



# KINO PARKWAY – 22<sup>ND</sup> STREET INTERSECTION & WIDENING TO TUCSON BOULEVARD



## Kino Parkway – 22<sup>nd</sup> Street Intersection Improvements Citizen Advisory Committee (CAC) Meeting #18 Meeting Summary

A meeting of the CAC was held from 6:00-8:00 pm on Thursday, September 25, 2008 at the Patrick K. Hardesty Midtown Center, 1100 S. Alvernon Way. In attendance were appointed members Bill Seitz, Brett Dumont, Claire Fellows, Dirck Schou, George Kalil, Ivo Ortiz, Jamey Sumner, Les Pierce, Sandra Zepeda, Sylvia Campoy and Wright Thomas. Absent was Cindy Ayala. Project staff present included Janice Cuaron, Edie Griffith-Metty, Darlene Danehy, Darlene Showalter, Jay Van Echo, Dave Dobler, Claudia Perchinelli, Barbara Grygutis, Abe Marques, Nanette Pageau, Priscilla Fernandez and Freda Johnson.

### **1. Welcome and introductions; confirm quorum.**

CAC Chair Ivo Ortiz opened the meeting and welcomed everyone. He said that a quorum was present. Introductions were made of those present and he turned the meeting over to moderator, Freda Johnson.

### **2. Review ground rules for meetings/meeting summary/agenda item order.**

Freda reviewed the ground rules that were developed at the first meeting of the CAC. Comments were invited from CAC members about the summary of the previous meeting held August 21, 2008. Without objection, the summary was accepted and distributed.

### **3. First call to the audience.**

Freda announced that this meeting would have two “Call to the Audience” sessions, one at the beginning and another at the end of the meeting. She explained to everyone that per public meeting laws, this is when the observers would have a chance to speak but the CAC is not allowed to respond. Rich Corbett spoke about the importance of providing safe bicycle access and circulation in the project area. Paul Hoffman, owner of American Installation Services said that he has been in business for 21 years and has made large donations to the City of Tucson for commercial and residential property. With 67 people working for him, the impact of the project is devastating. He asked the CAC to look at the big picture and examine the tradeoffs between cars and revenue. There were no additional people who wished to speak.

### **4. Project Schedule – DMJM Harris.**

Edie Griffith-Metty remarked that the design components are on track and next steps include doing land use mapping. She said there would be flexibility for the schedule in November and December 2008 due to the holidays.

### **5. Project updates on Kino Pkwy/22<sup>nd</sup> St. intersection and widening to Tucson Boulevard – Project Team.**

Subhead topics on the meeting agenda began with ‘18<sup>th</sup> & 19<sup>th</sup> Street signal alternatives, update on neighborhood outreach’. Edie said that a meeting had taken place with the

Armory Park neighborhood and that they were open to discussing a signal on Park Ave, but would also like to review further options. With regard to the Santa Rita Park, Millville and Armory Park neighborhoods, all are willing to meet together to have dialog about the proposed signal, and discuss further solutions that all three neighborhoods can agree on.

The project team will initiate a subcommittee from these neighborhoods to address the traffic signal. Brett Dumont said he supports this and it should proceed immediately. Comment was made that any CAC member should feel free to attend. Edie continued by saying that at the public hearing on November 18, Mayor and Council will review the alternative alignment reports. There will be a public open house on November 6, 2008 at the Quincie Douglas Center, and attendance by CAC members is encouraged.

#### **6. Description of structure types for the Kino/Pkwy/22<sup>nd</sup> St intersection and 22<sup>nd</sup> St. over the Union Pacific Railroad Bridge – Structural Grace.**

*\*\*\*See attached presentation slides and titles that define each bridge type.\*\*\**

Dave Dobler and Claudia Perchinelli stated that the Structure Selection Reports for both the UPRR Bridge and the Kino Bridge are under preparation and that three different types of bridge structures will be evaluated for each bridge. Dave said that the bridge deck surface at Kino Parkway would be elevated approximately 25 feet above the 22nd Street road surface and would require a minimum span of 175 feet and a width of 128 feet. The UPRR Bridge will be elevated approximately 35 feet above the rail yard and the maximum bridge length will be approximately 1,340 feet, with a width of 124 feet.

