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AZ CORP COMMISSION
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RR-03639A-15-0200

STUDY SESSION
MINUTES

11555 W. Civic Center Drive, Marana, Arizona 85653
Council Chambers, May 12, 2015, at or after 6:00 PM

- Ed Honea, Mayor
- Jon Post, Vice Mayor
- David Bowen, Council Member
- Patti Comerford, Council Member
- Herb Kai, Council Member
- Carol McGorray, Council Member
- Roxanne Ziegler, Council Member

Arizona Corporation Commission

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STUDY SESSION

CALL TO ORDER AND ROLL CALL. Mayor Honea called the meeting to order at 6:02 p.m. Town Clerk Bronson called roll. Council Member Ziegler was excused; there was a quorum present.

PLEDGE OF ALLEGIANCE/INVOCATION/MOMENT OF SILENCE. Led by Mayor Honea.

APPROVAL OF AGENDA. Motion to approve by Vice Mayor Post, second by Council Member McGorray. Passed unanimously 6-0.

CALL TO THE PUBLIC. No speaker cards were presented.

DISCUSSION/DIRECTION/POSSIBLE ACTION

D 1 Relating to Public Works; a presentation on the future reconstruction of the Ina Road interchange with interstate 10 by the Arizona Department of Transportation (Greg Byres, ADOT Project Manager)

Introductions and project overview for the area north of Massingale to Walker Road were given by **Greg Byres**, Senior Project Manager for the Tucson District who introduced various members of the team. Funding for the project is being provided by Marana, the Federal Highway Administration and RTA. The project will drop I-10 down, with Ina Road raised and crossing over the interstate and UPRR and tie into a loop road on the east side into Camino de la Cruz and Camino de la Oeste. On the west side, there will be reconstruction of Ina Road, which

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is a Marana project that will extend from just east of Silverbell to Star Commerce Way, then improvements will pick from there to the interstate.

Next, an overview of the outreach for the project was given by **Paki Rico**, ADOT's Senior Community Relations Officer based in Tucson District Office. She discussed the meetings held to date. After that the consultant design team was put into place with business forums, targeting businesses on I-10 along Ina Road which will be the most impacted. Because the design is changing, they will be meeting with those businesses again, and within the next two weeks they will be meeting with individual business owners. There will also be a public information meeting on June 11, 2015 at Coyote Trail Elementary School, and notification of this meeting will be distributed to all businesses in the footprint area. The RTA MainStreet Business Assistance Program, The Marana Chamber of Commerce and the Town of Marana will have ongoing business outreach. One of ADOT's partners and will be doing a business walk later in the month. They will funnel project related questions back to ADOT. Resources available to the public will be Paki, a project line, a toll free number to call to inquire about all projects, email address, and the project website.

Kevin Thornton from Psomas talked about the design and construction schedule and sequencing as well as the project purpose and need for improvements which are to improve traffic capacity by widening I-10 to four lanes in each direction and widening Ina Road to two lanes in each direction, eliminate at-grade crossing for UPRR so no stopping for trains. There will be other safety enhancements, controlling access of known concern and bike and pedestrian improvements on Ina. There will be some multi modal improvements including bus stops, street lighting along Ina as well as I-10. West of Star Commerce is the dividing point between what RTA is doing and what Marana is doing. There will be new signals at each ramp. A big change in the DCR is the loop road behind Chuy's and Enterprise with a bridge at Camino de Oeste. That was improved for better access to tie Ina into the existing grade. This enables access to all the businesses in the area; they all get to keep their drives the way they are today rather than off the loop road. Access will be given to Phil's Sheds and Enterprise. The benefit is that Camino de la Cruz will be signalized. Camino de la Oeste will rise up and meet Ina Road with a right in and right out rather than having to use the loop road as proposed in the previous concept.

The permanent improvements will end just north of the CDO River.

Laura Mielcarek from Wheat Design Group described the architectural or aesthetic treatments. She spoke of the inspiration for treatments to make Marana's corridor more cohesive, and these treatments will be applied to all interchanges in Marana. It is a simplified, subdued and geometric look for structures and contains a parapet or barrier treatment unique to Marana. Canvasses for these treatments are the form liner on retaining walls which are similar to Twin Peaks on the 5 x 5 foot panels.

