur through the BLM and Pima County. The project Cultural Resources Short Form Report recommended “no historic properties affected.”

7.3 COUNTY AGENCY COORDINATION

- ***Pima County Regional Flood Control District***—PCDOT and the PCRFCD have worked together to develop the project design and coordinate drainage/floodplain issues and solutions. PCRFCD (Patricia Gilbert) participated in the Environmental Coordination Meeting, and coordination will continue through design and Floodplain Use Permit preparation.

- ***Pima County Office of Sustainability and Conservation***—The Cultural Resources and Historic Preservation Division has provided the project support for cultural resources documentation, survey, and consultation. The division attended the Environmental Coordination Meeting (Ian Milliken) and has assisted in coordination with BLM counterparts.
- ***Pima County Department of Environmental Quality***—Representatives from the Pima County Department of Environmental Quality (Karla Reeve-Wise and Kimberly Baeza) have provided environmental oversight and review of technical documents and the EAMR process throughout the project. They participated in the Environmental Coordination Meeting and will remain engaged in the project through construction.

7.4 LOCAL GOVERNMENTS COORDINATION

- ***Pima Association of Governments Regional Transportation Authority***—Project funding needs and scheduling have been coordinated on multiple occasions and will continue throughout project implementation.

7.5 CONTINUING COORDINATION

As project development continues, additional coordination will occur with the agencies noted in this section and with additional agencies: ADEQ (CWA Section 401 and 402 permitting), Arizona Department of Agriculture (Native Plant Salvage), and the Pima County Department of Environmental Quality (dust control permit). Coordination will continue with BLM regarding right-of-way and the Corps regarding the Preliminary Jurisdictional Delineation and the Nationwide Permit 14.

8.0 PUBLIC PARTICIPATION

This section includes a summary of the public participation held as a component of the project development.

8.1 PUBLIC PARTICIPATION PLAN

Pima County prepared a public participation plan to outline the project goals for public involvement through formation of a Community Advisory Committee (CAC), conducting public information meetings, and creation of a project website. The project website, http://roadprojects.pima.gov, is available for current project status and technical reports. The plan includes activities to notify the media, property owners, and emergency services throughout project development and construction.

8.2 PUBLIC MEETINGS

The first public open house was held on November 15, 2016, at Lawrence Elementary School, 4850 W. Jeffrey Road. The meeting was advertised through public notices and direct mailings. Attendance was high, with more than 50 area residents participating. At that meeting, the project DCR and EAMR were presented, and public comments were solicited. The public was supportive of the project and was looking forward to the completion of the Valencia Road improvements to Ajo Highway. The primary issues noted and discussed were: landscaping (particularly median plant selection), maintenance of the landscaping, and opportunity to incorporate benches with shade structures along the multi-use path as an art component. Eleven comment forms were submitted The public notice, fact sheet, and comment form are in the Appendix. A second public open house will be scheduled in late 2017 prior to project construction to present the roadway plans and construction schedule.

In general, the local public is familiar with the planned project due to the adjacent recently completed Valencia Road (Mark Road to Wade Road) project. Preconstruction meetings, public information fliers, and media alerts have occurred for that project. The information notes the planned Wade Road to Ajo Highway (SR 86) future segment. The Mark Road to Wade Road project was completed in spring 2016.

8.3 COMMUNITY ADVISORY COMMITTEE

The CAC developed for the project consists of 14 members, all residing in the project corridor. The first meeting to introduce the design team to the CAC occurred on August 25, 2016, at Lawrence Elementary School and was attended by eight CAC members and several members of the general public (see CAC Meeting Minutes in Appendix). The CAC members were presented with a notebook containing the CAC guidance (Pima County Ordinance 10.56.110), project maps, a project overview, and a schedule of activities. The PCDOT project manager (Paul Bennett) provided an overview of the CAC role and the project development process, including key technical documents: the DCR and EAMR.

The second CAC meeting was held on September 20, 2016, also at Lawrence Elementary School. Nine CAC members were in attendance, plus several members of the general public. This meeting focused on the Draft DCR and the upcoming EAMR. The key elements of the DCR were reviewed, including Roadway Design, Drainage, Pedestrian Movements, Intersection/Signalization, and Landscaping. An overview of the technical reports that comprise the EAMR, including Biological Resources, Drainage/Floodplain (CWA permitting), Air Quality, Noise Analysis, Hazardous Materials, Historic and Cultural Resources, Visual Resources, and Neighborhood Impacts, were reviewed. The overview of the EAMR was in preparation for the CAC role to review the draft EAMR and provide comments through a letter to the Board of Supervisors.

