

Houghton Road Corridor

Irvington Road to Valencia Road
Houghton Road Bridge over the Union Pacific Railroad
Union Pacific Railroad to Interstate 10

Public Meeting Summary
Wednesday, Oct. 3, 2012



**City of Tucson Department of Transportation (TDOT)
Regional Transportation Authority (RTA)**

**HOUGHTON ROAD CORRIDOR
Irvington Road to Valencia Road
Houghton Road Bridge over the Union Pacific Railroad
Union Pacific Railroad to Interstate 10**

PUBLIC MEETING SUMMARY

Overview

The City of Tucson Department of Transportation and the Regional Transportation Authority held a public meeting to provide information and solicit comments on the construction of the Houghton Road: Irvington Road to Valencia Road project and the design of the Houghton Road Bridge over the UPRR and the Houghton Road: UPRR to I-10 projects.

Location and Date

Wednesday, Oct. 3, 2012, 6 to 7:30 p.m.
Desert Sky Middle School, Multipurpose Room
9850 Rankin Loop
Tucson, AZ 85747

Attendance

Team members

TDOT – M.J. Dillard
City of Tucson Ward IV Office – Andy Squire
RTA MainStreet Business Assistance – Britton Dornquast, Priscilla Fernandez
Psomas – Alejandro Angel, Brandon Gaumont
Hunter Contracting – Chuck English, Steve Hoffman
Structural Grace – Jorge Montoya
Project Artist – Nina Borgia-Aberle
Gordley Group – Melissa Anguiz, Jan Gordley, Lori Lantz

Public

Approximately 58 members of the public attended.

Public Notification and Information

Notification for the public meeting included:

- Government official notification emailed on Sept. 17.
- Invitation mailed to approximately 6,000 residents, businesses, property owners and stakeholders in the project area on Sept. 18.
- Advertisement in Arizona Daily Star published on Sept. 18.
- News release emailed to local media on Sept. 26.
- Invitation emailed to stakeholders on Sept. 27.



Meeting Format, Materials and Presentation

At the public meeting, participants were asked to sign in and were provided a meeting agenda, fact sheet and comment form. Comment forms encouraged public input. Participants were asked to fill out and leave completed comment forms at the meeting or send them in by Oct. 17, 2012, to be included in the public meeting summary.

Staffed information stations with maps and informational displays were provided to allow participants to ask questions specific to the area of their interest. The stations included information about the Irvington Road to Valencia Road construction, Irvington Road to Valencia Road project art, Houghton Road Bridge over the UPRR design, Houghton Road: UPRR to I-10 design, landscape architecture and RTA MainStreet Business Assistance Program.

A presentation was given at 6:20 p.m. by TDOT Project Manager M.J. Dillard. M.J. provided an overview of the project and explained that the contractor for the Irvington Road to Valencia Road construction was in attendance to answer questions and listen to comments and suggestions. Following the presentation, M.J. opened the meeting to questions.

Subsequent to the question-and-answer session, participants were provided the opportunity to visit information stations and view displays. Representatives from the City of Tucson, RTA MainStreet Business Assistance, Psomas, Hunter Contracting, Structural Grace and Gordley Group, along with the Houghton Road Corridor art planner, answered questions pertaining to the project at the information stations. Attendees were also encouraged to complete comment forms and visit the project website at www.houghtonroad.info. 26 written comments were received from Sept. 18 through Oct. 17 and are included in the comment summary.

Comments and Questions from the Public

Q: Can you put the PowerPoint meeting presentation on the website?

A: Yes, we will post tonight's presentation on the project website.

Q: What kind of pavement will be used at intersections?

A: We have found that rubberized asphalt is coming apart or raveling and does not work well at intersections due to the turning actions of vehicle wheels, therefore regular asphalt will be used at intersections. Noise-reducing rubberized asphalt will be used on the rest of the roadways.

Q: Bus pullouts are shown in the plan. Is a bus route anticipated in this area?

A: We are planning for the next 30 years and anticipate that a bus route will be added sometime in the future.

Q: The Houghton Road and Interstate 10 intersection doesn't have a signal. Will there be a signal light when exiting I-10 to go north on Houghton Road?

A: This is a complex intersection because the State has jurisdiction over certain segments and is responsible for funding. Additional planning and coordination with the State will



need to take place. An additional free lane will be provided so drivers won't have to merge onto Houghton Road.

Q: When is the construction groundbreaking ceremony?

A: The groundbreaking ceremony is planned for Nov. 15, 2012 at 10 a.m.

Q: Will Houghton Road have four lanes going over the railroad?

A: There will be six lanes.

Q: The intersection of Golf Links Road and Houghton Road is already busy due to Walmart and Quick Trip. How can you construct that part of the project now?

A: This section will be moving up in the implementation plan schedule and we are working on the addition of a median and right turn-lane for traffic control at Walmart.

Q: What would be the timeline for the design of the Houghton Road and Golf Links Road intersection?

A: Design will take one to two years. Right-of-way acquisition will take an additional year, with one to two years for construction. Completion will take approximately five years. The project team and Council Member Scott are pushing this forward as a priority.

Q: Is the Pantano Bridge part of a project?

A: The Pantano Bridge will be addressed in another segment. The current bridge was designed for expanded capacity by adding another bridge to the side of the existing bridge.

Q: Will the bridge project use the concrete beams that have been stored there?

A: We will look into that possibility.

Q: I am concerned about traffic flow of vehicles and bicycle space during construction, mainly the Poorman Road to Valencia Road section. I ride my bicycle on this segment and I'm concerned about bicycle access since there is no alternate route in this area of Houghton Road.

A: We will take maintaining bicycle access during construction for the widening project into consideration.

Q: What is the design progress of Valencia Road to I-10?

A: The design for the Valencia Road to Old Vail Road/Mary Ann Cleveland Way project is 30 percent complete. Houghton Road over the Union Pacific Railroad is 30 percent complete. Houghton Road: Union Pacific Railroad (UPRR) to I-10 is 20 percent complete. The timeline is mostly defined by completing federal and environmental clearances and working with the UPRR.



