Community Open House Summary

Introduction

On Tuesday, June 21, 2016, the City of Lincoln hosted a community open house for the McBean Park Drive Bridge Replacement Project from 5:30 – 7:00 p.m. at Lincoln City Hall. The community was invited to learn about the project and provide their thoughts on the aesthetic design concepts being proposed for the replacement bridge and ask any questions they may have. More than 10 residents and community members attended the workshop.

Gladys Cornell of AIM Consulting discussing the preliminary aesthetic designs of the replacement bridge.

Project Background

The roadway and bridge on McBean Park Drive in Lincoln are currently overtopped in projected 10-year and 50-year flooding events, respectively. The McBean Park Drive Bridge Replacement Project will improve flood protection and limit impacts to nearby properties by raising the roadway profile and increasing the length of the bridge. The bridge will align with the Central Valley Flood Protection Board requirements. In addition to flood protection, the new bridge will be wider to accommodate future traffic needs. The existing two lane bridge will be replaced with a three lane bridge, which will include wide shoulders to serve as Neighborhood Electric Vehicle (NEV) lanes, a parallel Class I pathway connected to the bridge for golf carts, and sidewalks for pedestrians. Since this bridge functions as a gateway to downtown Lincoln, it will receive special aesthetic treatment to denote the entrance into the downtown area.

Howard Michael of Quincy Engineering reviewing the bridge alternatives with community members.

Open House Purpose

The open house provided community members with an opportunity to learn about the project and discuss ideas with the project team. Attendees were encouraged to ask the project team questions and provide feedback.

Open House Format

Community members were welcomed at the door and asked to sign in. Fact sheets with background information about the project, a project schedule, and frequently asked questions were provided to each attendee in addition to a comment card. The meeting was set up in an open house layout, with information stations set up around the room. The stations provided information about the project's background and schedule, the bridge and roadway design, and the preliminary aesthetic alternatives for the bridge. At each station, community members could ask project team members questions and fill out a comment card with their feedback. At 5:45 p.m., a brief presentation began.

Ray Leftwich, City Engineer, introduced the design team gave a general overview of the project and the progress to date.

Gladys Cornell, of AIM Consulting, welcomed the attendees to the open house and reviewed the meeting's goals and objectives.

Howard Michael, senior project manager at Quincy Engineering, introduced the project as an opportunity to provide enhanced connections to downtown Lincoln. He reviewed the project's constraints, which include right-of-way acquisition for the replacement bridge, freeboard requirements needed to meet flood standards, traffic mitigation, and funding availability. He also reviewed the project's goals, which include a design for a fundable bridge replacement with roadway approaches; reduced flood potential; connections for NEVs, golf carts, bicycles, and pedestrians; maintained traffic on McBean Park Drive throughout the majority of project construction; and public and stakeholder approval.

Mr. Michael then reviewed the 3-lane alignment for the bridge, which will be about 8-feet higher than the existing bridge structure. The figure below shows the 3-lane alternative.

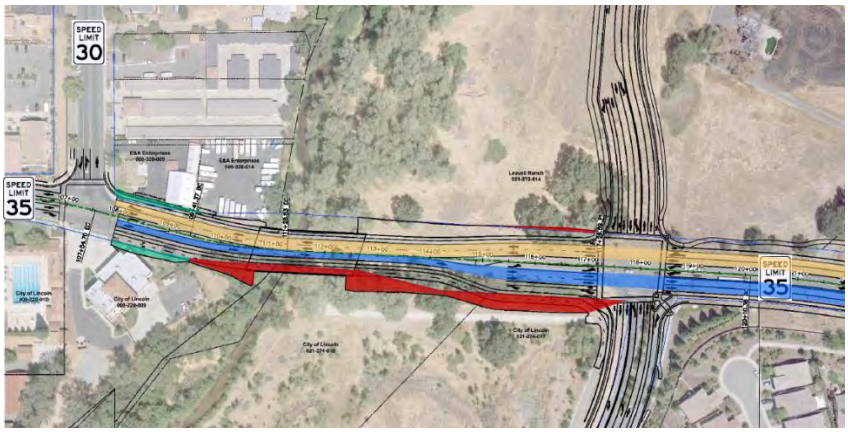


Figure 1: The 3-lane alternative for the McBean Park Drive replacement bridge.

The red shaded area on Figure 1 indicates the additional right-of-way needed for the project. The green shaded area shows where the road will be widened beyond the existing right-of-way. The blue shaded area shows where the single eastbound lane will open to 2 lanes after the bridge is completed. The yellow shaded area shows two westbound lanes; the right lane will be a dedicated right turn lane, and the other lane will continue on McBean Park Drive.

Howard Michael, of Quincy Engineering, presenting the project's background and objectives.

The bridge and roadway will include a class 1 bicycle facility on the south side of the roadway and will include NEV lanes and sidewalks on both sides of the bridge. The left turn pocket into the Lincoln Fire Station will be maintained and a very short retaining wall will likely be placed between the fire station and the road.

Lance Schrey, project manager at Quincy Engineering, continued the presentation by discussing the bridge alternatives. The project team is currently recommending a 5-span reinforced concrete bridge. The main project constraints are the superstructure depth of the new bridge, as this effects the roadway profile and that the bridge avoids the low flow channel of the Auburn Ravine. The current recommended design of the replacement bridge is the most cost-effective type of bridge that can be built given the project's constraints.

Lance Schrey, of Quincy Engineering, explaining the project's right-of-way.

Mr. Schrey then presented the three preliminary aesthetic concepts proposed for the replacement bridge: naturalistic, local heritage, and art deco. The naturalistic concept focuses on the presence of an iron dome, while the art deco concept was designed to honor the original bridge, which was built during the art deco period. Mr. Schrey encouraged community members to examine the three concepts and indicate which one they preferred. The open house attendees voted for overwhelmingly for the the local heritage concept. Visual representations of these three concepts are available in this document's appendix.

Mr. Michael continued the presentation with an overview of the project's schedule and funding. The project began in December of 2014, and is expected to complete its environmental phase by December 2017. Construction of the replacement bridge and its roadways is anticipated to begin in 2018. The total project cost, including construction, is $15.5 million with $12.1 million coming from federal grant funds while $3.4 million will come from local matching funds.

Jameson Parker, of AIM Consulting, discussing bridge aesthetics with a community member.

The presentation concluded with a question and answer session.

Community Discussion

Throughout the presentation and after, open house attendees were encouraged to ask questions. A summary of their questions and the project team's responses are shown below.

- Question: Can you please explain the acronyms SACOG and PCTPA as referenced in the project schedule?
    - Response: SACOG stands for the Sacramento Area Council of Governments, and PCTPA stands for the Placer County Transportation Planning Agency.
- Question: Why did the City decide on three lanes instead of four?
    - Response: From a traffic operations standpoint, only three lanes are required for the roadway between East Avenue and Ferrari Ranch Road. From a traffic standpoint, we could add a fourth lane but this will impact a private building, resulting in substantially cost for very little value gained.
- Question: Are there 2 lanes in each direction? Or one lane in each direction? If so, where is the third lane?
    - Response: For this location, we have a unique situation with two westbound lanes and only one eastbound lane. The primary traffic eastbound movements at East Avenue is the through eastbound movement and the southbound traffic turning left onto McBean Park Drive. Because each movement is independently controlled through the intersection by the signal, only one lane is required. However, the westbound traffic volume requires two lanes over the bridge.