Claudia Perchinelli described each of the three types in more detail. For the Kino/22<sup>nd</sup> Bridge she said that a single span would be made of concrete and has tall abutments and high retaining walls. The concrete bridge would be cast in place with a drop-in section over existing 22<sup>nd</sup> St traffic. Sylvia Campoy asked about maintenance needs over time for the three types. Claudia said that, in general, steel bridge types requires more maintenance than concrete bridge types due to fatigue issues and required inspections, with the concrete bridge types being most cost-effective for long-term maintenance. She also said that expansion joints required the most maintenance on concrete bridge types. In response to a question, she said that the old bridge over the UPRR is 1,347 feet long. The steel type bridge was proving to be the most costly based on construction cost and long-term maintenance costs. She added that it was probably desirable for both bridges (Kino/22<sup>nd</sup> and the 22<sup>nd</sup> Street over UPRR) to have a similar look.

Dave fielded a question regarding which bridge type would be the best for an ‘aesthetic’ solution. Dave said that with all factors considered, the cast-in-place/precast concrete Alternative 2 would be ideal for the Kino Parkway Bridge, and the cast in place concrete Alternative 1 for the UPRR bridge would likely provide the best opportunity for integrating architecture, public art and for making the appearance of the two bridges similar.

Ivo Ortiz asked about prices for the different UPRR types of structures. Claudia said that the cast-in-place concrete was estimated at approximately \$33 million and the concrete segmental alternative was estimated at approximately \$46 million. She did not report a cost for a steel bridge. Sylvia asked about problems with weather and ice that form during

the winter. Claudia said that a 'box' bridge provides better insulation than a girder-type bridge. In conclusion, Claudia said that the next steps would be to determine material quantities and quantify the costs for the different types, recommend a structure type to both the CAC and City of Tucson, and then seek informal endorsement from the CAC.

#### **7. Presentation and discussion of proposed art theme – Barbara Grygutis.**

Barbara thanked the group for their attention and reminded them that at a meeting four months ago, she presented a slide show illustrating how art themes are integrated into public works projects in other communities. She acknowledged the ideas brought to her attention with responses to a questionnaire she had given out. She provided a summary of CAC member responses that were generated at the last meeting. She distributed three handouts; one was a summary of the art survey, another entitled 'Opportunities for the Development of Art and a Unifying Visual Language' and the last was entitled 'Theme for the Development of a Visual Language'. As an example of the theme, she recommends using the structure of plants native to the area with examples being the rib structure of the saguaro cactus or the ocotillo ribs. She said this reflects what she heard from the CAC in the past and that the Sonoran Desert plant structure should be the unifying theme. She added that this has historical content as well.

Barbara spoke about the importance of recognizing that views from the bridges will be important and that this goes for pedestrians as well as drivers and bicyclists. She described a gateway concept as being the four points of a compass and that landscaping and structure would add to the theme. In response to a question from Dirck Schou, Barbara said that she envisions a gateway as a crossroads. Which would be a universal theme, an overlay theme and a unifying umbrella. Jamey Sumner commented that this might tie into the project at Kino and Park where the University of Arizona will have commercial, retail and other development. Sandra Zepeda said she is very excited about the desert-landscaping theme. Ivo asked how this theme could be fine-tuned. Dave Dobler said that this would happen in the charette.

Regarding opportunities for art, Barbara referred to a handout that lists things such as bridge form, buffer walls, lighting, landscape and so forth.

#### **8. Discuss future meeting dates.**

Several dates were proposed and discussed with agreement on October 23, 2008.