- Q: Why is the implementation plan organized in a way that does not provide a continuous traffic flow of six lanes?
- A: Funding availability affects the implementation timeline. We need to move forward with construction as funding becomes available for each segment. Tucson Department of Transportation and Council Member Scott are working to push these projects forward as quickly as possible when funding becomes available. The Houghton Road and Golf Links intersection and Valencia Road to Old Vail Road/Mary Ann Cleveland Way roadway are a priority. The Houghton Road over the UPRR and Houghton Road: UPRR to 1-10 projects are in design because federal funds are available.
- Q: How much is noise reduced by rubberized asphalt?
- A: Rubberized asphalt reduces noise levels by three decibels, which is a noticeable difference.
- Q: Is the Broadway Boulevard to 22nd Street project being done concurrently with the Irvington Road to Valencia Road improvements?
- A: Yes.
- Q: How are you addressing elevation changes?
- A: There will be elevation changes, which will include fixing several drop-offs as the road is widened.
- Q: Is there state land in the project area?
- A: Yes.
- Q: Will trees be affected?
- A: We will preserve as many trees and plants as possible. Each tree that needs to be removed from the construction area is required to be replaced with three new trees.
- Q: Will the speed limit increase?
- A: The speed limit will be maintained at 45 mph.
- Q: Why do you use asphalt instead of concrete on the sidewalks?
- A: Asphalt is used to keep a more rural feeling; it blends better with natural grasslands, and is more cost-effective.



Houghton Road Corridor Meeting Comment Summary



City of Tucson Department of Transportation

HOUGHTON ROAD CORRIDOR

Irvington Road to Valencia Road ● Houghton Road Bridge over the Union Pacific Railroad ● Union Pacific Railroad to Interstate 10

Oct. 3, 2012, Public Meeting Comment Summary

Date	Comment type	Name	How did you hear of this meeting?	At other mtgs for HRC?	Comment summary
Sept. 23, 2012	Email	D. Scott & Claudette Welch	N/a	N/a	<p>Please notify me of the next Houghton Road meeting. I would be very interested to attend.</p> <p>I am particularly concerned about the corner of Houghton and Golf Links, which is already badly designed. With the opening of the Wal-Mart and QT, that intersection is going to be a nightmare.</p> <p>Imagine if you will, the congestion of a two-lane, major artery leading to a 100,000-square foot Wal-Mart! I do believe people will die along Houghton Road due to accidents within one-half mile of this intersection.</p> <p>This section being constructed in eighth place out of nine projects doesn't make sense! (Especially since only one project (the easiest one) has been completed.) I believe your studies show that Project Eight is the busiest of the Houghton Road Project, and it will only get worse. I hope there will be rethinking of the order of construction along Houghton to take this into account.</p> <p>Having been an estimator for Sundt Construction for many years, I understand the complexities involved in changing plans, but I also know that in the interest of public safety, mountains can be moved.</p>
Sept. 27, 2012	Online comment form	Anonymous	N/a	N/a	<p>Several of my neighbors and I were wondering about the impact on our community of the Irvington to Escalante part of the Houghton Road construction. It's hard enough to get out of Saguaro Canyon, and with the proposed six lanes, that will really put some hardships on the people who want to go south or turn left out of the subdivision. I do hope that a traffic light has been tossed around as an idea of traffic control.</p>
Sept. 27, 2012	Email	Jonathan Jump	N/a	N/a	<p>Great news! Houghton will be much safer and nicer.</p>
Sept. 27, 2012	Email	Barry Kitay	N/a	N/a	<p>Thank you, for the invitation for the meeting. Unfortunately, I will be out of town all next week. Will there be any other meetings or is there a website that has the information available that will be discussed?</p>



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Oct. 3, 2012, Public Meeting Comment Summary

Date	Comment type	Name	How did you hear of this meeting?	At other mtgs for HRC?	Comment summary
Sept. 28, 2012	Email	Ken Moyes	N/a	N/a	<p>Is it possible for the City to share its rationale on how the order of RTA projects start and end is chosen? For example, Houghton Road from I-10 to Old Vail: no schedule. Old Vail intersection is only completed due to the developer. From Old Vail to Valencia: no schedule. Yet in the middle of the flow from I-10 to Broadway, the Irvington to Valencia section is now finally ready to start. From Irvington to 22nd: nothing. From 22nd to Broadway: planning activity.</p> <p>Is a dart board used or is there a plan that makes sense? From I-10, this road will be going from one lane to three lanes at Old Vail, then again from one lane to three lanes at Valencia, then again at Irvington from three lanes to one lane, then from Irvington one lane to 22nd Street where we do three lanes again to Broadway. This hodgepodge will exist for 15 to 20 years - clearly inhibiting development. How will this interweave with the current economic development from Wal-Mart alone, with two stores on the Houghton route?</p> <p>There is a major development going in at Old Vail and Houghton, yet the RTA project for this section is not scheduled from Valencia to Old Vail. This project will clearly deliver important critical sales tax revenue to the City, yet to get to it from I-10 will be a nightmare. If an explanation can be provided, I would very much like to hear it.</p>



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Sept. 28, 2012	Email	Ken Moyes	N/a	N/a	<p>M.J. I don't doubt for one minute that you work hard every day, all the time. I also believe you work smart. This is mostly addressed to Andy Squire for Shirley, Paul Cunningham, and Alan Tanner more than you. If you were on the outside and read what you very promptly and painstakingly provided, you would be scratching your head. I am well aware that the overall planning decision did and does not fall to you and that you play the cards as dealt. So this critique is not about you and only about the top-level leadership. Yes, I know it is politics and I have learned enough about politics to know that it gets in the way of clear thinking as to an end result. Would it be possible for the powers to be, and that includes Shirley and Paul, and I remind them that neither of whom received a majority of the vote in their wards, to take an overview of this overall plan. From where we stand today, what is the best approach, not politics related, but growth related to one of the future revenue producing development (sales tax and property tax) leaders in the city - it will bring in fresh non-Tucson citizen dollars from the county despite the sales tax disparity. Clearly the national economy will not cure any sins, so we will have to find a way to make some prosperity ourselves. When you take a 30,000 foot view of the southeast side of this city, the first thing you see is good roads that lead into bad roads, etc., with little big development. We desperately need to connect Golf Links with a revamped Houghton, to Valencia (a revamped Valencia), then continuing to I-10 via Houghton. If you want economic development (re: sales tax revenue and jobs) to move along without the expected impetus of a growing national economy you must determine how to make vital connections among the neighborhoods, shopping, and businesses - then connect it all to the interstate. Easier said than done, but we need the REGIONAL Transportation Agency and the Tucson Department of TRANSPORTATION to employ an overall plan that provides impetus to growth, not impetus to budget juggling and political favors. This is of course above your pay grade, but it is not above Shirley and Paul's pay grade. It is not above the RTA's pay grade. We have a Houghton Corridor plan that has gathered dust and I might say that much of it was wishful thinking. How about a more compact and back of the envelope type Houghton southeast development plan starting with roads that are good and lead to development and economic prosperity. A plan designed to move people to development and not a dart board or as it appears letting issues drive the result.</p>