- Question: Does the right-of-way acquisition have to wait until the end of the environmental phase?
    - Response: Yes. The project team cannot begin any negotiations on right-of-way impacts until after environmental clearance.
- Question: How did you determine right-of-way impacts?
    - Response: The City is the owner of the property on the project's south side. That is why the impacts were focused there, to minimize total project impacts and cost.
- Question: Will the overlook be placed on the north side of the bridge?
    - Response: Yes.
- Question: Has the project team seen the view from the anticipated overlook location? There are storage buildings located on that side of the bridge that could lessen the observers experience. The south side of the bridge has a view over the wetlands, wouldn't that be better?
    - Response: The overlook cannot be placed on the south side of the bridge because it would conflict with the class I bicycle/golf cart facility. That would create difficult and unsafe conditions for the different modes of travel.
- Question: Could the overlook be moved more to the east, so the view does not focus on storage buildings? The aesthetic concepts for the overlook look good, I am just concerned about the view from the overlook.
    - Response: One of the purposes of the overlook is to be over the water, so you can see the water and steelhead salmon as they swim through. But this is a good point to bring up, as it is a balancing act between locating the overlook over the water and the wetland area for the best view. Trees should cover the storage buildings, but the project team will keep this suggestion in mind for the overlook's final placement.
- Question: How will golf carts travel from the south side of the bridge into downtown Lincoln?
    - A golf cart will travel from the south side of the bridge to the signal on East Avenue. There will be a signal phased to allow separate movement of golf carts through the intersection by a push button. Once the push button is activated, a golf cart will travel to the class 1 trail on the west side of East Avenue that connects to downtown Lincoln.
- Question: Once the golf carts reach downtown, where can they drive?
    - Response: A Golf Cart Masterplan is being developed for the benefit of the community. Golf carts will be permitted on the downtown streets with speed limits not more than 25 mph. Currently, we have a class 1 trail alongside Ferrari Ranch Road that will connect to the Class 1 trail in this project and get the carts into downtown with the phased signal at East Avenue. NEVs, on the other hand, can be out in lanes of traffic as long as the speed limit is 35 mph or less. If the speed limit is above 35 mph, they can use the City's standard 7 feet wide shoulder in lieu of the vehicle lane.
- Question: So golf carts must always be on a trail?

    - Response: Yes, they must travel on class 1 facilities or facilities with a physical barrier where the speed limit is greater than 25 mph.
- Question: Currently there is no class 1 facility for golf carts on McBean, correct?
    - Response: Correct. This project will create that connection.
- Question: Is the Federal Emergency Management Agency (FEMA) revising this area's flood maps?
    - Response: Yes, FEMA is currently creating digital flood insurance rate maps. They will be released before this project is complete, but once this project is complete the rate maps will be updated to include the reduced flood plain limits.
- Question: The project schedule anticipates construction will take place in two seasons, beginning in 2018. Is there a chance the construction will be expedited if permits are completed sooner?
    - Answer: Probably not since the project will require stage construction to keep traffic open at all times.
- Question: Will the golf cart lane handle 2 lanes of golf cart traffic?
    - Answer: Yes, one in each direction.

Community Feedback

- Thank you for the overview. I like the "Gateway" aspect of the project into Lincoln. Thank you for reaching out to us!
- I believe this project will be a real boon to Downtown Lincoln. The attractive elevated bridge should serve as a welcoming portal to central Lincoln. Having the NEV/Golf Cart lane off the central roadbed and separated on the south side of the bridge will provide safe entry to downtown from Sun City Lincoln Hills. This access may even, in the long run, incentivize central city residents to get in to NEVs and Golf Carts, integrating central city with Lincoln Hills. It is my vision that such traffic will bring more trade to city merchants. Also, the viewing platform over Auburn Ravine should become an attractive place to observe the natural beauty of the waterway as well as seasonal salmon watching.

Open House Notification

To notify the community about the open house, the project team sent email notifications to more than 60 residents, business owners, and interested community members. Notification fliers were distributed in electronic newsletters to the following communities:

- Sun City Lincoln Hills
- Sierra College staff and student association
- City of Lincoln Community Center

- Lincoln High School
- Lincoln Open Space Committee
- Lincoln United Methodist Church
- First Baptist Church

A news release was distributed to local news stations and publications, and the project team contacted local organizations, schools, and churches to encourage attendance. The open house was promoted on the City of Lincoln's website, an e-bulletin, and on its Facebook page.

Additionally, information about the open house was posted on social media by the following groups:

- City of Lincoln
- Sun City Lincoln Hills
- Wildlife Heritage Foundation
- Western Placer Unified School District
- Carlin C. Coppin Elementary School
- Lincoln Rotary Club
- Lincoln High School Parents Group
- Lincoln Crossing Community Association

Appendix

- Presentation
- Display Boards
- Fact Sheet
- Comment Card

Appendix

McBean Park Drive Bridge Replacement

PUBLIC WORKSHOP #1

June 21, 2016

developing YOUR vision | delivering YOUR project

WORKSHOP AGENDA

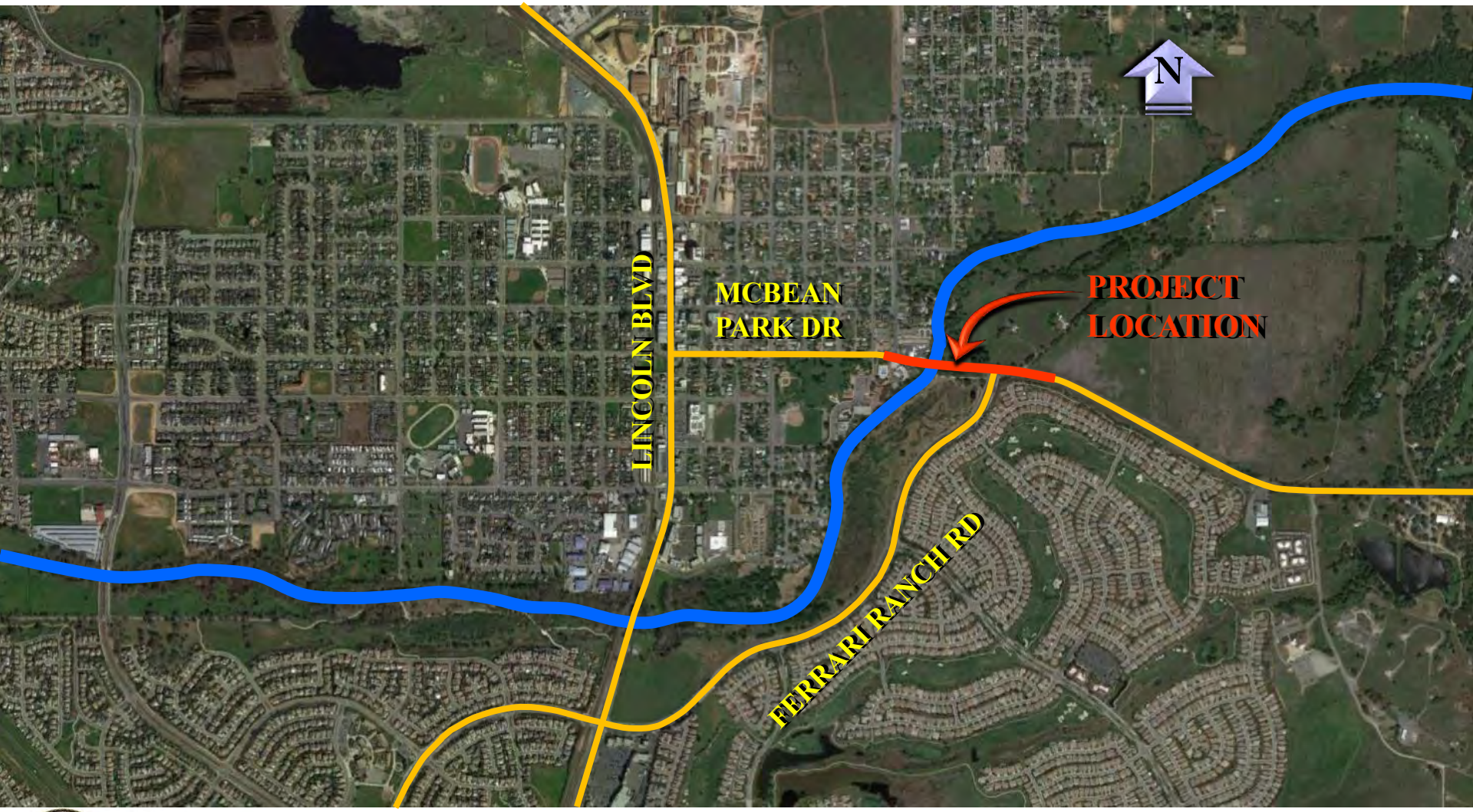
- WORKSHOP GOALS
- PROJECT OVERVIEW
- ROADWAY GEOMETRY
- BRIDGE CONFIGURATION
- AESTHETICS
- FUNDING
- SCHEDULE
- Q & A
- WORKSHOP STATIONS

WORKSHOP GOALS

- INFORM THE PUBLIC
- GATHER PUBLIC INPUT

PROJECT OVERVIEW

- **Project Location**



PROJECT OVERVIEW

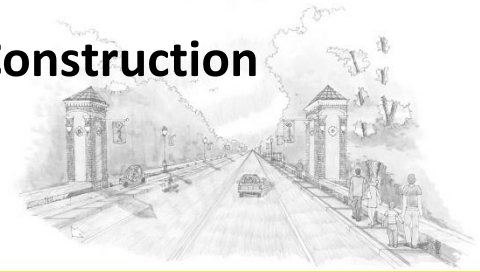
- What Drives This Project?