#### **9. Call to the audience.**

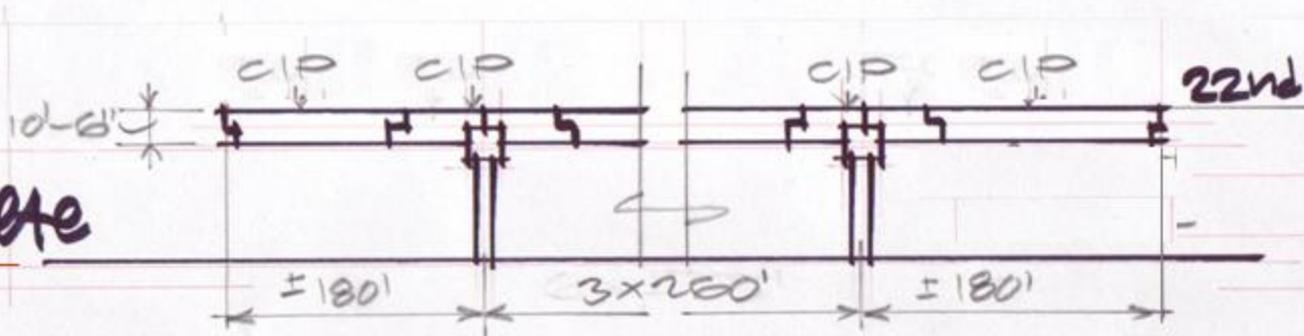
Paul Hoffman spoke about the overpass, and said that the area is semi-industrial in the vicinity of the bridge over the UPRR and he would like to see a longer span with impact on fewer people. He commented that the project is making the bridge beautiful for engineers to see the beautiful ocotillos with taxpayer's money. He stated "why spend all this money on a bridge in an industrial area making it look nice when nobody cares about its appearance." He wondered what the art budget was and learned that it is \$115,000. Another member of the audience (bike guy) took great exception to Hoffman's comments stating Hoffman did not speak for the majority.

#### **10. Adjournment.**

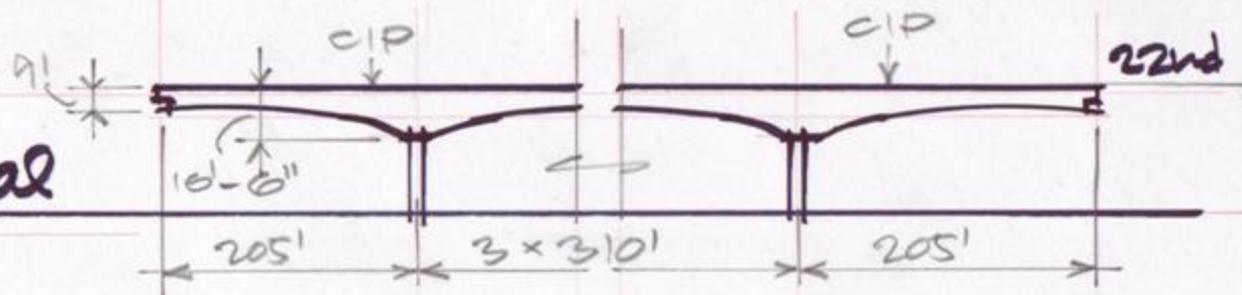
Ivo Ortiz declared the meeting adjourned at 7:15 pm.