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Sept. 28, 2012	Email	Brian Stevens	N/a	N/a	The address on South Houghton is in my district along with two other Chiefs. Chief Nofs isn't currently assigned there. I looked on the website last night and saw the upcoming improvements. You can send the invitations to the 5270 S. Houghton address, that will get to the station captains on all three shifts. I can forward you an email group so everyone on this end is aware.
Oct. 3, 2012	Comment form	Anonymous	Mail	No	Very helpful meeting. They seem to realize people and businesses need to be kept up to date and not be disrupted. Thanks for coming!
Oct. 3, 2012	Comment form	Betty Biswell	Rita Ranch email, flier	No	Do you expect any downtime in water/sewer usage during construction? With Houghton widening to six lanes, what is the reasoning for the 45 mph speed limit?
Oct. 3, 2012	Comment form	Ken Bruntmyer	Rita Ranch email	Yes	No comment.
Oct. 3, 2012	Comment form	Michelle Chandler	Word of mouth	No	Huge concern for Houghton Road northbound from Mary Ann Cleveland Way to Rita when school gets out. Back-up in left-turn lane stops traffic.
Oct. 3, 2012	Comment form	Todd Craig	Mailer	Yes	Thank you for keeping us involved and informed.
Oct. 3, 2012	Online comment form	Tracy Foster	N/a	N/a	I'm looking forward to the multilane project. I am concerned about the bottleneck being created between Phase 2 of the Irvington to Valencia section and Phase 3 of the Broadway to 22nd section. When coming down Houghton off of Tanque Verde -- my daily route along with numerous others -- I will enjoy the three lanes from Phase 3, then hit a bottleneck at 22nd Street going back to one lane (where traffic really starts backing up currently) until Irvington. I see this as a traffic jam for three years or more, instead of an improvement. Any alternative phased plans in place to address this?
Oct. 3, 2012	Comment form	Dave Gibbens	Postcard	No	Answered most of our questions and concerns. Our backyard is Houghton, so increased noise from two to six lanes is a huge concern.
Oct. 3, 2012	Comment form	Rudy Lopez	Board	Yes	Very good meeting. Things are moving. Thanks for everything. Would like to know when the construction meetings are. Nov. 15?



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Oct. 3, 2012	Comment form	Andrew Malleod	Newspaper, mailing	No	Next meeting, please have MJ Dillard introduce herself and bring the team up front for introductions. Allow more time for general project questions. Email addresses on contact sheet. Please post info from PowerPoint and map boards to website (if not already there). Thank you.
Oct. 3, 2012	Comment form	Roger Montemayor	No answer	No answer	Please let me know when the presentation and other relevant material presented tonight is posted on the website.
Oct. 3, 2012	Comment form	Mark Richter	Postcard	Yes	Thanks for keeping us updated on the project. Our questions were answered, and it was a good presentation.
Oct. 3, 2012	Comment form	Mr. & Mrs. Rex Shea	Mail and Vail Voice	No answer	Will there be a stop light at Houghton and I-10? When exiting I-10 on Houghton going north, it is very difficult to see oncoming traffic.
Oct. 3, 2012	Comment form	Claudette Welch	Daughter	Yes	Houghton and Golf Links intersection is dangerous and poorly designed. The signage has been confusing with a STOP sign and a green light. Which takes the right of way? My daughter got a ticket for going on the green light with also a stop sign there. My husband got hit by a "Hummer" who turned right in front of him. I never can go faster than 33 mph in that area. Some stretches of Houghton are 50 mph. Now with six lanes, why lower the speed limit to 45 mph?
Oct. 3, 2012	Comment form	Scott Welch	Daughter in Civano	Yes	I am concerned about the safety of the Houghton and Golf Links intersection. It is currently confusing and dangerous, and with the opening of the Walmart, conditions will only get worse. I hope Shirley Scott can bring common sense (and money) to this project. The Houghton speed limit should be 50 mph. Why widen the road to six lanes from two and reduce the speed from 55 to 45 mph?



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Oct. 3, 2012	Comment form	Al Wiruth	CDRC meeting, newspaper	Yes	<p>Have concern of 600 feet of median on east side of Valencia from Houghton. It will take a long time before commercial is on north side of Valencia east of Houghton.</p> <p>As Valencia intersection will be done last, hopefully, we won't have the "drags" from one layer of asphalt to the new section. Can we have one smooth layer through Valencia intersection?</p> <p>Still wish had piping for reclaimed water so don't have to tear up west side of road in future.</p> <p>When will we begin art project down by Valencia intersection?</p> <p>I do like the rubberized asphalt for the quiet noise.</p>
Oct. 4, 2012	Emailed comment form	Kenneth Lenger	Postcard	No	<p>Thank you for having this meeting, sharing the plans and listening to our concerns. My main concern is for bicycling safety during the construction from Poorman Road to Valencia Road, where there are no alternate routes. Please be sure to provide adequate shoulder for cyclists in this area. Another option that could be considered would be to pave a temporary bike path along the fence along the State Trust land on the east side of Houghton Road, which would connect to the existing bike path along the Mesquite Ranch and Sierra Morado communities.</p>
Oct. 4, 2012	Email	Rudy Lopez	N/a	N/a	<p>I feel it went very well last night. A big thanks for doing it all. Nice show-up group. Let me know when ground breaking will be held.</p>
Oct. 4, 2012	Email	Roger Montemayor	N/a	N/a	<p>I attended last night's Houghton Road Corridor public meeting, which I found to be very informative. MJ Dillard indicated that the presentation she gave last night would be posted to the www.houghtonroad.info website. I looked there this morning, and don't see it yet. Can you tell me when it will be available online?</p>
Oct. 6, 2012	Email	John Congrove	N/a	N/a	<p>Where are the road improvement plans so that I might see how my neighborhood will be impacted?</p> <p>I looked all over this site and was unable to find them.</p>