Project Constraints

- Hydraulics
- Right of Way
- Traffic Handling
- Funding

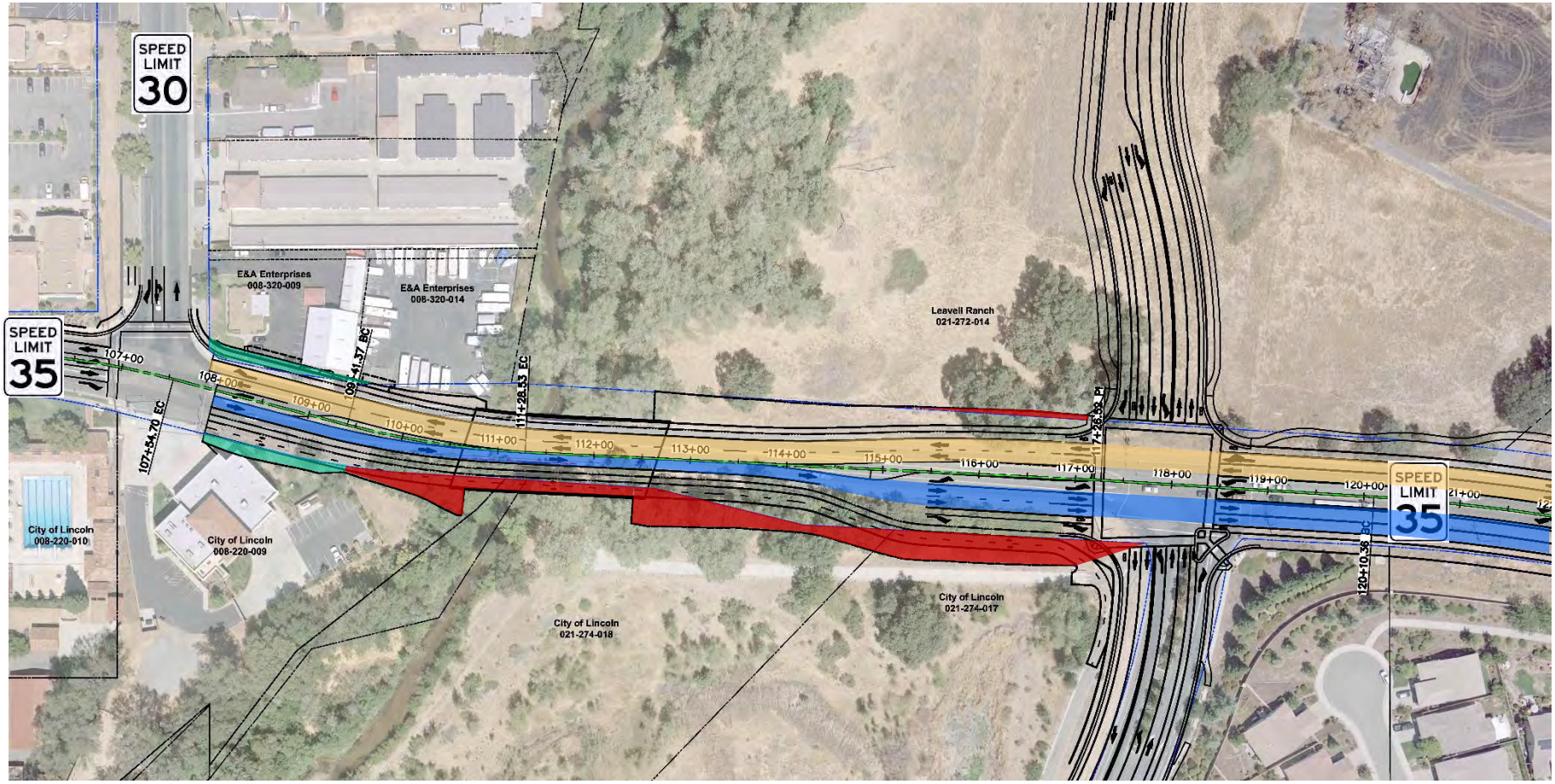
Project Goals

- Fundable bridge replacement and roadway approaches
- Reduce flooding potential
- Accommodate NEVs, golf carts, bicycles and pedestrians
- Maintain traffic on McBean Park Drive During Construction
- Public and stakeholder acceptance



