

Broadway - Broadway Project: Public Input Report Item 4

From: Jennifer Burdick
To: excellent tenant
Date: 12/7/2012 6:22 PM
Subject: Broadway Project: Public Input Report Item 4
CC: broadway@tucsonaz.gov; James MacAdam; Jonathan Rothschild; Michael (Tucson) Johnson
Attachments: 2012_6-26_JBurdick_Resp-ExcellentTenant.pdf; 2012_7-2_TPaez_Resp-ExcellentTenant.pdf

Dear Native Tucsonan,

When you originally emailed the project in June of this year, you requested information about whether or not we had considered an overpass from Country Club to Euclid. Michael Johnson (HDR Engineering), the primary consultant on the Broadway project technical team, has looked into your suggestion, and below is his response.

We thank you for submitting the idea, and hope you will continue to participate in the project's ongoing public participation process.

Sincerely,
Jenn

 Jennifer Toothaker Burdick, Project Manager
 Broadway: Euclid to Country Club Roadway Improvement Project
 City of Tucson Department of Transportation

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>>> On 12/3/2012 at 9:14 AM, "Johnson, Michael (Tucson)" <Michael.T.Johnson@hdrinc.com> wrote:

Jenn--

I've taken a look at the feasibility of constructing a project-long overpass to carry through-traffic above the existing roadway. Under this scheme, local traffic and access would be left at the surface in a separate roadway configuration similar to that which currently exists. To be effective this structure would extend beyond the Euclid and Country Club intersections removing through traffic from those intersections. It is anticipated here that the total length of structure would be about 11,600'.

The elevated roadway section has been assumed to consist of two 4'-wide outside areas for the edge of structure and traffic barrier; four 11' travel lanes; a 4'-wide concrete median; and two 11' outside lanes for vehicle breakdowns, bikes, and emergency access. The outside lanes would be required as the structure would preclude access to and from the overpass which would be over two miles in length. Emergency services would also require these lanes to be able to reach accidents that would close the two travel lanes. This would result in a structure width of 78'. Assuming the traffic barriers to be three-foot extensions on either side would make the effective width 84'.

HDR bridge engineers estimate that the cost of this structure would be on the order of \$125 per square foot. Based on this information, the cost of this structure would exceed \$120 million.

There are at least two other issues to consider:

- Complexity of Touch-Downs. We haven't tried to determine how traffic would enter and exit the structure, but anticipate difficulty in doing so. This would coincide with the approaches to the Euclid and Country Club intersections where the geometry would have to accommodate the turning lanes as well. It may in fact be necessary to lengthen the structure beyond the extent of the turning lanes to avoid them. This probably cannot be done at Euclid due to the proximity of the Broadway/UPRR underpass.
- Public Acceptance. This community has a long record of rejecting overpasses and in fact has by a voter-approved initiative precluded the use of grade separation unless specifically approved by voters (via Tucson's Neighborhood Preservation Ordinance).

Given these factors, our recommendation is that an overpass structure not be further considered. If you have any questions, or if you wish us to look at this in more detail, please let me know.

Mike