The third CAC meeting was held on October 18, 2016, at Lawrence Elementary School. This meeting focused on the draft EAMR and the ongoing design progress. The CAC review role and responsibility with respect to commenting on and approving the EAMR was discussed. During the meeting, comments were primarily directed toward landscaping and aesthetics:

- Median treatments should have more rock/decomposed granite or plantings, and less reseeding with annuals because maintenance was a concern.
- Existing entry landscaping at Valencia Road and Via Molino de Viento should be relocated. This includes a saguaro, two large barrel cacti, and decorative boulders placed by the homeowners association.
- Project curb appeal should be considered with the landscaping and public art component. Examples of sidewalk treatment used on portions of Valencia Road near Interstate 19 were provided by a CAC member.

The design team indicated that those issues will be addressed in the design process.

The final CAC meeting was held on November 15, 2016, prior to the open house meeting. The CAC confirmed its review of the EAMR and DCR and provided its concurrence with the documents (see Appendix for CAC letter and meeting minutes).

The CAC has been fully engaged in the process and is supportive of the project design concepts. Having the recent experience of seeing the adjacent Mark Road to Wade Road project completed has provided the CAC with insights as to how the Wade Road to Ajo Highway (SR 86) project should come together. Three CAC members have offered to sit on a project art committee.

9.0 CONCLUSION AND RECOMMENDATIONS

This section (Table 4) summarizes potential project impacts to resources and proposed mitigation.

Table 4. Summary of potential impacts and proposed mitigation

Potential Impacts	Mitigation	Agency Involvement	Responsible Party
Removal of native plants (Section 6.1.1)	Protected native plants are to be preserved in place or mitigated in accordance with the Arizona Native Plant Law, the Environmentally Sensitive Roadway Design Guidelines, the Pima County Regional Flood Control District Regulated Riparian Habitat Mitigation Standards and Implementation Guidelines, and Section 404 of the Clean Water Act, as applicable.	Arizona Department of Agriculture	Pima County Department of Transportation and contractor
Management of invasive plant species (Section 6.1.1)	Implement invasive species management measures as guided by Pima County specification 201-3.04, Noxious and Invasive Vegetation.	Pima County Department of Transportation	Pima County Department of Transportation and contractor
Impact to nesting birds (Section 6.1.1)	The contractor shall plan to complete all vegetation-removal activities on the site from September 1 through February 28 to avoid harming any active bird nests.	U.S. Fish and Wildlife Service	Pima County Department of Transportation and contractor
Impacts to Waters of the United States (Section 6.1.2)	Pima County will conduct work under a Clean Water Act Section 404 Nationwide Permit 14 with Section 401 Water Quality Certification, and the contractor shall comply with the permit conditions.	U.S. Army Corps of Engineers	Pima County Department of Transportation and contractor
	The required Section 402 mitigation measures will be determined during preparation of the Arizona Pollutant Discharge and Elimination System permit application and Stormwater Pollution Prevention Plan. Pima County will prepare a Stormwater Pollution Prevention Plan, and the contractor will implement the Stormwater Pollution Prevention Plan. The Pima County Department of Transportation and the contractor will prepare and file separate Notices of Intent and Notices of Termination with the Arizona Department of Environmental Quality.	Arizona Department of Environmental Quality, Pima County Department of Environmental Quality	Pima County Department of Transportation and contractor