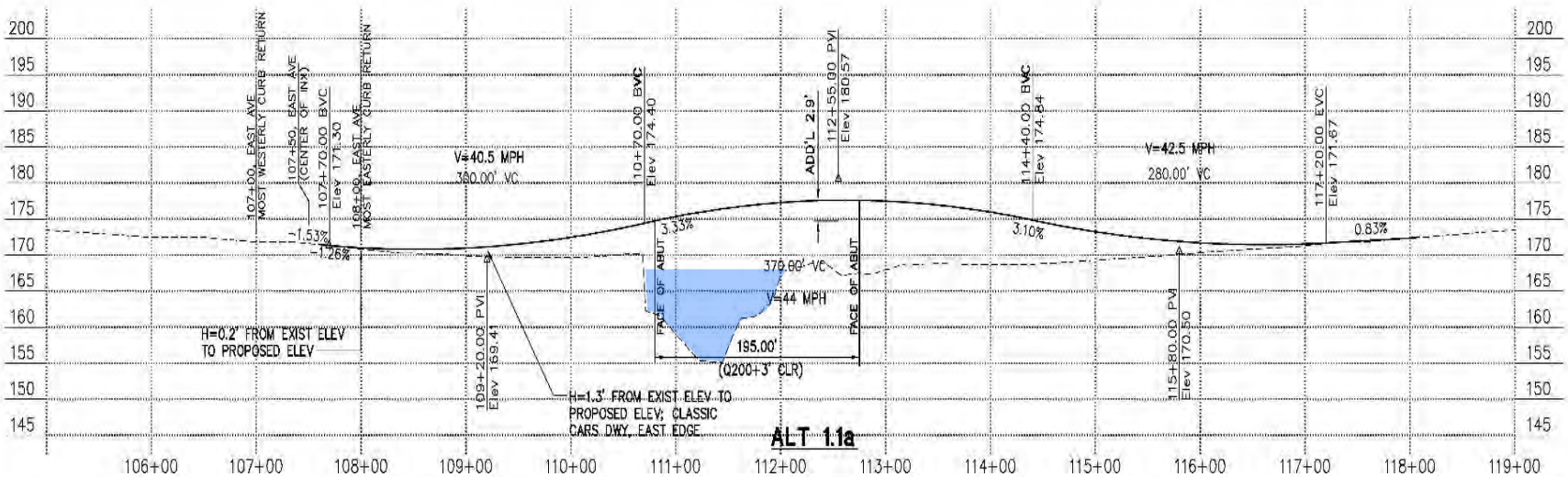
ROADWAY GEOMETRY

- **3 LANE ALIGNMENT**



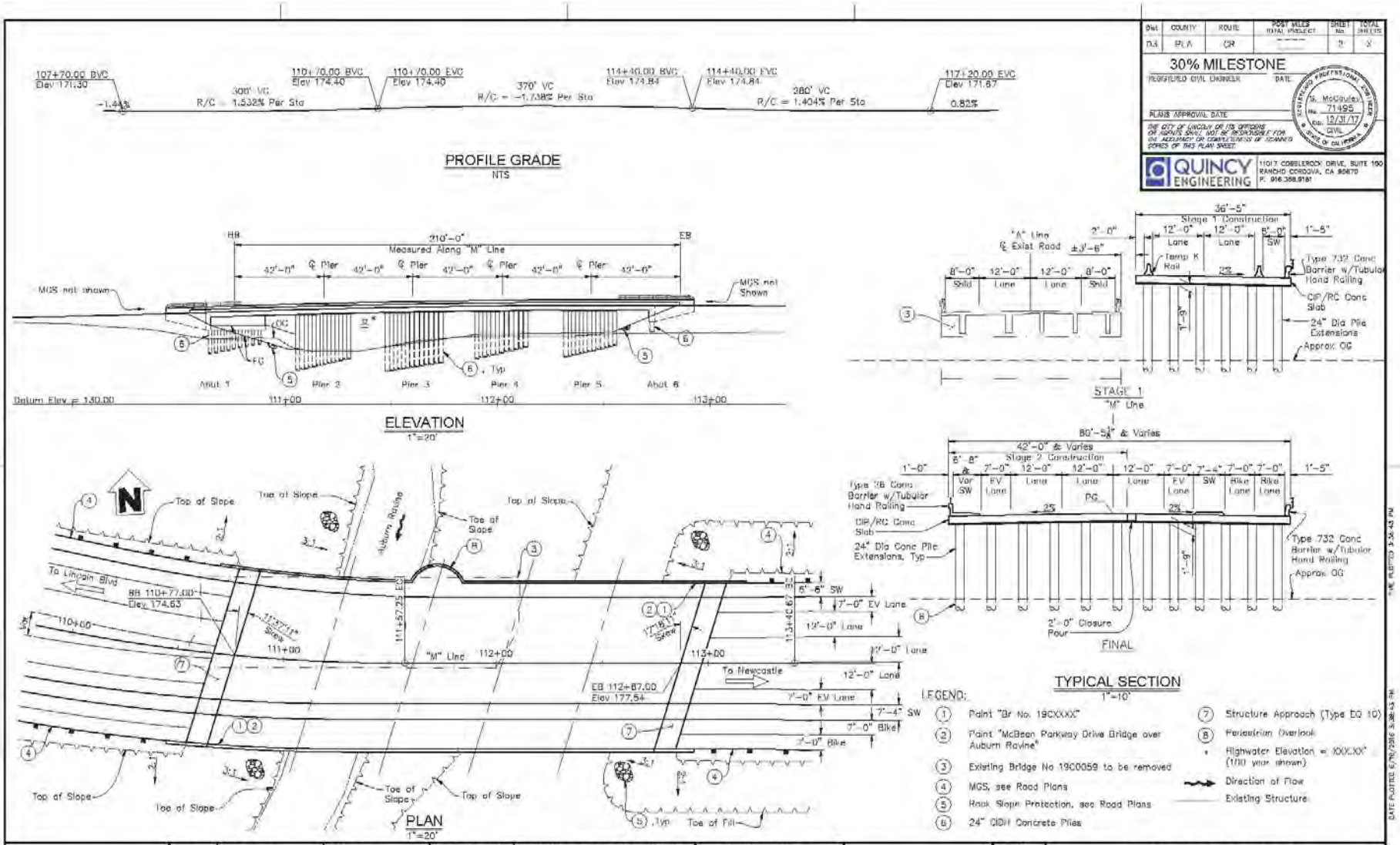
ROADWAY GEOMETRY

- **PROFILES**



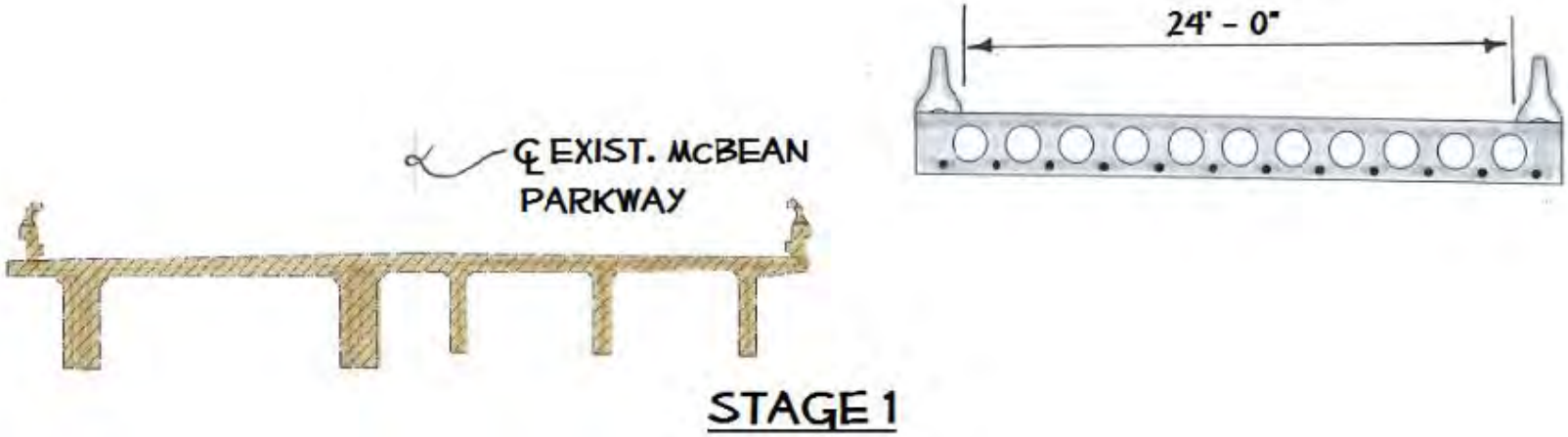
BRIDGE CONFIGURATION

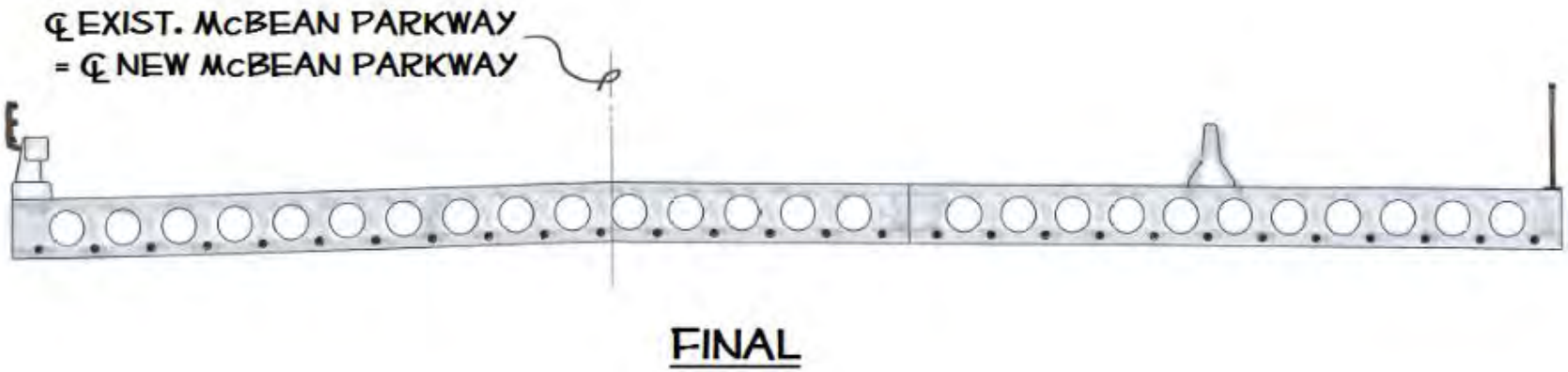
- **GENERAL PLAN**



BRIDGE CONFIGURATION

- **STAGE CONSTRUCTION**



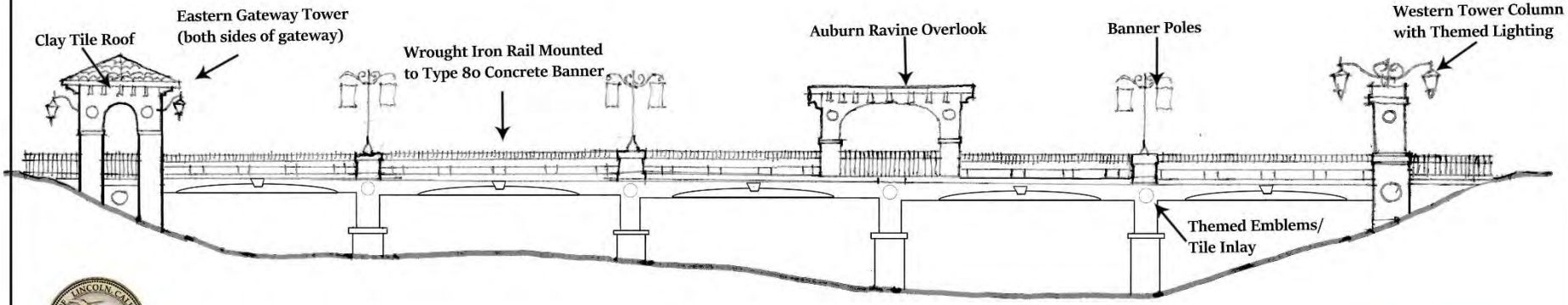


QUINCY ENGINEERING

Local Heritage Concept Architecture
McBean Park Drive Bridge
Lincoln, CA

CHARACTER IMAGES

Tile Inlay



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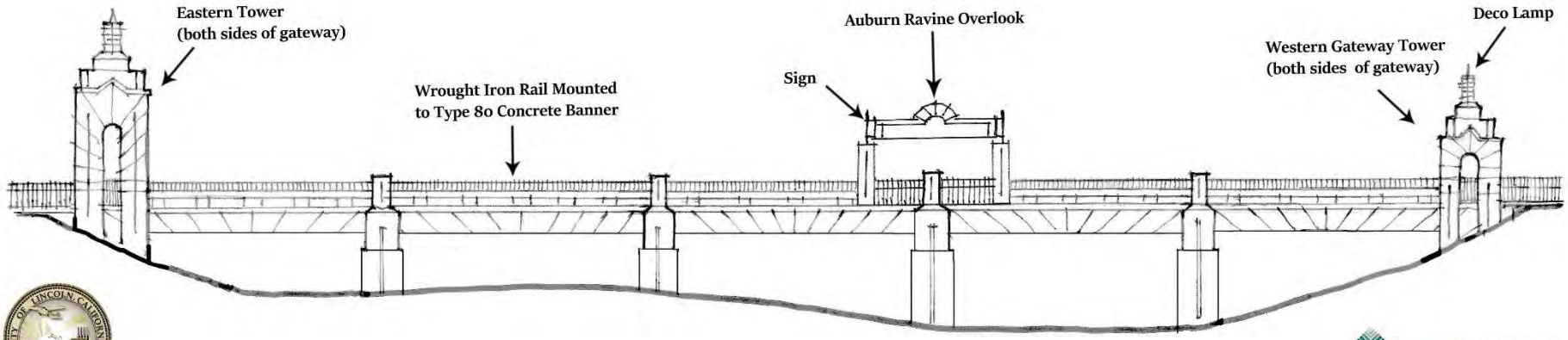
AESTHETICS

QUINCY ENGINEERING

Art Deco Concept Architecture
McBean Park Drive Bridge
Lincoln, CA

CHARACTER IMAGES



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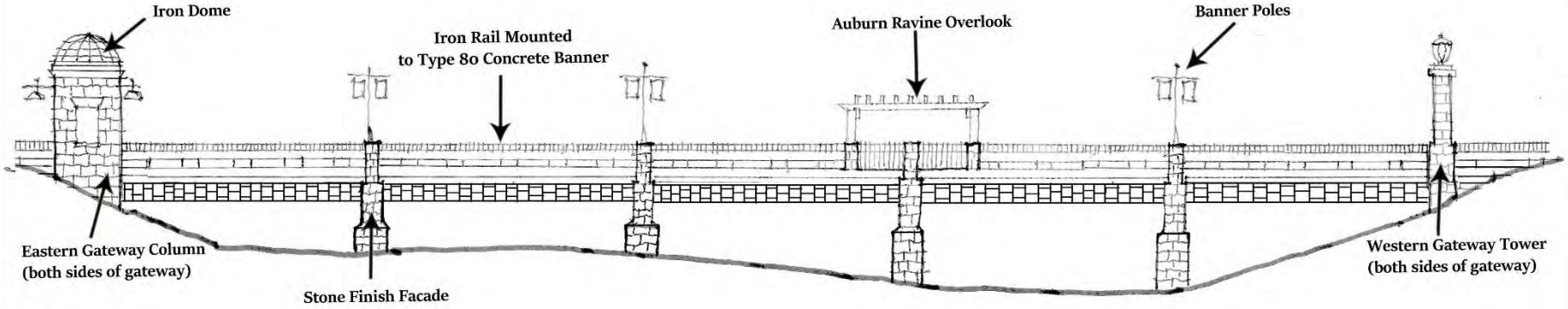
