

**Arizona Department of Transportation (ADOT)
Traffic Systems Management (TSM) Meeting Summary
Tuesday, Feb. 26, 2008, 10-11 a.m.
ADOT District Office Conference Room
1221 S. 2nd Ave.
Tucson, AZ 85713**

Present at Meeting:

- Arizona Department of Public Safety – Carmen Figueroa
- Carondelet – Bill Pike, Tara Sklar
- City of Tucson – Lucy Amparano
- City of Tucson Police Department – Decio Hopffer
- Pima Association of Governments – Paul Casertano
- Pima County Office of Emergency Management – Jeff Guthrie

Attending from the Project Team:

- ADOT – Rod Lane
- Interim Traffic Operations Center (ITOC) – Will Dobbs, Micah Henry
- Gordley Design Group – Barb Alley, Paki Rico

Materials Distributed

- Agenda
- Traffic alert

Paki Rico, Gordley Design Group, welcomed the group to the February TSM meeting. She turned the floor over to Rod Lane, ADOT Resident Engineer, who gave a project update.

Rod stated that the traffic volume was at its peak this past month. This was a result of the additional visitors in Tucson due to the Gem, Mineral & Fossil Showcase, the Fiesta de los Vaqueros rodeo and the PGA's Accenture Match Play Championship. Traffic should start to decrease with the departure of these events. The traffic should continue to decrease as the summer months approach.

Rod said that in regards to the project and the impact on the frontage roads, ADOT is in the process of asphalt and concrete paving. The concrete paving is an eleven-hour process. A temporary signal has been installed between Miracle Mile and Grant Road, and a trial successful test run using the signal occurred Monday, Feb. 25. The signal will be up and running for approximately four to five weeks. Asphalt paving on Speedway Boulevard and St. Mary's Road continues.

The bridge work is moving forward as expected. Grant Road is back to the original state that it was in prior to the bridge work. It is anticipated that Speedway Boulevard and St. Mary's Road will also return to their original state, once their portion of the bridge work

is complete. The next deck pour is scheduled to occur at the 22nd Street bridge followed by the Congress Street bridge and ending with the Clark Street bridge.

Rod informed the group that the construction project is at its peak as far as workers are concerned. The number of construction vehicles and workers has increased with the rebuilding of the bridges. The increase in workers will continue until the switch is made. The crew will decrease during the demolition of the bridges and the crew will again increase once the west side of the bridges are rebuilt and stay at that level until the end of the project.

The next big switch is tentatively scheduled for September 2008 when all the traffic will be shifted to the east side so the west side of the bridges can be demolished and rebuilt. ADOT is reviewing the plan on how to go about this switch and hopes to have it in place by June.

A question was raised about what the process would be after the switch happens in September 2008, and Rod stated it would be similar to the process that was done for the east side of the interstate.

Another comment was made about the original Speedway Boulevard bridge being the narrowest of the bridges, and Rod informed the group that all of the new bridges would be approximately the same size. Rod also stated that when the bridge construction begins on the west side of I-10, there will be more room under the interstate because the east side has already been widened giving vehicles more driving room on the cross streets. This will help keep traffic moving during the next phase of the bridge construction.

Micah Henry, ITOC Manager, and Will Dobbs, ITOC Office Manager, gave a report on the ITOC. Micah stated that the traffic impact was maintained during the Gem, Mineral & Fossil Showcase. There are still excessive traffic volumes at 22nd Street and ITOC will continue to mitigate traffic based on capacity constraints. Signal timing on existing cross streets will change as the roadways get back to the normal operating status due to the completion of bridges and lanes re-opening to allow more traffic to flow through those areas. The ITOC is working on putting a uniform procedure for traffic signal timing changes at each intersection. They are coordinating this with the City of Tucson.

Will and Micah stated that they had hired a new ITOC operator, Abby Barclay. She has been there a couple of weeks and has completed her training. Will has coordinated with the Traffic Operations Center in Phoenix to make sure all employees have the requirements needed to be an operator at the ITOC.

The ITOC conducted an analysis of the I-10 traffic patterns for ADOT. This study of the traffic flow during the off-peak and overnight hours was done in part to determine what would be the best time to have a full closure on I-10 while roadway maintenance was completed. A full closure on eastbound I-10 occurred on Monday, Feb. 25, at 9:00 p.m., and re-opened at approximately 6:00 a.m., Tuesday, Feb. 26. Westbound

I-10 will have the same closure for roadway repairs, which has not been scheduled. He added that the February ITOC newsletter is almost complete. It will be distributed by e-mail in March.

Micah stated that there had been some requests for timing adjustments at Grant Road. On some mornings, the glare from the sun causes the signal to not change, as it should. The ITOC has requested from the City that signal phase be placed on automatic status until the glare issue can be resolved.

Rod stated that the temporary traffic and pedestrian patterns that were put in place for the Gem, Mineral & Fossil Showcase worked well. Lucy Amparano, City of Tucson, said most of the feedback was positive and any issues were taken care of. The estimate of participants that attended the showcase has not been determined; however, it is estimated that approximately 75,000 people took advantage of the shuttle service. The City hopes to have a total number next month. Rod stated that next year ADOT would build on the successes this year, and that there will be more room since the east side of I-10 will be completed.

Jeff Guthrie, Pima County Office of Emergency Management, is working on the mass evacuation, care and reception plans. Jeff mentioned to Lucy that he needed hotel capacity numbers for the peak seasons along with age percentages for our area. Jeff stated that there was a meeting scheduled with the state for 10:00 a.m. on Tuesday, March 4. They hoped to have the plan finalized by the end of March.

Paki gave an update on communications. She stated that everyone did a great job communicating. ADOT, the City and the ITOC worked very well together in order to make it through the month of February with all the events and extra visitors in the city. The hotline calls have remained steady with most of the callers needing directions, especially from those visiting the area. Paki said that she believed the advertisement that was in the paper at the start of the Gem, Mineral & Fossil Showcase was very helpful to people.

The team was thinking of moving to quarterly meetings. The next big event will be the July 4 holiday, so a meeting will be planned prior to that weekend. Also, there will be another meeting prior to the switch on I-10 that will occur in September or October. Rod stated that the frequency of meetings will be reevaluated to determine whether meetings will be needed once the project picks back up on the west side of I-10.

Paki asked the participants to let the team know what information they need from the TSM meetings and if the participants had any comments or concerns. They are as follows:

- A concern was brought up regarding the need for a hospital sign on westbound I-10 prior to the 29th Street exit. When heading westbound on I-10 from the airport, in order to get to St. Mary's hospital, those who miss the exit would have to drive

through the construction area and turn back around. This is not ideal for those who need to access the hospital.

- There was a comment about the online mapping companies and why they don't show that the exits are closed. Paki informed the group that road construction closures are considered temporary and it is not the policy of the mapping companies to include these temporary closures in their directions. However, mapquest was contacted and they have provided a banner that informs travelers that the exits are closed between exits 254 and 259. Paki stated she would check with the other mapping companies to see if they could provide something similar.
- There was a concern regarding an event that will be happening downtown on April 19, and whether I-10 work near Congress Street and St. Mary's Road could be limited.
- There were some issues brought up at last month's meeting regarding the tow trucks. DPS wanted to know the status of that situation and it was stated that the issues seemed to have been resolved.

The group as a whole agreed that quarterly TSM meetings would be fine.

Paki adjourned the meeting and let the participants know that they would be notified of the next meeting date once a date is scheduled.