Potential Impacts	Mitigation	Agency Involvement	Responsible Party
Regulated riparian habitat impacts (Section 6.1.2)	The Pima County Department of Transportation will provide on-site landscaping mitigation for impacts to regulated riparian habitat in accordance with the Pima County Regional Flood Control District floodplain and riparian ordinance.	Pima County Regional Flood Control District	Pima County Department of Transportation and contractor
Impacts to floodplains (Section 6.1.3)	A Floodplain Use Permit from the Pima County Regional Flood Control District will be required because more than 0.33 acre of riparian habitat will be impacted.	Pima County Regional Flood Control District	Pima County Department of Transportation and contractor
Construction dust control (Sections 6.1.4 and 6.1.8)	Comply with all dust control measures identified in the Pima County Department of Transportation standard specifications for construction, the Stormwater Pollution Prevention Plan, and the Pima County Department of Environmental Quality Fugitive Dust Activity Permit.	Pima County Department of Environmental Quality	Pima County Department of Transportation and contractor
Utility service interruptions (Section 6.1.6)	Coordination and planning with the utility companies to determine any service interruptions, and notify customers 14 days in advance.	Multiple utilities	Utility or contractor
Maintenance of access (Sections 6.1.8 and 6.2.2)	Implementation of a traffic control plan and maintenance of access to residential subdivisions and Ajo Highway/State Route 86. Obtain an Arizona Department of Transportation Encroachment Permit.	Pima County Department of Transportation, Arizona Department of Transportation	Pima County Department of Transportation and contractor
Construction noise (Section 6.1.8)	Construction equipment noise minimized by use of properly muffled equipment, maintenance of equipment, and placement of equipment away from residential receivers. Compliance with Pima County noise ordinance (Pima County Code Chapter 9.30.070).	Pima County Department of Transportation	Pima County Department of Transportation and contractor
Cultural resource site impacts (Section 6.1.9)	If previously unidentified cultural resources are encountered during construction, work at that location shall be halted immediately and the resources shall be secured and protected. The Arizona State Museum and the Pima County Office of Sustainability and Conservation Cultural Resources and Historic Preservation Division shall be contacted immediately.	Arizona State Historic Preservation Office, Arizona State Museum Pima County Office of Sustainability and Conservation Cultural Resources and Historic Preservation Division	Pima County Department of Transportation and contractor
Visual impacts due to road and drainage structure construction (Section 6.1.10)	Incorporate landscaping, reseeding, structural treatments, and public art, where practical.	Pima County Department of Transportation	Pima County Department of Transportation and contractor

Potential Impacts	Mitigation	Agency Involvement	Responsible Party
Potential presence of asbestos-containing material and lead-based paint (Section 6.1.7)	If any hazardous materials are encountered during construction, work shall cease at the location and the Pima County Engineer shall be contacted to arrange for the proper assessment, treatment, and disposal of those materials. Milling of asphalt with pavement striping will not require testing for lead-based paint if materials remain on the project site; however, for all other paint removal methods, testing for lead-based paint shall be conducted prior to demolition and removal.	Pima County Department of Transportation	Pima County Department of Transportation and contractor

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Appendix

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PIMA COUNTY
TRANSPORTATION

VALENCIA ROAD: WADE ROAD TO AJO HIGHWAY
DOT PROJECT # 4RTVWE
COMMUNITY ADVISORY COMMITTEE (CAC) MEETING

Date: Thursday, August 25, 2016
Time: 6:00 p.m. to 7:30 p.m.
Location: Lawrence Elementary School
4850 W. Jeffery Road
Tucson, AZ

I. INTRODUCTIONS

The Project Team was introduced, along with those members in attendance from the CAC. A listing of the CAC, Project Team and others in attendance is attached.

II. CAC BACKGROUND & RESPONSIBILITIES

The Project Team reviewed the background/intent of the CAC and also reviewed Community Participation and Mitigation Ordinance contained in the second section of the CAC notebook. A Chairman (Martin Rios) and Vice Chair (Anthony Savoca) were selected.

III. CAC NOTEBOOK and CONTENTS

CAC members were each provided a project CAC notebook. The contents of the notebook were reviewed with the CAC. The notebook includes the CAC related ordinance, visual map of the project with an overlay of the proposed new roadway, a calendar for the next year for meeting and scheduling purposes, a section reserved for the Environmental Assessment and Mitigation Report (EAMR), and handouts representing a visual analysis (future views) of the roadway along Valencia Rd. Note that some notebooks will require updating for all documents at the next meeting.