Naturalistic Concept Architecture

McBean Park Drive Bridge

Lincoln, CA

CHARACTER IMAGES



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FUNDING

- **PROJECT COST ESTIMATE**

- **FEDERAL FUNDS = $12,100,000**
- **LOCAL FUNDS = $3,400,000**
- **TOTAL FUNDS = $15,500,000**

SCHEDULE

QUINCY ENGINEERING

- **PROJECT SCHEDULE**

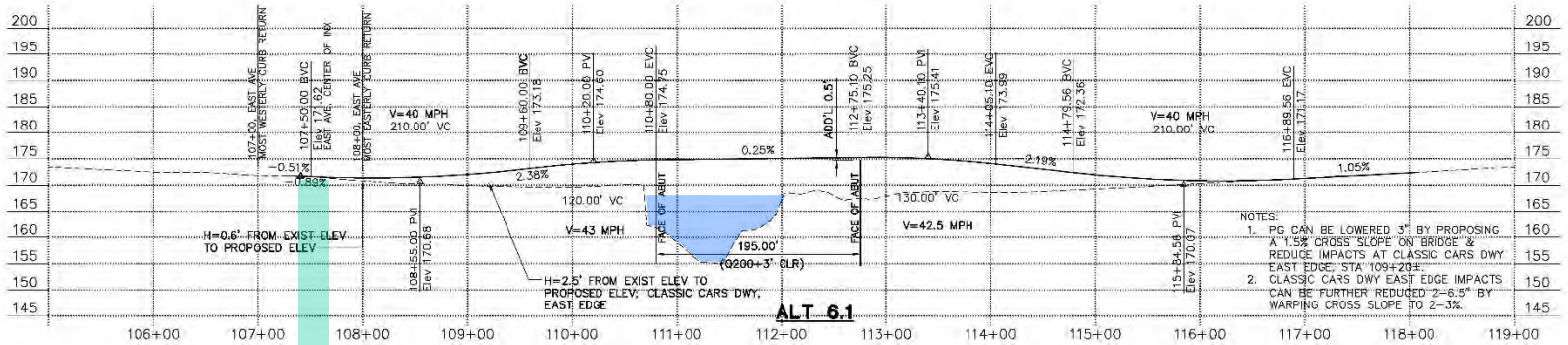
	2014		2015		2016		2017		2018		2019	
Task	**JUN**	**DEC**	**JUN**	**DEC**	**JUN**	**DEC**	**JUN**	**DEC**	**JUN**	**DEC**	**JUN**	**DEC**
Project Justified for Replacement												
SACOG Adopts 4 Lane McBean Park Drive												
City Selects 3 Lane Bridge Alternative												
Environmental Phase												
Right of Way Acquisition												
Preliminary Design					Open House							
Final Design												
Anticipated Construction												