Houghton Road Corridor Meeting Notification





NEWS RELEASE

Contact: Michael Graham
Public Information Officer
(520) 837-6686
michael.graham@tucsonaz.gov

Date: Sept. 26, 2012
TDD: 791-2639

HOUGHTON ROAD CORRIDOR PUBLIC MEETING – OCT. 3 CONSTRUCTION IS BEGINNING

The public is invited to attend a meeting for three Houghton Road Corridor projects: Irvington Road to Valencia Road, Houghton Road Bridge over the Union Pacific Railroad, and Houghton Road: Union Pacific Railroad to Interstate 10. The project improvements include widening Houghton Road to three lanes in each direction. These projects are part of the overall plan to widen Houghton Road from Tanque Verde to Interstate 10.

Public Meeting

Wednesday, Oct. 3, 2012

6 p.m. to 7:30 p.m. Introduction starts at 6:15 p.m.

Desert Sky Middle School, Multi-Purpose Room, 9850 Rankin Loop, Tucson, AZ 85747

The **Houghton Road: Irvington Road to Valencia Road** project is scheduled to begin construction in October 2012 and last approximately 18 months. One lane of traffic will be maintained in each direction, and access to all properties and businesses will remain open throughout construction.

The design for the **Houghton Road Bridge over the Union Pacific Railroad** project is 30 percent complete. The construction schedule will be identified once an environmental clearance is obtained for this project.

The design for the **Houghton Road: Union Pacific Railroad to I-10** project is 20 percent complete. The construction schedule will be identified once an environmental clearance is obtained for this project.

At the meeting, the public will have the opportunity to view the current design plans and share comments and suggestions with the technical team. The contractor for the Irvington Road to Valencia Road project will be available to answer questions and discuss construction phasing.

The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com. The RTA has a nine-member board with representatives from local, state and tribal governments. While funded through the RTA, the above projects will be managed by TDOT.

The Tucson Department of Transportation (TDOT) keeps Tucson moving smoothly and safely. The Department's nearly 250 employees oversee the maintenance and reconstruction of nearly 1,900 miles of streets and are responsible for hundreds of drainage structures, public art pieces, street lights and signs, and traffic signs and signals in Tucson. TDOT also operates the City's transit services, Sun Tran and Sun Van.

Houghton Road Corridor Public Meeting

IRVINGTON ROAD TO VALENCIA ROAD, HOUGHTON ROAD BRIDGE OVER THE UNION PACIFIC RAILROAD,
UNION PACIFIC RAILROAD TO INTERSTATE 10

The City of Tucson Department of Transportation and the Regional Transportation Authority invite you to attend a public meeting for three Houghton Road Corridor projects. The improvements include widening Houghton Road to three lanes in each direction. These projects are part of the overall plan to widen Houghton Road from Tanque Verde Road to Interstate 10.

Construction is Beginning

The **Houghton Road: Irvington Road to Valencia Road** project is scheduled to begin construction in October 2012. The construction is anticipated to last 18 months. One lane of traffic will be maintained in each direction, and access to all properties and businesses will remain open throughout construction.

Design Continues

The design for the **Houghton Road Bridge over the UPRR** project is 30 percent complete. The construction schedule will be identified once an environmental clearance is obtained for this project.

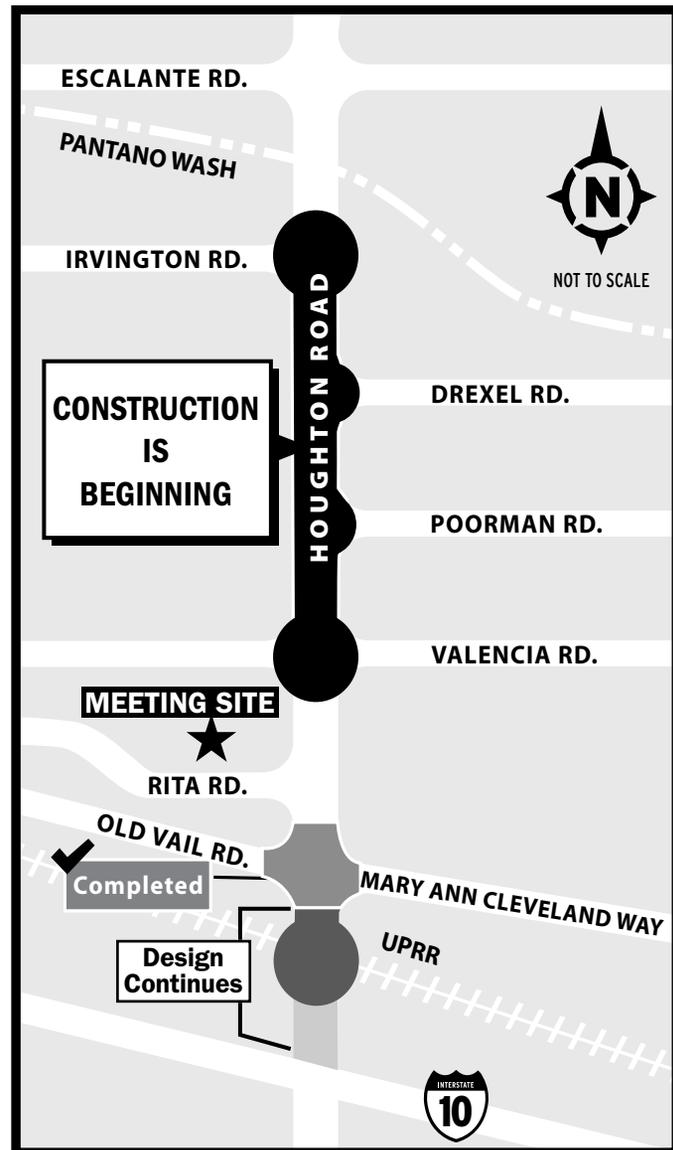
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For More Information

For more information about the public meeting, please contact TDOT Project Manager M.J. Dillard at mj.dillard@tucsonaz.gov or 520-837-6616.