IV. OVERVIEW OF PROJECT

Paul Bennett provided an overview of the project, which consists of the widening of approximately 2.75 miles of Valencia Rd. from an existing 2 lane roadway to a 4 lane desert parkway between Mark Rd. and Ajo Highway (SR86) in compliance with the RTA Regional Transportation Plan. This effort will complete RTA Project #21, as the first stage of widening Valencia Rd. between Wade Rd. and Mark Rd. is currently being constructed. The cross section of this portion of Valencia Rd. will mirror the earlier section, and consist of a raised median divided roadway, with two travel lanes in each direction, bike lanes, appropriate turning lanes, and pedestrian facilities.

V. DRAFT DESIGN CONCEPT REPORT (DCR)

Mr. Bennett provided a high level review of both the Design Concept Report (DCR) and the Initial Design Plans. These documents were both provided to each of the CAC members in attendance. Specific sections in each document were pointed out to the members in an effort to further familiarize them with the project. They were also told that they could contact us should they have specific questions or would like to review some area in more or additional detail.

VI. PROJECT SCHEDULE

An update of the project schedule was provided, indicating that the project was in its initial design phase, with the development of the DCR and the EAMR. The timeline was to review and approve the DCR in the next month and then move to the review and approval of the EAMR in the subsequent two months. This would then allow for the completion of these base planning documents by the CAC and their submission to the Board of Supervisors (BOS) for final approval in late 2016 or very early 2017. Concurrent to this would be the development of the next stage of roadway plans. Once these efforts are completed, Final Plan Design would be initiated, with a tentative bidding of the project to occur late in 2017 or early 2018, dependent upon utility relocation efforts, which should start occurring during the summer of 2017.

VII. PUBLIC ART INVOLVEMENT

There was a discussion regarding what everyone thought about the prior project's art piece with mixed reviews. An ensuing discussion occurred relative to the requirement for there to be an art component within the project and the need for two volunteers to sit on the artist selection panel. The CAC was also told that the call to artist for this project had occurred and selection of two committee members to sit on the artist selection panel was made (Fran Buerger & Erin Jacobs).

VIII. UPCOMING MEETINGS

A review of efforts for the upcoming CAC meetings was made. A listing of the months and efforts that were discussed follows:

September – Review/Finalize DCR and Preparation for EAMR
October – Review Draft EAMR
November – CAC – Finalize EAMR and Public Open House
January – BOS meeting – Approve EAMR

Subsequent to review of these, the third Tuesday of each month was chosen for the next three meetings (September 20, October 18, and November 15) at Lawrence Elementary School

IX. OPEN DISCUSSION

Several general comments were made regarding the project, with the group in support of seeing the effort move forward.

X. NEXT MEETING

September 20, 2016, Lawrence Elementary School, 6 – 7:30 p.m.

PIMA COUNTY
TRANSPORTATION

VALENCIA ROAD: WADE ROAD TO AJO HIGHWAY
DOT PROJECT # 4RTVWE
COMMUNITY ADVISORY COMMITTEE (CAC) MEETING

Date: Tuesday, September 20, 2016
Time: 6:00 p.m. to 7:30 p.m.
Location: Lawrence Elementary School
4850 W. Jeffrey Road
Tucson, AZ

I. INTRODUCTIONS
The Project Team and CAC were introduced. A listing of the CAC, Project Team and others in attendance is attached.

II. CAC NOTEBOOK and CONTENTS
CAC members were provided copies of the evening's presentation to be included in their project CAC notebook. An electronic copy of the presentation is also being provided as part of the meeting minutes.

IV. PROJECT UPDATE
An update on the work currently occurring was provided. This includes additional design efforts associated with plan development, drainage, and other environmental reviews. In the field, residences may have or will be seeing spraying for buffelgrass and subsurface investigations (drilling for soil sampling and potholing to verify buried utility elevations – e.g. 42" Tucson Water line).

V. DRAFT DESIGN CONCEPT REPORT (DCR)
A further review of the DCR that had been distributed to the CAC during the previous meeting was made. Key items highlighted as part of the review included the overall roadway cross section (4-lane divided roadway), drainage, pedestrian accessibility/movement (sidewalks and pathway along corridor), intersection configuration, street lighting, landscaping, and other project issues. Specific examples/exhibits of this information were provided as part of the presentation. The CAC commented on their concern with the rock/seeding and overall look with some of the weeds that had emerged in the prior phase of the project. The project team will look to address these concerns as the project landscaping is developed.