QUESTIONS AND ANSWERS

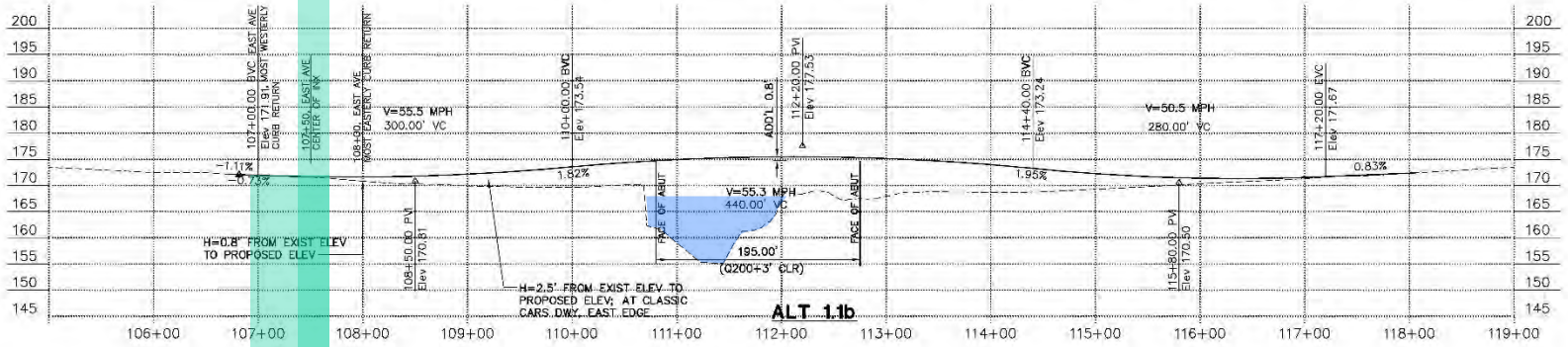
ALTERNATIVES

- **Profiles**

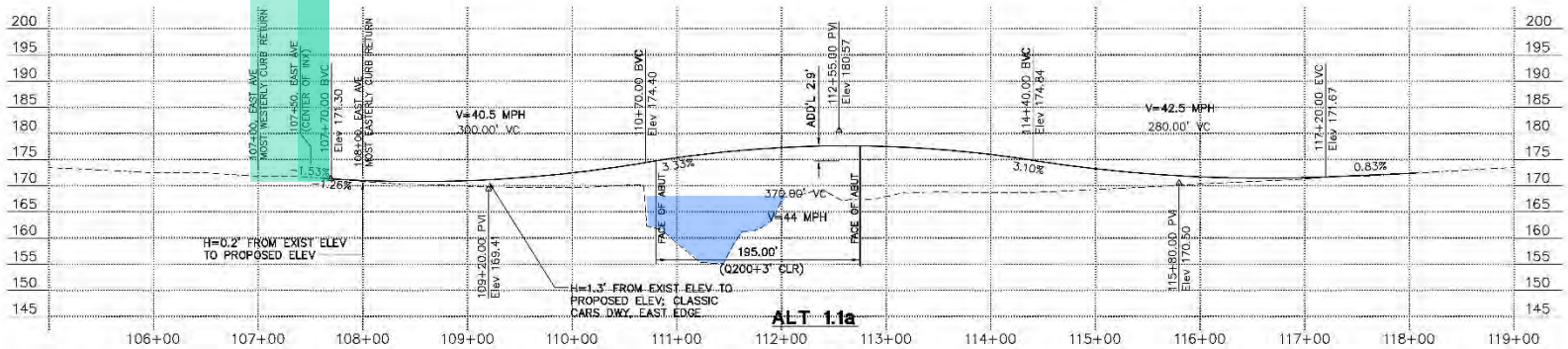
- Min. PG Height
- Add'l PG of 0'
- Dwy. slope = 18%



- Min. PG Height
- Add'l PG of 0.3'
- Dwy. slope = 18%



- Min. Dwy. Impact
- Dwy. slope = 0%
- Add'l. PG of 2.4'



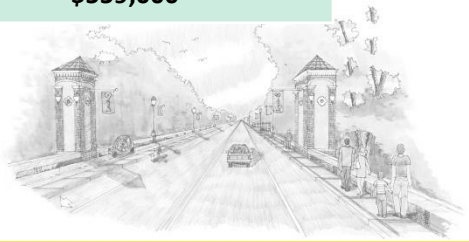
QUINCY ENGINEERING

- **Right of Way Impacts**

IMPACT	3-Lane Alternative	4-Lane Alternative
Land (sf)	1,015	3,209
Loss of Parking Stalls	3	7
Loss of Tree	1	1
Relocation of Business Signs	2	2
Purchase Business Sign	No	Yes
Potential Loss in Rent/Income	Yes (Salon, Parking Lot)	Yes (Salon, Parking Lot)
Potential Loss of Business Goodwill	Yes (Salon)	Yes (Salon, Lincoln Classic Cars)
Iron Fence	Yes	Yes
Demolition	No	Yes – Full Demolition
Business Relocation	No	Lincoln Classic Cars
Estimated ROW Hard Costs (+ 20% Contingency) *	$100,000	$511,000 **
Estimated ROW Soft Costs *	$35,000	$48,000
Total Estimated ROW Costs *	$135,000	$559,000

* Two parcels on the N/E corner of East Avenue intersection.

** Full acquisition of the two parcels is estimated at $800,000, which assumes cost for minor business relocation.



QUINCY ENGINEERING

- **Project Cost Estimate – 3 Lane**

	Cost Estimate Summary ($M)		
Items	**Participating ***	**Non-participating ****	**Total**
Project Engineering (20% of CON)	**1.47**	**0.29**	**1.76**
Right of Way	**0.14**	**0**	**0.14**
Construction (CON)	**7.33**	**1.47**	**8.80**
Construction Engineering (15% of CON)	**1.10**	**0.22**	**1.32**
Contingency (25% of CON)	**1.83**	**0.37**	**2.20**
Total	**11.87**	**2.35**	**14.22**
Federal Funds (Local Funds)	**10.51 (1.36)**	**(2.35)**	**10.51 (3.71)**

* For 88.53% HBP funding and 11.47% local match. Leverage RSTP funds as local match to trigger toll credits for 100% funding (0% match).

- East Avenue to Ferrari Ranch Road

** Not covered by the HBP (100% local funding). Elements include the following:

- Roadway east of Ferrari Ranch Road
- Golf cart facility

Note: Utility relocation is assumed to be 100% utility agency responsibility.

QUINCY ENGINEERING

- **Project Cost Estimate – 4 Lane**

	Cost Estimate Summary ($M)		
Items	**Participating ***	**Non-participating ****	**Total**
Project Engineering (20% of CON)	**1.65**	**0.33**	**1.98**
Right of Way	**0.56**	**0.24**	**0.80**
Construction (CON)	**8.23**	**1.65**	**9.88**
Construction Engineering (15% of CON)	**1.23**	**0.25**	**1.48**
Contingency (25% of CON)	**2.06**	**0.41**	**2.47**
Total	**13.73**	**2.88**	**16.61**
Federal Funds (Local Funds)	**12.16 (1.57)**	**(2.88)**	**12.16 (4.45)**
Delta from 3 Lane	**+1.65 (+0.21)**	**(+0.53)**	**+1.65 (+0.74)**

* For 88.53% HBP funding and 11.47% local match. Leverage RSTP funds as local match to trigger toll credits for 100% funding (0% match).

- East Avenue to Ferrari Ranch Road

** Not covered by the HBP (100% local funding). Elements include the following:

- Roadway east of Ferrari Ranch Road
- Golf cart facility

Note: Utility relocation is assumed to be 100% utility agency responsibility.

PROJECT OVERVIEW

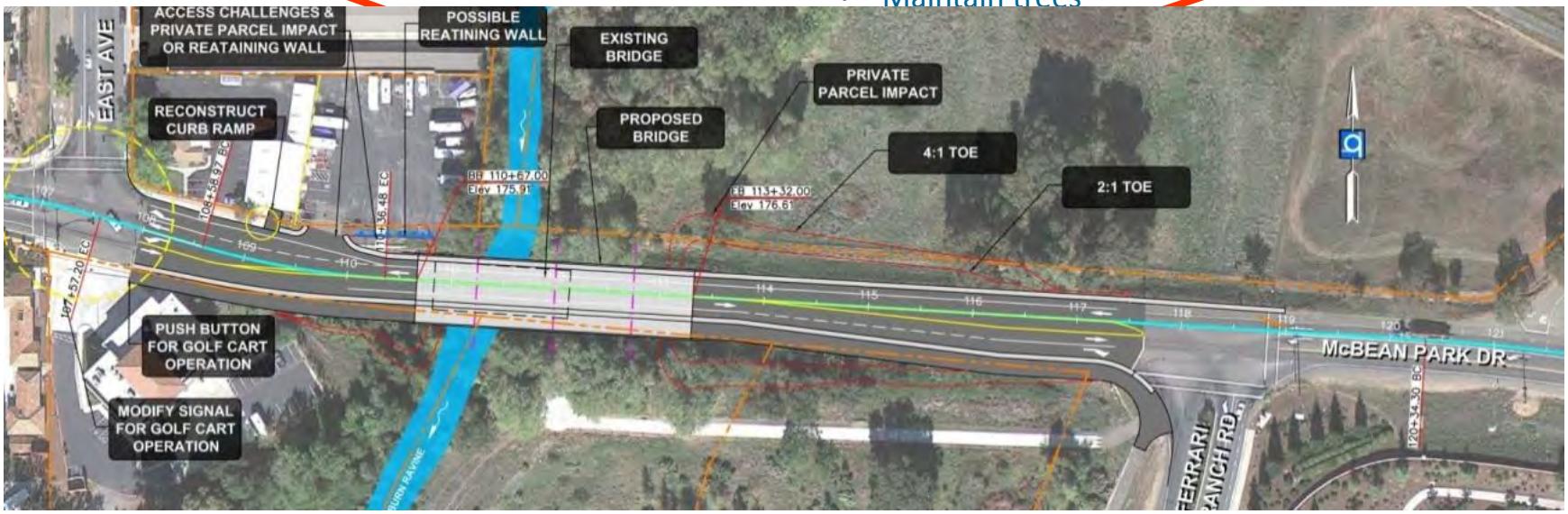
- **2 Lane – Concept 1 (maintain existing alignment)**