For accommodations, materials in accessible formats, foreign language interpreters, and/or materials in a language other than English, please contact Melissa Anguiz at 520-327-6077 or call 520-791-2639 for a Telecommunication Device for the Deaf (TDD) at least five business days in advance of this scheduled event.



JOIN US, WE VALUE YOUR OPINIONS!

WEDNESDAY, OCT. 3, 2012

6 to 7:30 p.m. Introduction starts at 6:15 p.m.

Desert Sky Middle School – Multipurpose Room
9850 Rankin Loop, Tucson, AZ 85747

More information is available at the project website:
www.houghtonroad.info



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Houghton Road: Irvington Road to Valencia Road

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Houghton Road Bridge over the Union Pacific Railroad

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Houghton Road: Union Pacific Railroad to Interstate 10

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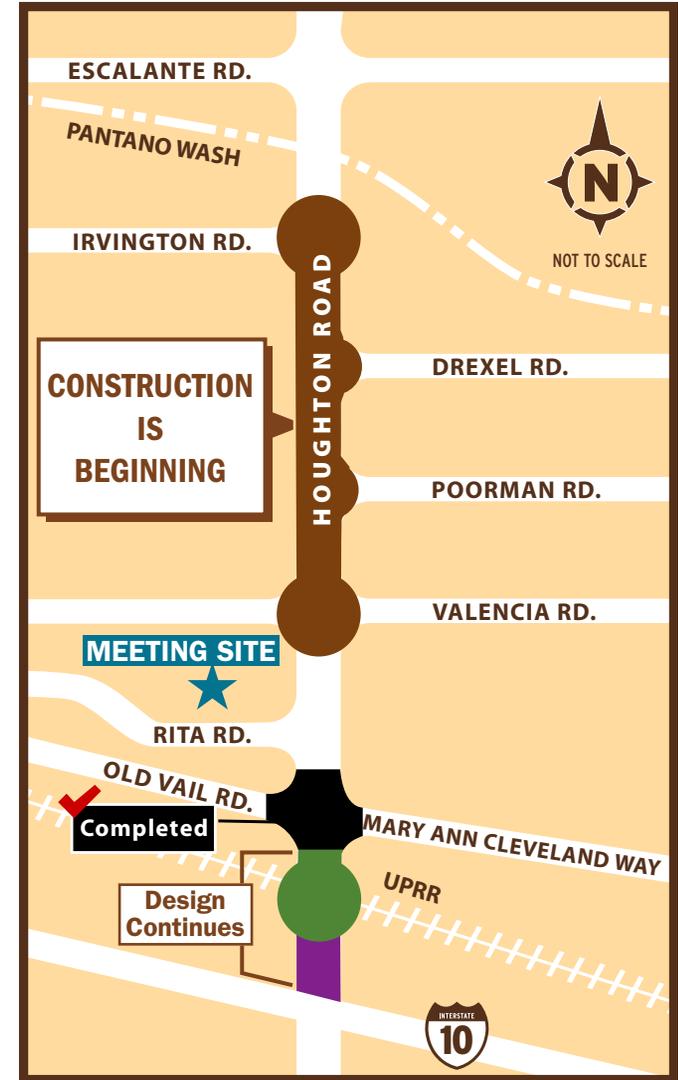
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More information is available at the project website:
www.houghtonroad.info





City of Tucson Department of Transportation
c/o Community Relations
2540 N. Tucson Blvd.
Tucson, AZ 85716

Save the Date -
OCT. 3 PUBLIC MEETING

Construction is on the way!

PRSRST STD
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Houghton Road Corridor Meeting Materials



**HOUGHTON ROAD CORRIDOR
Irvington Road to Valencia Road
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**Public Open House
Desert Sky Middle School
Wednesday, Oct. 3, 2012, 6 to 7:30 p.m.**

AGENDA

6 – 6:15 p.m.

- **Open House with Information Stations**
*Please visit the information stations to view displays.
Project team members are available to answer questions.*

6:15 – 6:30 p.m.

- **Introductions and Project Overview**
*M.J. Dillard, Project Manager
City of Tucson Department of Transportation*

6:30 – 7:30 p.m.

- **Open House – Questions and Answers at Information Stations**
Please direct questions to team members at displays.

Comment Forms: Please write comments, questions or requests on the comment forms provided. This is one of the best ways to express your opinions and have them documented and shared with the project team.

Project Information: Additional information may be found at www.houghtonroad.info



Houghton Road Corridor

IRVINGTON ROAD TO VALENCIA ROAD
HOUGHTON ROAD BRIDGE OVER THE UNION PACIFIC RAILROAD
UNION PACIFIC RAILROAD TO INTERSTATE 10

Houghton Road Corridor Overview

The City of Tucson Department of Transportation (TDOT) is designing improvements to widen Houghton Road with four to six lanes from Tanque Verde Road to Interstate 10. These improvements are made possible by the voter-approved Regional Transportation Authority (RTA) Plan.