VI. ENVIRONMENTAL ASSESSMENT AND MITIGATION REPORT (EAMR) BASICS
The CAC was provided a review of the type of information that will be contained in the EAMR document, more specifically the identification of any impacts associated with the project on the local biology, drainage/floodplain, air quality, noise, hazardous materials, historic and cultural resources, visual resources, or neighborhoods. Preliminary results of the investigations that have occurred along the project corridor were provided to the CAC as part of the presentation. The project EAMR will then include the final narrative addressing each of these in more detail, and is scheduled to be provided to the CAC at the October 18th meeting.

VII. PROJECT SCHEDULE

An update of the project schedule was provided, indicating that the project continued with its initial design and the development of the DCR and the EAMR. This meeting was used to review and come to agreement on the DCR, with the October meeting to be used to initially review the EAMR, with the intent to look to approve that document at the November meeting. This would then allow for the completion of these base planning documents by the CAC and their submission to the Board of Supervisors (BOS) for final approval – based on publication requirements and scheduling in very early 2017. Based on the approval of the DCR/EAMR the project design will then move forward to complete a Final Plans, Specifications and Estimate package that could be advertised for construction towards the end of 2017 or early 2018, pending the timing of utility relocation activities during 2017.

VIII. PUBLIC ART INVOLVEMENT

There was a request for one more volunteer to sit on the artist selection panel. The new addition to the Art Committee was Diosdado Hernandez, whom will join Fran Buerger and Erin Jacobs from the CAC and be part of the Art Committee. It is anticipated that there will be an initial Art Committee meeting in the next month to start the review of the Call to Artists submissions.

IX. UPCOMING MEETINGS

A review of efforts for the upcoming CAC meetings was made. A listing of the months and efforts that were discussed follows:

October 18, 2016	CAC Meeting (6:00 p.m. - 7:30 p.m.) - Review Draft EAMR
November 15, 2016*	CAC Meeting (5:00 p.m. - 6:00 p.m.) – Finalize/Approve EAMR Public Open House (6:30 p.m. – 7:30 p.m.)
January 2017	BOS Meeting – Approve EAMR

* **The committee approved the November meeting to be held as detailed above, with a Public Open House to follow the CAC meeting.**

X. OPEN DISCUSSION

Several general comments were made regarding the vegetation along Valencia Road and concerns for how it looked and be treated with this project – Note crews cleaning the previous project's corridor for weeds over the past few days.

There were a few questions regarding pavement type/composition and a request for access to the geotechnical report, once it was completed.

Note that all project reports, once complete, will be available on the Pima County's Project Website at www.roadprojects.pima.gov

XI. NEXT MEETING

October 18, 2016 Lawrence Elementary School 6:00 p.m. - 7:30 p.m.

Attachments: Attendance List
CAC Presentation

PIMA COUNTY
TRANSPORTATION

VALENCIA ROAD: WADE ROAD TO AJO HIGHWAY
DOT PROJECT # 4RTVWE
COMMUNITY ADVISORY COMMITTEE (CAC) MEETING

Date: Tuesday, October 18, 2016
Time: 6:00 p.m. to 7:30 p.m.
Location: Lawrence Elementary School
4850 W. Jeffery Road
Tucson, AZ

I. INTRODUCTIONS & HANDOUTS

The Project Team was introduced, along with those in attendance. A listing of the CAC, Project Team and others in attendance is attached. CAC members were provided copies of the evening's presentation to be included in their project CAC notebook. CAC members were also provided a hard copy of the *Draft* Environmental Assessment and Mitigation Report. An electronic copy of the presentation is also being provided as part of the meeting minutes' distribution.

II. PROJECT STATUS UPDATE

Work currently occurring with the project was shared with the CAC, including notification of the posting of multiple documents associated with the project on the County web page along with efforts regarding the updating of design plans. In the field, additional work associated with native plant inventory along the corridor has been completed.

III. DESIGN CONCEPT REPORT (DCR) REVIEW COMMENTS

A review of concerns that had been voiced regarding the project was made, These are further summarized below.