Challenges

- Project Limit Parameters

Solutions

- ✓ Horizontal In-Line Replacement – Layout Option 1
  - Maintain trees



PROJECT OVERVIEW

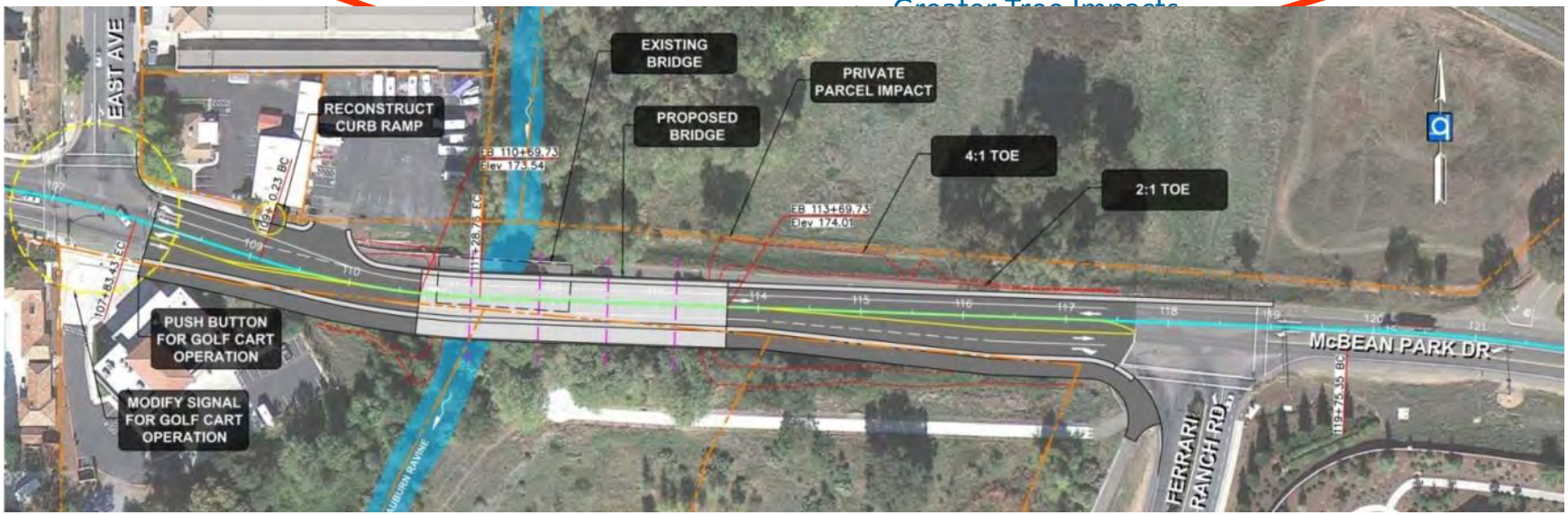
- **2 Lane – Concept 2 (southerly alignment shift)**

Challenges

- Project Limits Parameters

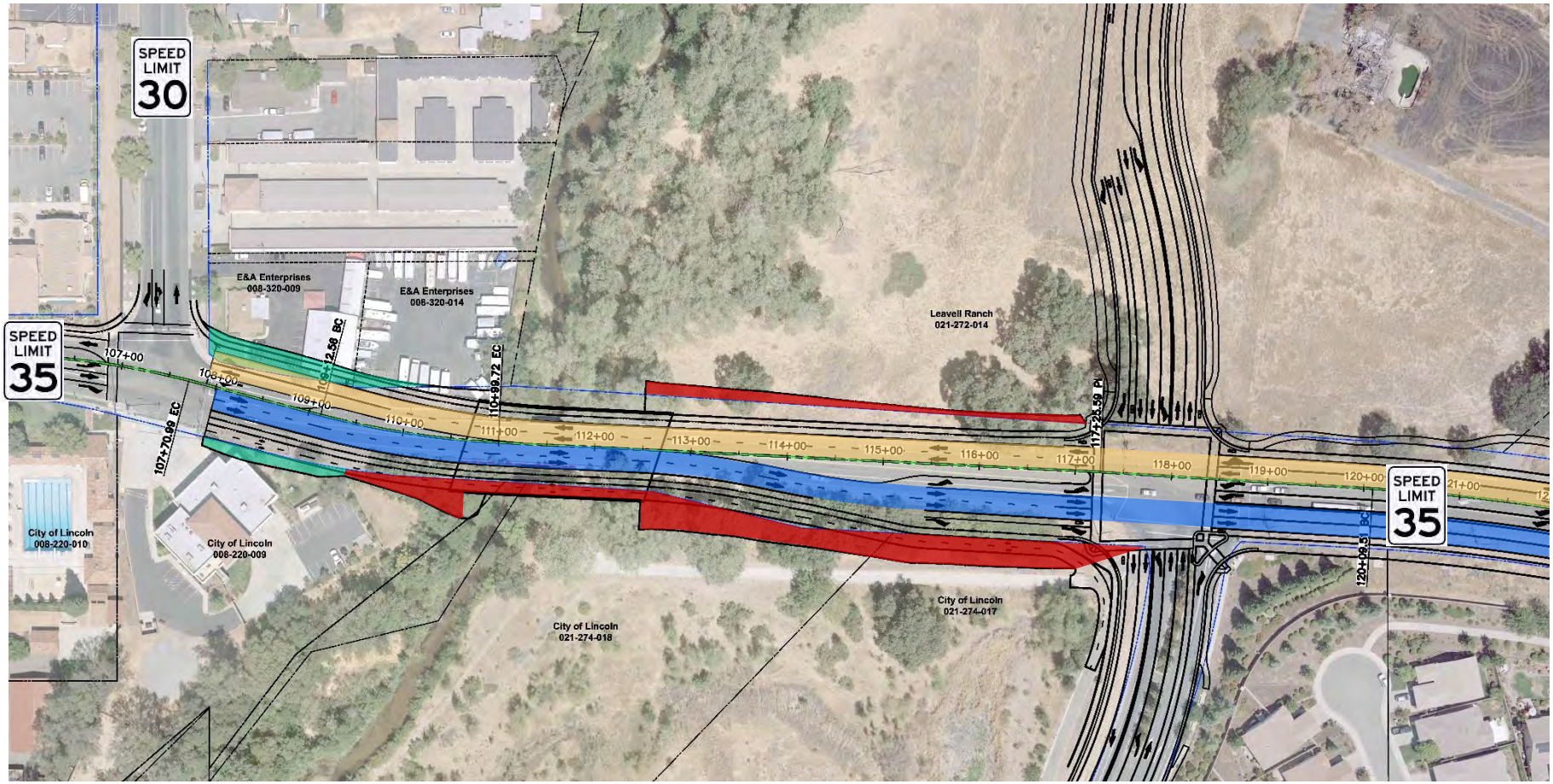
Solutions

- ✓ Horizontal South Realignment – Layout Option 2



ALTERNATIVES

- **4 Lane Alternative**



McBean Park Drive Bridge Replacement
Project Background

About the Project

The City of Lincoln is replacing the bridge on McBean Park Drive over the Auburn Ravine to improve protection against potential flooding and enhance connections for Neighborhood Electric Vehicles (NEVs), golf carts, bicycles, and pedestrians.

Project Funding

The project is funded by a combination of Federal Highway Administration (FHWA) Highway Bridge Program (HBP) grant funds, and local matching funds.