Overall Improvements

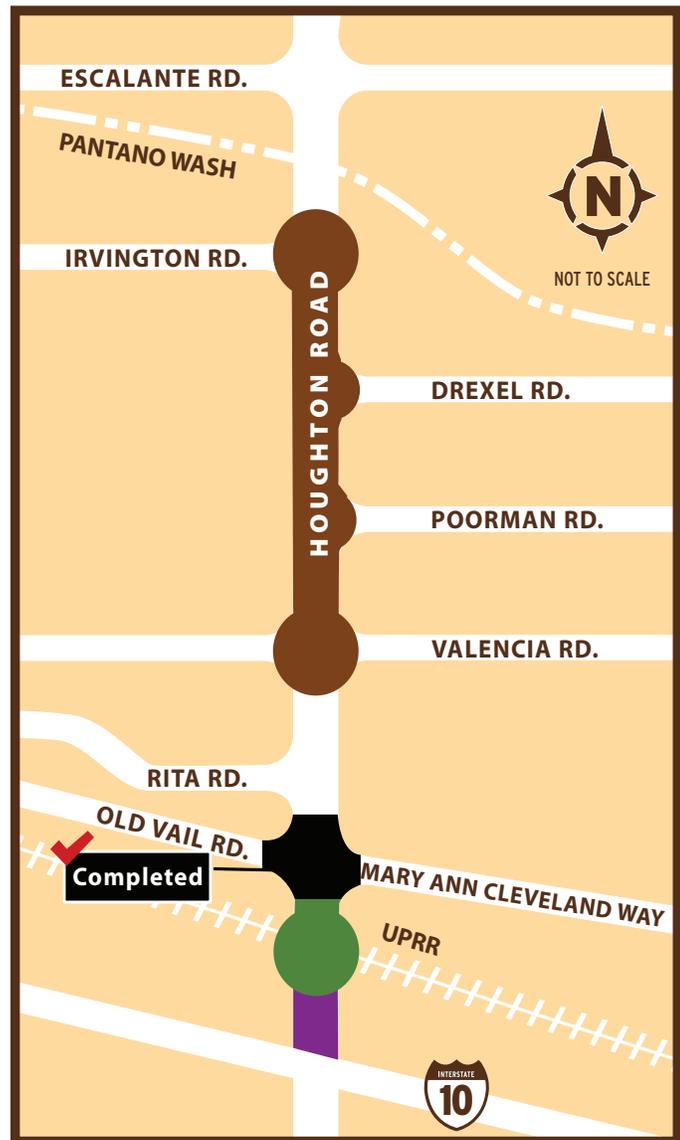
- Widening Houghton Road to a six-lane roadway south of Speedway Boulevard and four-lane roadway north of Speedway Boulevard
- Medians
- Improved intersections with new signalization
- Rubberized asphalt for noise mitigation
- Improved drainage with wildlife-sensitive crossings
- Bicycle, pedestrian and transit facilities
- Native landscaping with water harvesting
- Public art

Houghton Road: Irvington Road to Valencia Road

The design for the Houghton Road: Irvington Road to Valencia Road project is complete. Construction is scheduled to begin in October 2012. This project is made possible by funding from the City of Tucson Department of Transportation, Regional Transportation Authority and Pima County Department of Transportation (PCDOT).

Improvements specific to Irvington Road to Valencia Road

- “Florida T” signalization added at Poorman and Drexel roads to facilitate access and comply with the Houghton Road Corridor signalization spacing requirements. A “Florida T” signal allows left turns from minor streets while through-traffic on Houghton Road continues unimpeded. Examples of “Florida T” signals include Wilmot Road at Park Place Mall and Anklam Road at Pima Community College West Campus.
- Refinement of the drainage design concept at Poorman Road to avoid flooding.
- A retaining wall north of Irvington Road to keep the roadway footprint within the public right-of-way.
- Emergency-vehicle signal provided for the Tucson Fire Department station at Seven Generations Way.
- Development of the final configuration of the intersection at Irvington Road. This will require widening Irvington Road approximately 1,700 feet to the west and 500 feet to the east at the intersection.
- Bus pullouts every half-mile.
- Dual left-turn lanes and dedicated right-turn lanes in all directions at the Valencia Road Intersection.
- Three lanes in each direction on Houghton Road and two lanes in each direction on Valencia Road.



More information is available at the project website:
www.houghtonroad.info



Houghton Road Corridor

IRVINGTON ROAD TO VALENCIA ROAD
HOUGHTON ROAD BRIDGE OVER THE UNION PACIFIC RAILROAD
UNION PACIFIC RAILROAD TO INTERSTATE 10

What to Expect During Construction

Construction for the Houghton Road: Irvington Road to Valencia Road project is anticipated to last 18 months. One lane of traffic will be maintained in each direction, and access to all properties and businesses will remain open throughout construction.

Houghton Road Bridge over the Union Pacific Railroad

The design for the Houghton Road Bridge over the Union Pacific Railroad project is 30 percent complete. This project is made possible by funding from TDOT, RTA, the Federal Highway Administration and PCDOT. The construction schedule will be identified once an environmental clearance is obtained for this project.

Houghton Road: Union Pacific Railroad to Interstate 10

The design for Houghton Road from the bridge over the UPRR to I-10 project is 15 percent complete. This project is made possible by funding from TDOT, RTA and the Federal Highway Administration. The construction schedule will be identified once an environmental clearance is obtained for this project.

Improvements specific to UPRR to I-10

- Additional turn lanes at the I-10 interchange
- Drainage improvements to alleviate flooding of the roadway during major storms
- Park-and-Ride lot on the west side of the road near I-10

Background

Recommendations for the Houghton Road improvements are based on:

- Engineering and environmental considerations
- Public information gathered during the State-run Houghton Road Corridor Study
- Public outreach efforts that were conducted during the City-run Conceptual Design and Final Design phases

These recommendations will continue to be implemented throughout the final design of the projects.