Sidewalk/Pathway Discussion

The potential to install sidewalks in place of the path in front of developed areas along the project corridor was discussed. The current design identifies that a 5' sidewalk be installed on the north side of Valencia along areas that are developed and an 8' asphalt path be installed along the entire corridor on the south side, both of these being consistent with design of the recently completed section of the Valencia Road. Comments were made that a sidewalk in front of the developed parcels would be more aesthetic than the path. Addition discussion occurred with the group. It was explained that the inclusion of the path was to allow for multiple modes of movement (e.g. walking, bikes, and even horses as a possibility) as compared to a sidewalk. The path would also maintain continuity thru the entire corridor. It was also explained that the use of sidewalks should only be for walking – due to their width. It was also mentioned that the City of Tucson prohibits bicycle use on sidewalks. It was commented that the CAC should further review this and it could be something they comment on as part of their overall review of the project.

Median Landscaping

Committee voiced concern that landscaping in medians needed to not include grasses and instead should be a cleaner more urban look – additional plantings and rock. This will be incorporated into the plans for this section of the project.

IV. *DRAFT* ENVIRONMENTAL ASSESSMENT & MITIGATION REPORT (EAMR)

Committee members were provided with copies of the *Draft* EAMR. The document was then reviewed with the committee, with specific focus on the sections pertaining to Environmental Screening, Biological, Drainage & Clean Water Act, Floodplain, Air Quality, Noise, Utilities, Hazardous Materials, Construction, Historic/Cultural Resources, Visual Resources, Neighborhood Impacts, Agency Coordination, and Public Participation. Details of the types of analysis that went into reviewing each of these areas was discussed, along with the various mitigation strategies to be incorporated into the project.

As each section of the EAMR was reviewed and discussed with the CAC, various comments/concerns were voiced by the members. These, along with responses are listed below:

- Art be installed sufficiently away from roadway/other features - Project Team and Art Selection Committee to be reminded of this concern.
- School Bus Pulling Off Roadway – Buses sometimes pull off onto the dirt shoulder for pick-up and drop-off. This will change once the new roadway is built due to there being a paved shoulder and sidewalks/walking path.
- Flaggers during construction – Concern with flaggers doing job when project is under construction. Project Team to note concern and communicate/coordinate with contractor once project is bid for construction.
- Open Range Sign – To be removed with construction project.
- Valencia & Camino Verde Intersection (Southbound thru/right signal timing) – To be reviewed by PCDOT Traffic relative to improvements to signal timing.
- Median – Casino to Wade – concern with weeds – PCDOT to continue removal/spray for weeds
- Schedule - Utility work anticipated to start late spring/early summer 2017 and construction starting early 2018.
- Emergency Responders – Assure access during construction – to incorporate monthly review sessions with responders while project is under construction.
- More Urban Median Look – Identified and will be incorporated as part of Design/Landscaping. concern
- Traffic Speed/Radar Flasher – Project Team to review with PCDOT Traffic for potential inclusion in project.
- Subdivision Saguaro, Rocks, and Large Boulders – Concern by subdivision HOA relative to being able to transplant saguaro and salvage rocks/boulders. To be reviewed by Project Team, with relocation to be included as part of project efforts.

After the EAMR was reviewed, the CAC was again provided information relative to their role in reviewing the project, and developing a comment letter for submission to the Board of Supervisors. The CAC Chair, Mr. Martin Rios asked others on the committee for assistance in developing comment letter over the next few weeks (prior to the November 15 meeting), with Mr. Dean Wingert offering his assistance.

V. PUBLIC ART INVOLVEMENT

The art selection panel/committee has been contacted to set up meeting and start the review process, with three members of the CAC serving on the evaluation panel. The first meeting is scheduled for November 7, 2016 to start the review of the Call to Artists submissions.

VI. UPCOMING MEETINGS

A review of efforts for the upcoming CAC meetings was made. A listing of the months and efforts that were discussed follows:

November 15, 2016*	CAC Meeting (5:00 PM - 6:00 PM) – Finalize/Approve EAMR Public Open House (6:30 PM – 7:30 PM)
January 2017	BOS Meeting – Approve EAMR

* **The committee approved the November meeting to be held as detailed above, with a Public Open House to follow the CAC meeting.**

VII. PROJECT WEBSITE

Note that all project reports can be found on the County's Project Website at http://webcms.pima.gov/cms/One.aspx?portalId=169&pageId=249315