# Structure Types - VPRR

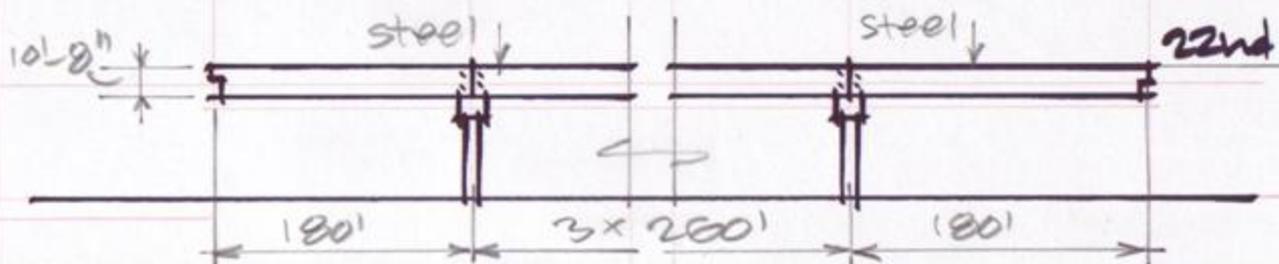
1  
Concrete



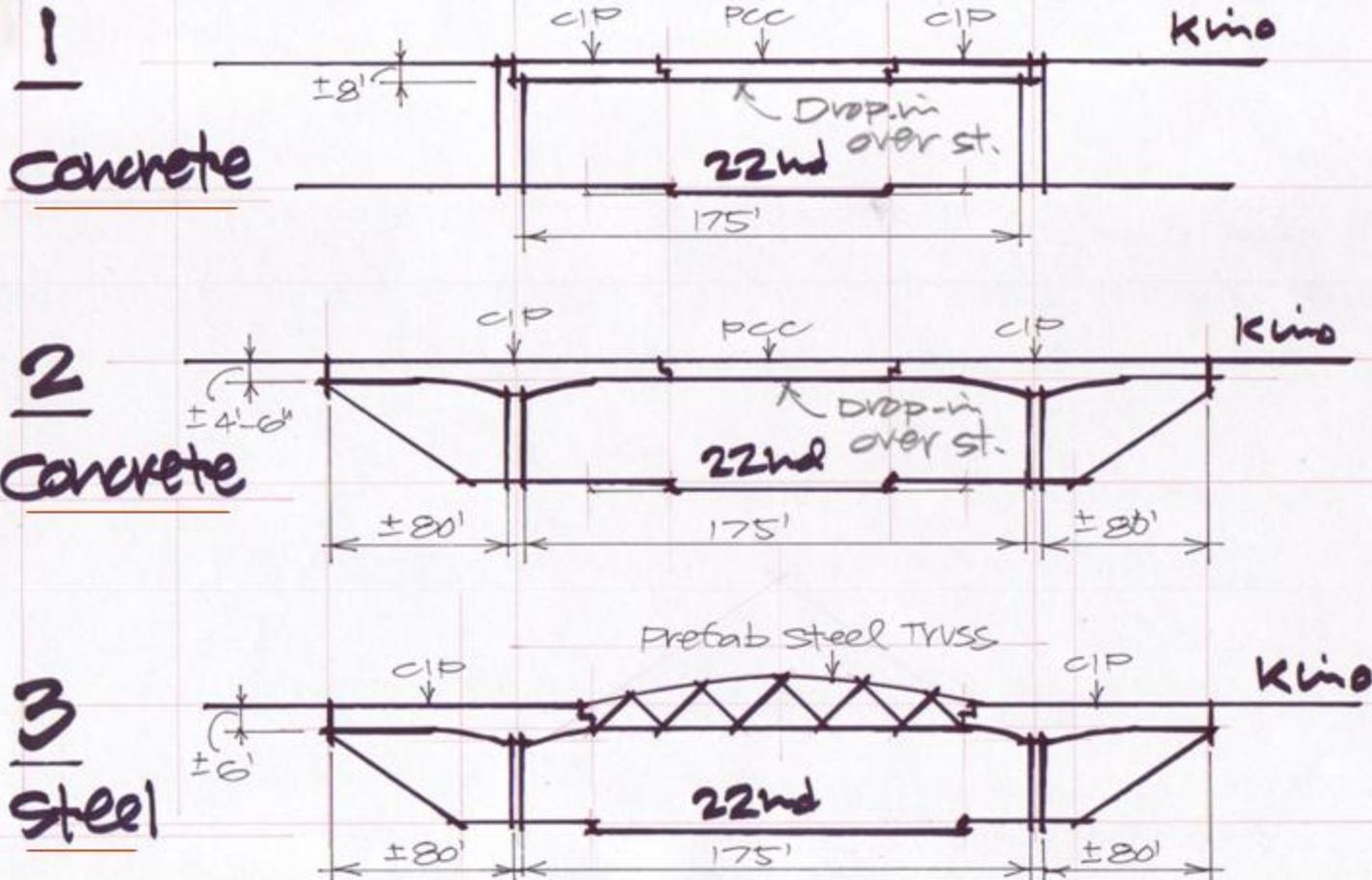
2  
segmental



3  
Steel

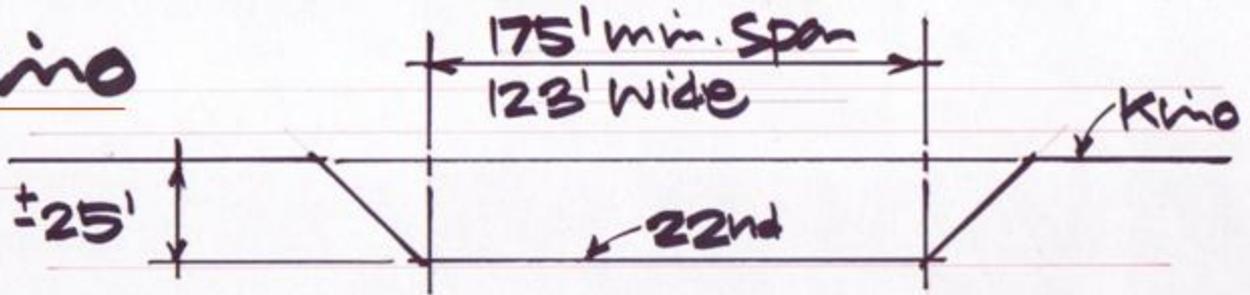


# Structure Types - Kino

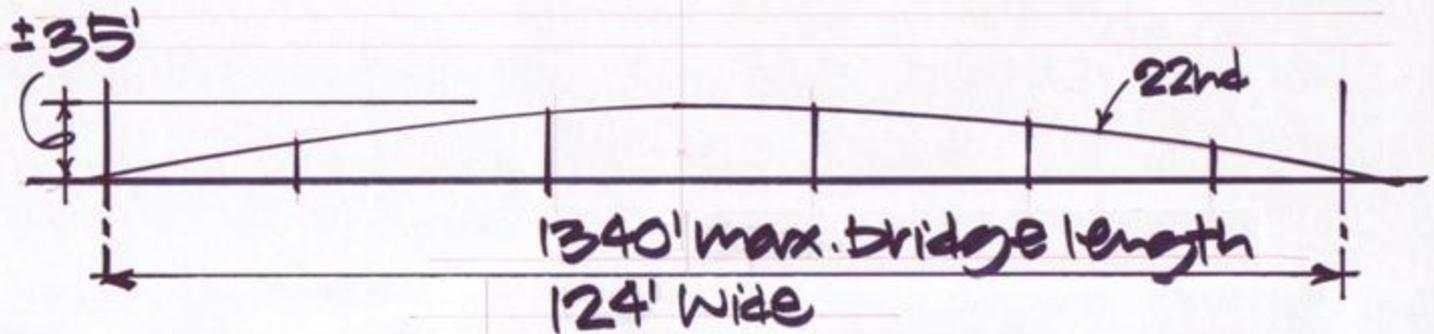


# THE BASICS

Kino



UPRR



## Bridge - subjective Criteria



### KINO PARKWAY – 22<sup>ND</sup> STREET INTERSECTION IMPROVEMENTS



FINAL DRAFT Design Criteria - August 16, 2006

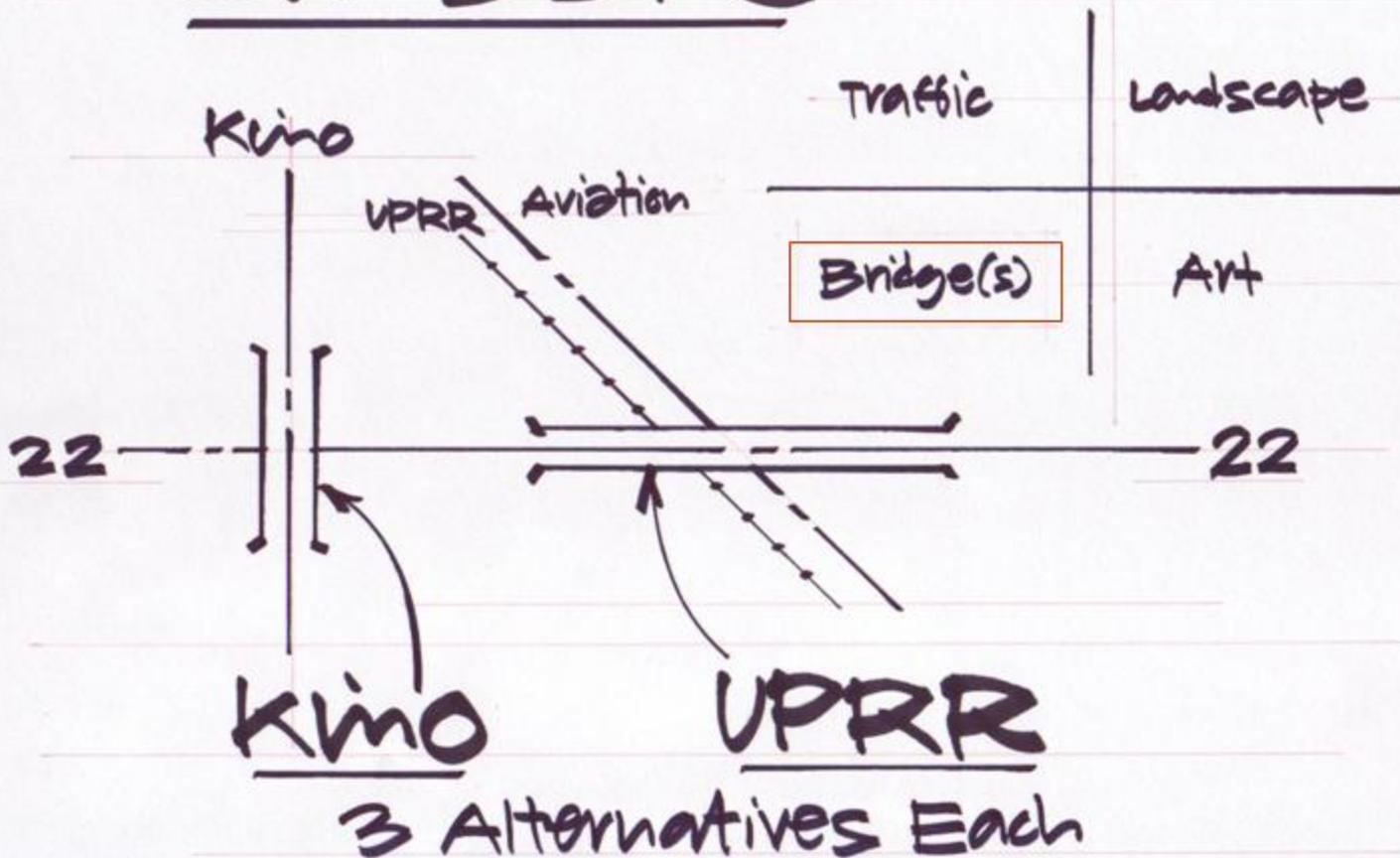
#### Bridge

- ✓ 1. Tie into and improve flows – automobile, pedestrian and bicycle – across Kino/Aviation
- ✓ 2. Establish precedents – “set the tone” for roadway, bikeway, pedway design vocabulary for future projects