Contact Information

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520-837-6616

Priscilla Fernandez, RTA MainStreet Business Assistance Program

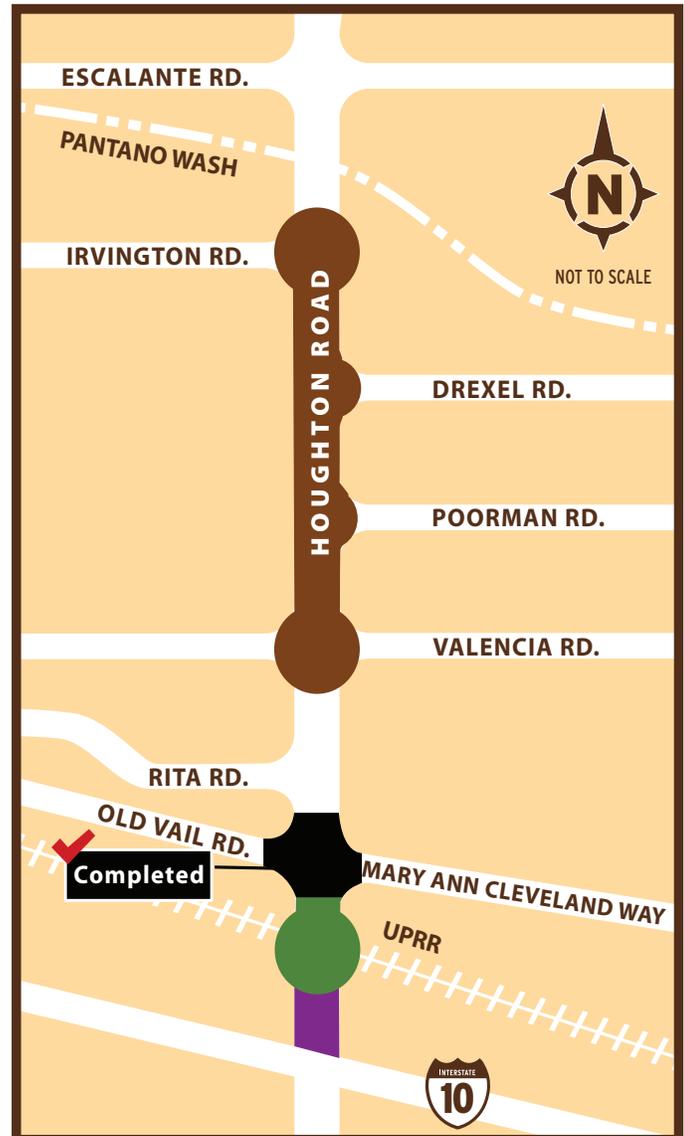
upfrontpriscilla@gmail.com

520-954-0549

Melissa Anguiz, Gordley Group, Community Outreach

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520-327-6077



More information is available at the project website:
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City of Tucson Department of Transportation (TDOT)

Houghton Road Corridor

IRVINGTON ROAD TO VALENCIA ROAD IMPROVEMENTS

CONTACT

For construction or traffic information or concerns

Urgent/immediate on-site issues

Steve Hoffman
Hunter Contracting Field Superintendent
520-954-3040

Marcos Torres
City of Tucson Construction Inspector
520-400-5255

(In an emergency, dial 911)

General or less immediate issues

M.J. Dillard
City of Tucson Construction Project Manager
520-837-6616

Chuck English
Hunter Contracting, Inc. Vice President
520-954-3016

General Houghton Road Corridor or project-specific design issues

M.J. Dillard
TDOT Design Project Manager
520-837-6616
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OTHER CONTACTS

Media

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Public Information Officer
520-837-6686

City of Tucson

Ward 4 Office/Council Member Shirley Scott
520-791-3199

Public Participation/Public Involvement

Gordley Group
520-327-6077

MainStreet Business Assistance

Priscilla Fernandez
Business Assistance Ombudsman/Consulting Partner
520-954-0549



Houghton Road Corridor Meeting PowerPoint Presentation



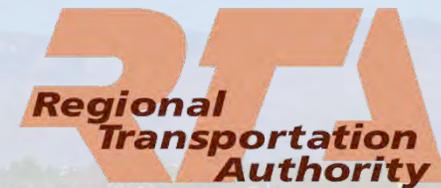


HOUGHTON CORRIDOR Public Meeting Irvington Road to Valencia Road Houghton Road Bridge over the UPRR Houghton Bridge over the UPRR to I-10

October 3, 2012



**CITY OF
TUCSON**





Welcome

- TDOT new director Daryl Cole
- Corridor Update
- Houghton Bridge over the UPRR (30% design complete)
- Houghton Bridge to I-10 (20% design complete)
 - plans, landscaping, art
- Houghton, Irvington to Valencia (**construction starting this month**)



HOUGHTON CORRIDOR Projects to Date

Segment

Status

MAC Way Intersection

Project Completed

Irvington to Valencia

Construction **start this month**

Broadway Intersection

CMAR Request for Qualifications is out

add Broadway to 22nd

Estimated Construction **start early 2013**

Federal Funding

UPRR Bridge

30% designed, Const. est. 2014

UPRR to I-10

20% designed, Const. est. 2014

Funding on hold until 2016

22nd to Escalante

Pending. High priority, Golf Links development (2019)

Valencia to Old Vail/MAC Way

Pending (2020)

Escalante to Irvington

Pending (2021)

Tanque Verde to Speedway

Pending (2022)



HOUGHTON CORRIDOR I-10 to Tanque Verde

Benefits:

- Expands travel capacity
- Improve traffic safety
- Add Transit Enhancements
- Improve connections to:

Tanque Verde	Speedway
Broadway	22nd
Valencia	I-10

Jurisdictions:

