Welcome!

Clay Street Bridge Replacement Project

Community Meeting #2

March 2, 2016
AGENDA

• January 6 Meeting Notes
• Project “Fact Sheet”
• Review of Site Visit
• Preliminary Project Concepts
• Community Input / Interactive Discussion
• Next Steps
• Adjourn to Open House
PURPOSE OF THE PROJECT

- Replace existing “functionally obsolete” bridge
- Improve pedestrian safety
- Improve traffic operations
COMMUNITY INPUT PROCESS

Meeting #1
- Project Overview, Purpose, Need
- Community input – hopes, concerns

Meeting #2
- Preliminary alternatives
- Aesthetic treatments and details
- General construction phasing

Meeting #3
- Draft Environmental Documents

Meeting #4
- Construction staging
- Final aesthetic details

Jan 2016
Mar 2016
Jun 2016
Aug 2016
January 6 Meeting Follow-ups

- Written summary of comments
- Project “Fact Sheet“
- Other updates
Review of Site Visit
Preliminary Project Concepts

- Preliminary Exhibits
- Aesthetic Treatments and Details
- Construction Phasing
Why is realignment necessary?

If we widened to current standards and maintained intersection location.....

- New sidewalks encroach into existing parking lot and results in loss of ~9 parking stalls.
- Require retaining wall due to elevation difference between new road and existing ground; impacts existing private driveway.
- Back of sidewalk encroaches onto private property. Does not meet City standard requiring 5-ft setback between sidewalk and structure.
- Have to end bike lane to fit back in existing intersection location.
Why is realignment necessary?

If we widened to current standards and met City minimum 5-ft setback standard....

Requires retaining wall due to elevation difference between new road and existing ground; impacts existing private driveway.

Shifting street to meet minimum setback requirement shifts intersection ~16’ closer to Main/Cedar Ravine intersection.

Encroaches into existing parking lot and results in loss of ~15 parking stalls.
Why is realignment necessary?

If we widened to current standards and met City minimum 5-ft setback standard....

Shifting street to meet minimum setback requirement shifts intersection ~16’ closer to Main St/Cedar Ravine intersection.
Why is realignment necessary?

If we widened to current standards and met City minimum 5-ft setback standard...

Edge of proposed sidewalk will be 2’ higher than existing ground. This will make the driveway too steep to meet the standard slope.
Realignment w/ Minimal Intersection Modifications

- Reconstructed parking lot
- New parking lot
- Druid Monument
- Cork Oak Tree
3D Concept Model
3D Concept Model
Aesthetic and Design Considerations

1. Bridge Type and Aesthetics
2. Design Features w/ Aesthetic Treatment Options
   1. Bridge Barriers
   2. Pedestrian Railing
   3. Retaining Walls
   4. Landscape Area
3. Druid Monument Possible Relocation
4. Farmer’s Market Impact
5. El Dorado Trail Connectivity
Aesthetic and Design Considerations

Site Context
Bridge Type and Aesthetics

Constraints:

1. *Hydraulic requirements:* Need to raise 2 feet ±

2. *Bridge width:* 11’ lanes, 5’ shoulders
Design Features w/ Aesthetic Treatment Options

- Bridge concrete barrier railings
- Retaining walls along channel
- Pedestrian railing on retaining walls
- Landscape areas

Constraints:

1. Bridge Railing must be crash tested and meet standard height requirements.
2. Pedestrian Railing must meet design requirements and standard height requirements.
Aesthetic Options

Bridge Barriers
Aesthetic Options

Pedestrian Railing
Retaining Walls
Landscape Area Options
Druid Monument Possible Relocation?

Druid monument may be relocated out of intersection:
- Monument will be out of harm’s way
- Easier access for public viewing
- The Druids approve of relocating monument

Corner of Clay St/Main St

West parking lot facing Main St
Farmers Market Impact

• Will need to find temporary site during construction and permanent site after completion

• City will work with Farmer’s Market organizers to determine most appropriate site
El Dorado Trail Connectivity

El Dorado Trail currently ends at Forni Rd/Main St and picks up again at Bedford Ave/Hwy 50.
El Dorado Trail Connectivity

Cyclists use Main St as the connector between the trail segments.
El Dorado Trail runs adjacent to the project site between Hwy 50 and Main Street
El Dorado Trail Connectivity

- Trail terminates at Bedford Ave
- No crosswalk and no bike lane to provide connectivity from the trail to Main Street

Sign at trail on Clay St directs westbound cyclists to Main St
Bicyclists have to use Clay Street as a connector between Main St and El Dorado Trail

Need to provide a safe route for cyclists between the trail and Main St

Bike lanes will be included with design
Construction Phasing

• Construction will likely take place between May – November (Year TBD)

• Clay Street will be closed during construction – signage will be provided to direct traffic to detour route

• Project will be completed in one season
Community Input / Questions?
NEXT STEPS

- Formal preliminary alternatives
- Formal preliminary cost estimates
- Complete supplementary environmental studies
- Publish Draft environmental documents for public review
- Community Meeting #3
QUESTIONS?
THANK YOU FOR COMING!!!

Please stay for the Open House