- 3. Understand basic geometrics of 22<sup>nd</sup> UPRR future bridge and plan to integrate
- 4. Integrate ‘thematic elements’ with structure of the bridge
- 5. Do not do ‘plop art’, surface application stuff that lacks meaning
- 6. Integrate future project planning with this effort
- ✓ 7. Minimize bridge deck width by putting ancillary flows on grade – bikeways and pedways
- ✓ 8. Maximize length of bridge to minimize fill that requires high walls
- 9. Design to make this a positive addition for the neighborhoods, not an eye-sore.
- 10. Make sure the bridge has some meaning to us.

### Objective Factors

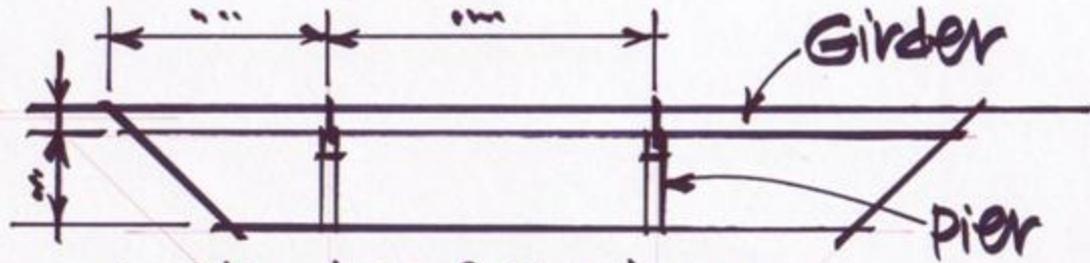
1. Bridge Codes (AASHTO, Etc.)
2. UPRR Requirements
3. Constructability
4. Construction Phasing
5. Cost

# OUR SSR



# What is a Structure Type?

It is:



A Structural System ...

It is not!



A Finished Bridge Design ...

# Structure Selection Report

## SSR - What is it?

Evaluates - structure Alternatives

Quantifies - structure Cost

Recommends - Most suitable based  
on Objective and  
Subjective Criteria

## Next Steps - SSR

Quantify - Determine Material Quant.  
- Apply Unit Cost

Recommend - to CAC  
- to City of Tucson

Gain Endorsement -

Informal - CAC

\* Formal - City of Tucson