Kevin Thornton talked about the project schedule and the construction timeline. The Construction Manager at Risk is Sundt Kiewit joint venture. Construction will be divided into four major phases. The project is scheduled to begin in the spring 2016 and completed in 2018. Access across I-10 for Ina Road will be closed for a majority of project duration. A bridge can't be built over I-10 and keep that access. For I-10, the contractor will be able to maintain three

lanes in each direction throughout construction. Access to businesses will be maintained throughout construction. Phase 1A will be improving the frontage road to take mainline traffic while half the freeway is being built. Also included in this phase will be drainage improvements and beginning to build the south bridge at the Santa Cruz River. Access to Ina Road and on and off the freeway will be maintained as it is today.

Phase 1B is the first piece of major construction when you no longer be able to cross over Ina Road. This will be construction of the west side of the freeway, the west half of the bridge over I-10, the ramps up and down as well as Ina Road from the hotel drive up to that point. Also being constructed will be the south half of Ina Road from Silverbell to Star Commerce, some drainage improvements as well as the prep work for the next phase of construction, the circulation roads on the east side of I-10. One thing we are trying to do to help traffic keep moving is to provide two-way traffic on the eastbound frontage road between Star Commerce and Coca Cola. Phase 2A will be building the east half of I-10, the east half of the on/off ramps, the east half of bridge over I-10 and UPRR and Ina Road as it comes down to existing road. We will be finishing the western portion of Ina Road, or the town portion. Again, there will be no crossing of Ina Road at this point. The last phase will be fairly minor. At this point, Ina Road will be open but this is where the final cleanup will be done for curb areas where there were temporary pavement and barrier transitions.

Presentation concluded and **Mr. Byres** asked for questions. **Vice Mayor Post** asked whether there was a timeline for Ina Road to not be accessible to the freeway. Kevin Thornton responded that they are still working on it, probably up to 18 months. **Mayor Honea** complimented the presenters and the presentation, but noted that businesses on the east side along Ina are very apprehensive about the closure. **Mr. Byres** said that he was aware that there is now considerable traffic that avoids entering the interstate off of Ina because of the railroad crossing. With the completed project, he is confident that there will be increased traffic. **Vice Mayor Post** said that one of his concerns is that the east side of Cortaro Road does not have good access to Ina. **Council Member Kai** stated that he had the utmost confidence in ADOT in carrying this project out. **Council Member Comerford** said that is aware of some plan for working with the businesses, especially on the east side of the freeway. If there is found to be a lot of traffic using Oldfather, are there things that can be addressed by ADOT? **Mr. Byres** said that the best thing is to use signage to direct people to alternate routes and that will be incorporated into the plans. There will also be additional signage for businesses owners which they are discussing with them during the one-on-one meetings.

EXECUTIVE SESSIONS

Pursuant to A.R.S. § 38-431.03, the Town Council may vote to go into executive session, which will not be open to the public, to discuss certain matters.

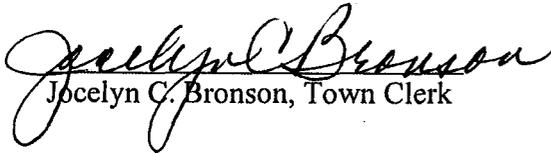
E 1 Executive Session pursuant to A.R.S. §38-431.03 (A)(3), Council may ask for discussion or consultation for legal advice with the Town Attorney concerning any matter listed on this agenda.

FUTURE AGENDA ITEMS

Notwithstanding the mayor's discretion regarding the items to be placed on the agenda, if three or more Council members request that an item be placed on the agenda, it must be placed on the agenda for the second regular Town Council meeting after the date of the request, pursuant to Marana Town Code Section 2-4-2(B).

ADJOURNMENT. Motion to adjourn at 6:41 p.m. by Vice Mayor Post, second by Council Member Bowen. Passed unanimously 6-0.

I hereby certify that the foregoing are the true and correct minutes of the study session of the Marana Town Council meeting held on May 12, 2015. I further certify that a quorum was present.


Jocelyn C. Bronson, Town Clerk

