

GRANT ROAD COALITION

CENTRAL SEGMENTS

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Tucson Department of Transportation, David Burbank, Project Engineer
201 N. Stone, 4th floor
P.O. Box 27210, Tucson, AZ 85726-7210

25 May 2017

Dear Mr. Burbank;

Your e-mail (5/23/2017) was shared with the Grant Road Coalition. We have the following requests/responses:

1) RE: Potential sale of remnant parcels Thank you for your sincere and conscientious response to the request for the specific authority for potential sale of remnant lots between Park Avenue and Tucson Boulevard on Grant Road in connection with the Grant Road Improvement Project, Central Segments.

We were unable to find the document to which you refer on line. We seek to acquire a hard copy of the document you reference, "RTA Policies, Objectives and Procedures (POP) Roadway, Safety and Environmental and Economic Vitality Elements" dated January, 2011. We are prepared to pay the cost of the City providing a copy of the document. Also, please advise if the above document has been amended since its issuance in January, 2011, and provide the history of the exceptions that have been made to the policy.

2) RE: Benefits and Trade-offs for removing basin amenities We applaud the hold off on the contract for the "amenities" in the basin until end of 2017! Please advise us as to the budget cost for the subject amenities which were planned on the site which might include sails, concrete benches, concrete tables, ramadas etc. Subsequently, we might plan a meeting with stake holders to further explore the trade-offs and benefits.

3) Additional Request Please clarify the terms "Polymer Modified" and "Rubberized" asphalt. In a e-mail dated 1/18/2016 (Beth Abramovitz to Steve Kozachik) "Phase 2 does not qualify for rubberized. It simply does not meet the criteria for mitigation. HOWEVER, based on discussions with Karin Uhlich and Jim DeGroot, we understand the perception that people were "promised" rubberized asphalt and that it was not necessarily tied to necessary mitigation. As such, we agreed to keep rubberized asphalt in the project where the road is immediately adjacent to residential users...The use of rubberized asphalt would result in an ADDITIONAL (sic) 3dBA lowering." We request assurance that the 3dBA mitigation still holds true.

Again, we thank the department, appreciate the efforts that these requests require, and look forward to working with you!

Joan Daniels, Co-chair

Grant Road Coalition, Central Segments

cc: Daryl Cole, TDOT
Karin Uhlich, Ward III
Michael Ortega, City Manager
Coalition members/representatives