- Pima County
- City of Tucson





What is Planned Scope

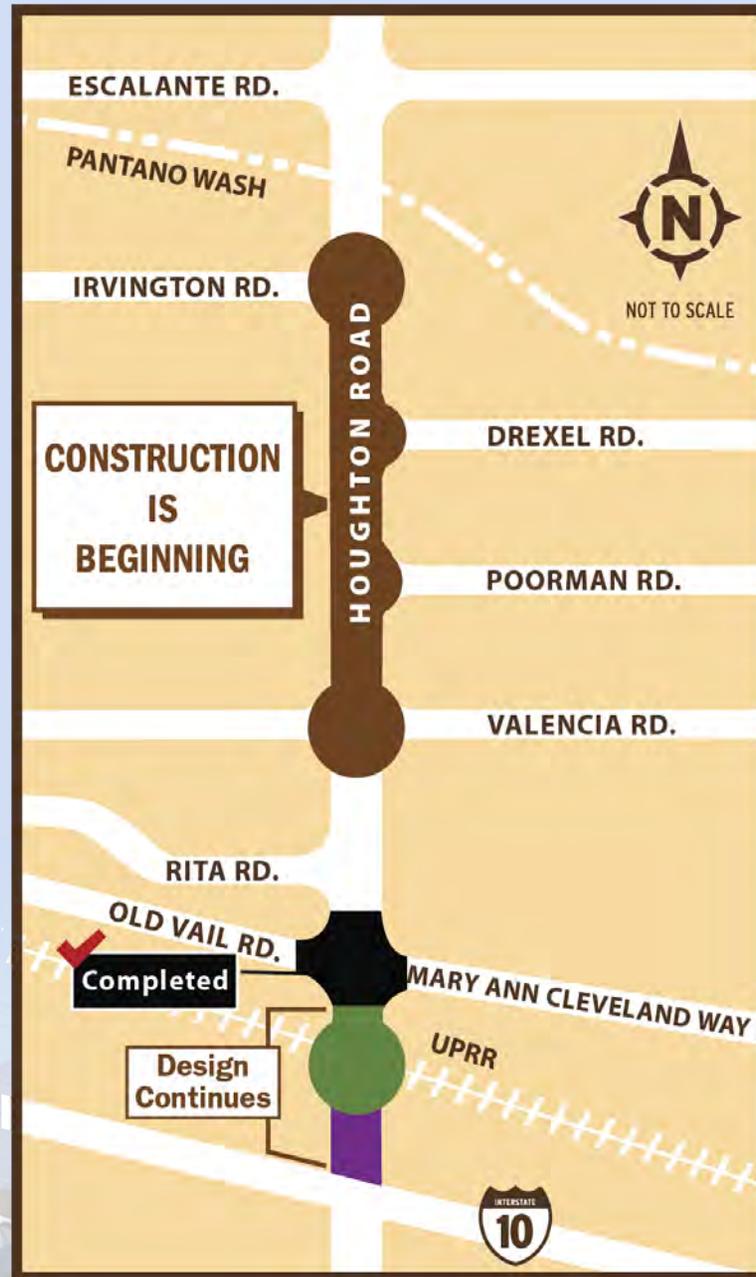
As Designed:

- 4-lanes north of Speedway
- 6-lanes south of Speedway
- Bike lanes and sidewalks
- Access control (medians)
- Multi-Use Paths
- Improved intersections
- Bus pullouts
- Addition of second bridges
 - Pantano Wash
 - Agua Caliente Washes
 - Tanque Verde Creek
- New bridge over the UPRR
- Improved drainage
- Curbed north of Irvington, uncurbed south of Irvington
- Native landscaping, water harvesting





Tonight





Houghton, Irvington to Valencia Contractor

- Hunter Contracting is the low bid contractor, Chuck English, VP
- The City is currently working with Hunter to finalize the contract. A noticed of intent has been issued and we are working together to complete the paperwork to enable us to issue the notice to proceed.





What to expect during construction

Special Provisions

- Fast and minimize impacts
- 18 months for construction, 2 years for landscape establishment
- Ensure 2 way-traffic maintained on asphalt paved surface- all phases of construction
- Maintain left turn lanes
- Maintain 45 mph speed limit for most of area (as safety allows)
- Driveway access continuously maintained
 - Temporary closures not to exceed 2 hours, with 24 hour prior notice
- Clear and safe pedestrian access at all times
- Existing traffic signals will work at all time, if they need to be temporarily out of service, a uniformed law enforcement agency will control the intersection.





What you will see during construction

- Phase I Undergrounding
 - Material ordering
 - Flagging plants for salvaging, protecting, and relocation. Clearing and grubbing
 - Install, replace or extend drainage culvert crossings and other misc. smaller structural elements on the east side.
 - Installation of temp. traffic signals
 - Install 72” and 42” storm drains and manholes
 - Build up road/shoulder and grade on both sides of the roadway
 - Add temporary paving and striping on the east side of the roadway
 - Switch traffic to the east side**
 - Install 24” water main (Valencia to Forrest Glen)
 - Install 16” water main on Valencia
 - Install water lines that cross the roadway, patch pavement (temp detours)
 - Complete half of box culverts on west side
 - Construct retaining wall
 - Install irrigation sleeves



What you will see during construction

- Phase II West Side Construction
 - Build-up remaining should on the west side
 - Temporary paving and striping on the west side
 - Add 6” “High Line”, 2 locations
 - Install 24” water main (Seven Generations Way to Forest Glen)
 - Install water lines that cross the roadway, pavement patches
 - Install 3-half box culverts on the east side
 - Install catch basins
 - Install storm drains
 - Place rip rap
 - Install 24” water main (north of Irvington)
 - Prepare subgrade on west side
 - Install curbs (17,000 lf)
 - Add bus pullouts
 - Install sidewalk and driveways
 - Install street lights and traffic signals
 - Place aggregate base, base paving temporary striping
 - Install Irrigation
 - Install sign foundations



What you will see during construction

- Phase III East Side construction

- Switch traffic to west side**

- Remove Temporary Paving
 - Road/Shoulder build up
 - Install 31 catch basins
 - Install storm drain laterals
 - Add rip rap
 - Prepare subgrade for east side
 - Install curbs
 - Add bus pullouts
 - Install sidewalk and driveways
 - Install street lights and traffic signals
 - Place aggregate base, base paving temporary striping
 - Install Irrigation
 - Install sign foundations
 - Install Landscape planting





What you will see during construction

- Phase IV Final Paving
 - Switch traffic to both sides
 - Add Rubberized AC
 - Temp striping
 - Activate traffic signals
 - Landscape Decomposed Granite
 - Hydroseed
 - Cure time
 - Thermoplastic striping
 - Signing





Contacts

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- **General or less immediate issues:**

- M.J. Dillard, City of Tucson Construction Project Manager: (520) 837-6616
- Chuck English, Hunter Construction, Inc. Vice President: (520) 954-3016

- **For general Houghton Corridor or project-specific design issues:**

- TDOT Design Project Manager M.J. Dillard: (520) 837-6616
- www.houghtonroad.info

- **Other contacts:**

- **Media:** TDOT Public Information Officer Michael Graham: (520) 837-6686
- **City of Tucson Ward 4/Council Member Shirley Scott:** (520) 791-3199
- **MainStreet Business Assistance:** Priscilla Fernandez, Ombudsman/Consulting Partner: (520) 954-0549
- **Public Participation/Public Involvement:** Gordley Group: (520) 327-6077



Look for our Groundbreaking at the end of the month Q&A