Attachments: Attendance List
CAC Presentation

PIMA COUNTY
TRANSPORTATION

VALENCIA ROAD: WADE ROAD TO AJO HIGHWAY
DOT PROJECT # 4RTVWE
COMMUNITY ADVISORY COMMITTEE (CAC) MEETING

Date: Tuesday, November 15, 2016
Time: 5:00 p.m. to 6:00 p.m.
Location: Lawrence Elementary School
4850 W. Jeffery Road
Tucson, AZ

I. PROJECT STATUS UPDATE/LETTER OF SUPPORT

The CAC membership in attendance were provided an update on the status of the project and asked if there were any questions pertaining to the Design Concept Report or the Environmental Assessment & Mitigation Report. The status of the artist selection effort was provided, along with a review of the agenda/topics of discussion during the open house meeting that was to follow the CAC's scheduled meeting. General discussion regarding the project and schedule followed. The CAC then discussed/reviewed the EAMR recommendation letter that had been previously circulated in electronic form to the membership, with those in attendance signing the letter.

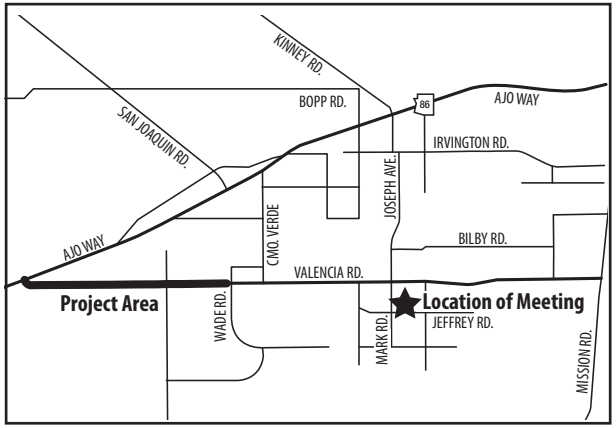
II. UPCOMING EFFORTS

A listing of the month and future efforts follow:

January 2017 BOS Meeting – Approve EAMR

Attachments: Attendance List
EAMR Letter

Priscilla S. Cornelio, P.E., Director
201 N.Stone Avenue, 4th Floor, Tucson, Arizona 85701-1207 • Phone: 520-724-6410 • Fax: 520-724-6439



PIMA COUNTY TRANSPORTATION

RTA Regional Transportation Authority

Pima County Department of Transportation

Public Open House
Valencia Road: Wade Road to Ajo Way Improvement Project

Tuesday, November 15, 2016 • 6 – 7:30 p.m.
Presentation at 6:15 p.m.
Lawrence Elementary School, 4850 W. Jeffery Road

The Pima County Department of Transportation (PCDOT) and the Regional Transportation Authority (RTA) invite you to attend a public open house for Valencia Road: Wade Road to Ajo Way.

This project will include the following improvements: widening the existing roadway from two lanes to four, raised medians, bike lanes in each direction, sidewalks and a multi-use pathway for pedestrians.

Representatives from the project teams will be available to answer questions and address comments regarding these projects. Maps and project information will be on display.

For more information about the public open house, visit: **www.roadprojects.pima.gov**.

Individuals with disabilities who require accommodations for effective participation and communication during this meeting should call Carol Brichta with PCDOT Community Relations at **520-724-6410** by Friday, Nov. 4, 2016 to make appropriate arrangements. All meetings sites are accessible.

Para información en español, contacte a Annabelle Valenzuela al **520-724-6410**.

OPEN HOUSE
Valencia Road:
Wade Road to Ajo Way

Tuesday, November 15, 2016
6:00 p.m. to 7:30 p.m.

INFORMATION SHEET

The Pima County Department of Transportation is beginning the design stages of the Valencia Road: Wade Road to Ajo Way improvement project. This project is part of the Regional Transportation Authority program (1/2 cent sales tax) passed by the voters in May of 2006.

The proposed improvements consist of widening the existing roadway in order to improve safety, reduce congestion, improve operations and increase mobility. Some of the potential improvements that will be considered and evaluated include additional travel lanes, raised landscaped median, bike lanes in each direction and a multi-use pathway for pedestrians.

Timeline for the project will be:
Final DCR/EAMR – December 2016
Initial Design Plans – May/June 2017
Final Design Plans – Fall 2017
Bid/Advertisement/Award – Spring 2018
Construction – Late Spring 2018 (Duration – Approximately 24 months)

Contact Information:

Paul Bennett, P.E., Project Manager
Pima County Department of Transportation
(520) 724-6408
E-mail: Paul.Bennett@pima.gov

Carol Brichta, Program Coordinator
Pima County Department of Transportation
(520) 724-6442
E-mail: Carol.Brichta@pima.gov

For additional information please visit the project website at www.roadprojects.pima.gov/ Valencia Road: Wade Road to Ajo Way.

Para información en español, contacte a Annabelle Valenzuela al 520-724-6410.

We would like to hear your comments and concerns regarding the Valencia Road: Wade Road to Ajo Way Improvement Project. Your opinions are very important to us.

1. What is your primary interest in Valencia Road? (Check all that apply)

- o I live in rented property adjacent to this section of Valencia Road.
- o I own the property in which I live in the area adjacent to this section of Valencia Road.
- o I own rental property in the area adjacent to this section of Valencia Road.
- o I regularly drive through this section of Valencia Road.
- o I regularly walk or bike through this section of Valencia Road.
- o Other (business, school, etc.)

2. Please describe what you like about this project:

_____
_____
_____

3. Please list any comments you have about design elements of the proposed roadway improvements, such as vehicle lanes, bike lanes, sidewalk, median, intersections, utilities, drainage, access, etc.

_____
_____
_____
_____

4. Please list any other comments you have about environmental elements of the proposed roadway improvements, such as landscape, noise, visual impacts, etc.

_____
_____
_____
_____

5. Please provide any ideas you may have for the art concept on the project.

_____
_____
_____

Name: _____ **Date:**_____
Address:_____
City: _____ **State/ Zip:**_____
E-mail:_____ **Telephone:** _____

Please return by Tuesday, November 22, 2016 to Carol Brichta, Pima County Department of Transportation 201 N. Stone 4th floor, Tucson, Arizona 85701 or fax to (520) 724-6439 or email to Carol.Brichta@pima.gov Project information can also be viewed at www.Roadprojects.pima.gov Valencia Road: Wade Road to Ajo Way.

Mr. Paul Bennett, P.E., Project Manager
Pima County Dept. of Transportation, Community Relations Division
210 N. Stone Ave., 4th Floor
Tucson, AZ 85701

November 15, 2016

RE: Valencia Road: Wade Road to Ajo Highway
Environmental Assessment and Mitigation Report (EAMR)

Dear Mr. Bennett:

The members of the Citizens Advisory Committee (CAC) for this Valencia Corridor Project segment (Wade Road to Ajo Highway) have reviewed the Draft Environmental Assessment and Mitigation Report as prepared by EcoPlan Associates. The Draft EAMR is dated October 18, 2016 and was presented to our Committee on that same date.

In general, the CAC accepts the findings and looks forward to the construction of the roadway improvements as presented. The Committee also believes that the project will be of great benefit to the region and will significantly improve vehicular and pedestrian safety, and improve the drainage issues and overall quality of life.

The Committee has been able to observe the recently-completed County improvements to Valencia Road from Mark Road to Wade Road, and offers the following suggestion to the project management team:

- Median landscaping should consist of a more formal mix of desert trees and shrubs, along with a thick ground cover consisting of earth-tone crushed granite stone, rather than the wild grass seed mix that the County has utilized from Mark Road to Wade Road. We would ask the team to look at other median landscape treatments that have been successfully used in the past, rather than attempt to design an entirely new, innovative, unproven concept with this project. We believe an overall attractive landscape treatment can be accomplished while still allowing the County to have an ongoing low-maintenance and low water-use roadway section.

The CAC thanks the Project Team for their work thus far and for the opportunity to participate and comment.

Respectfully submitted,

Martin Rios, Chairman

Anthony Savoca, Vice-Chair

Erin Jacobs, Member

Fran Buerger, Member

Diosdado Hernandez, Member

Dean Wingert, Member

Pete Smith, Member

Doug Sepanik, Member

Arturo Moran, Member

Ted Burgos-Destephanis, Member

Czarina Carrillo, Member

Kimberly Eckley, Member

Denise Denton, Member