Project Objectives

- Replace the existing bridge to improve flood protection
- Widen roadway approaches to provide connections for NEVs, golf carts, bicycles, and pedestrians
- Maintain vehicle access on McBean Park Drive throughout construction

City of Lincoln

McBean Park Drive Bridge Replacement
Project Schedule

	2014		2015		2016		2017		2018		2019	
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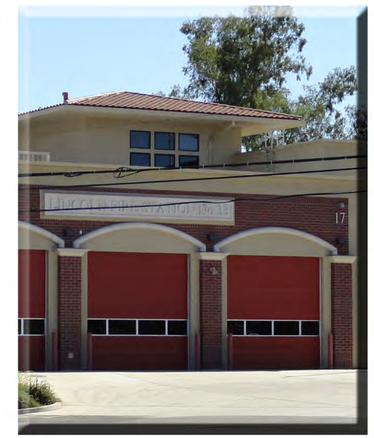
City of Lincoln

Local Heritage Concept Architecture

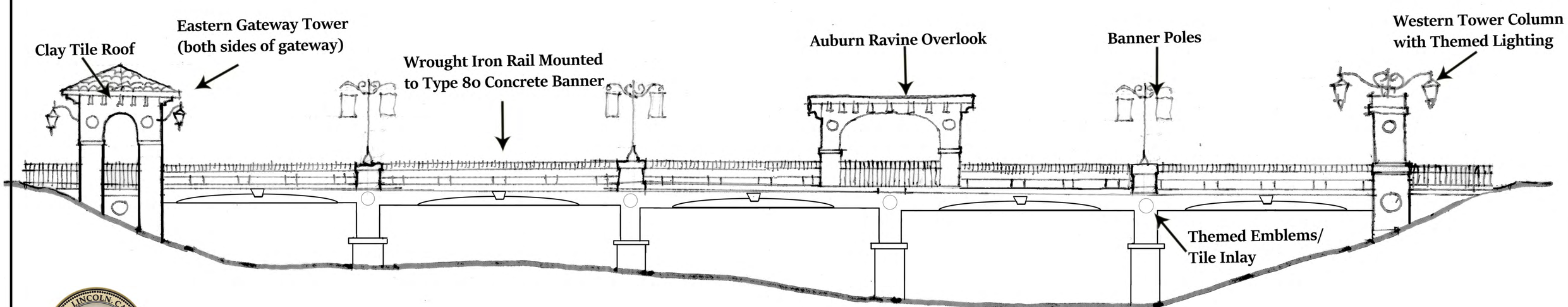
McBean Park Drive Bridge

Lincoln, CA

CHARACTER IMAGES



Tile Inlay



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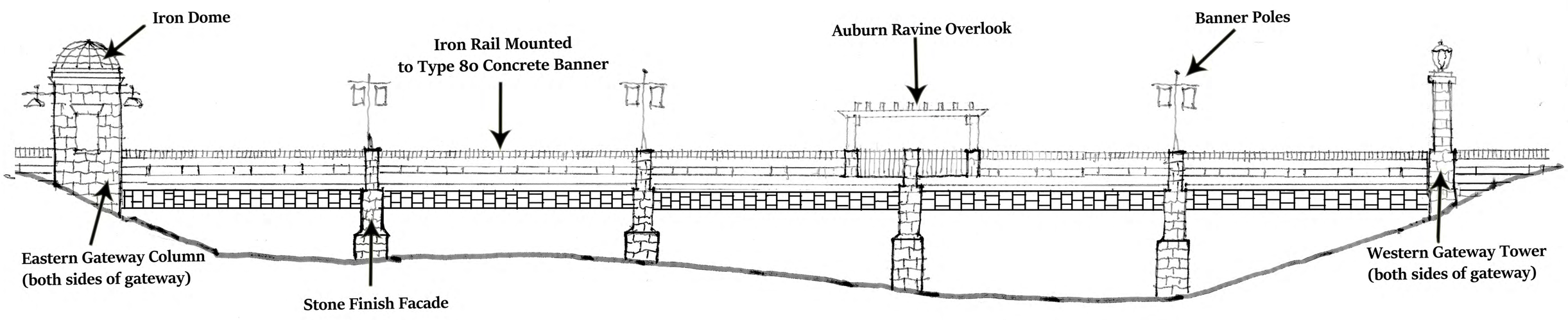
QUINCY ENGINEERING

Naturalistic Concept Architecture

McBean Park Drive Bridge

Lincoln, CA

CHARACTER IMAGES



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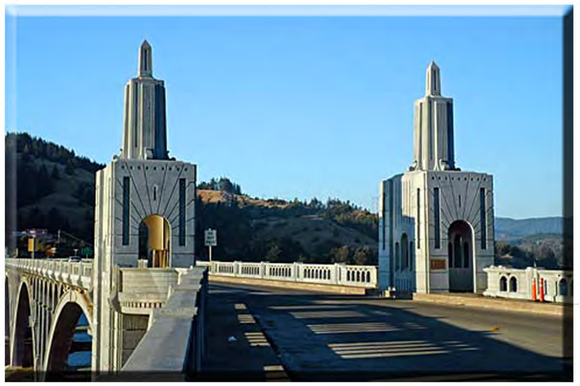
QUINCY ENGINEERING

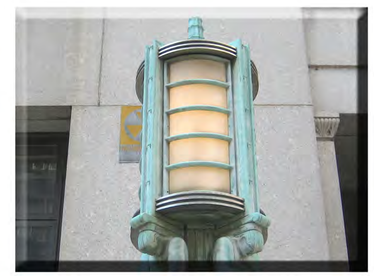
Art Deco Concept Architecture

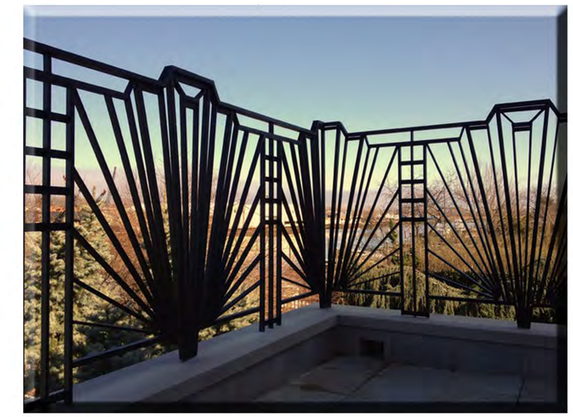
McBean Park Drive Bridge

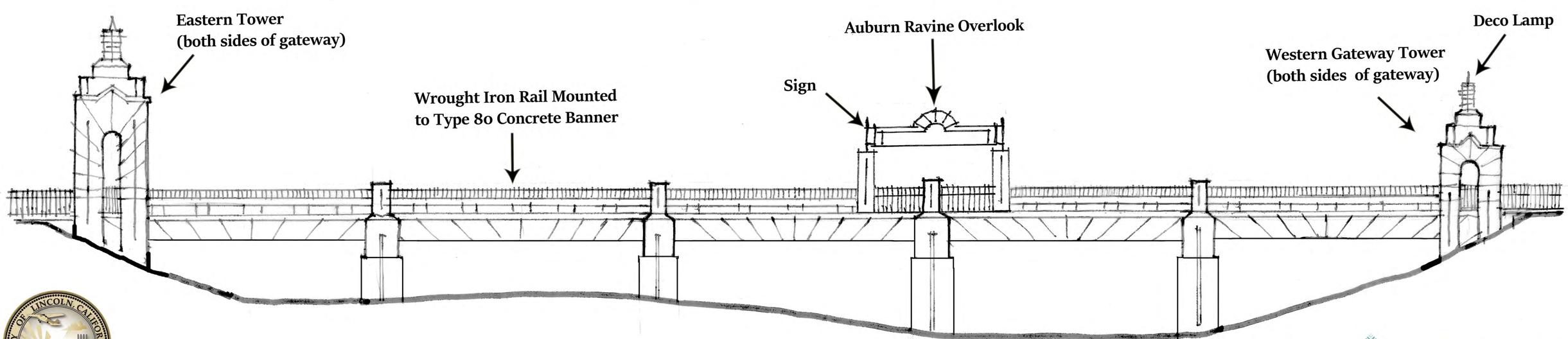
Lincoln, CA

CHARACTER IMAGES









Quad Knopf

QUINCY ENGINEERING

McBean Park Drive Bridge Replacement Project

Fact Sheet

About the Project

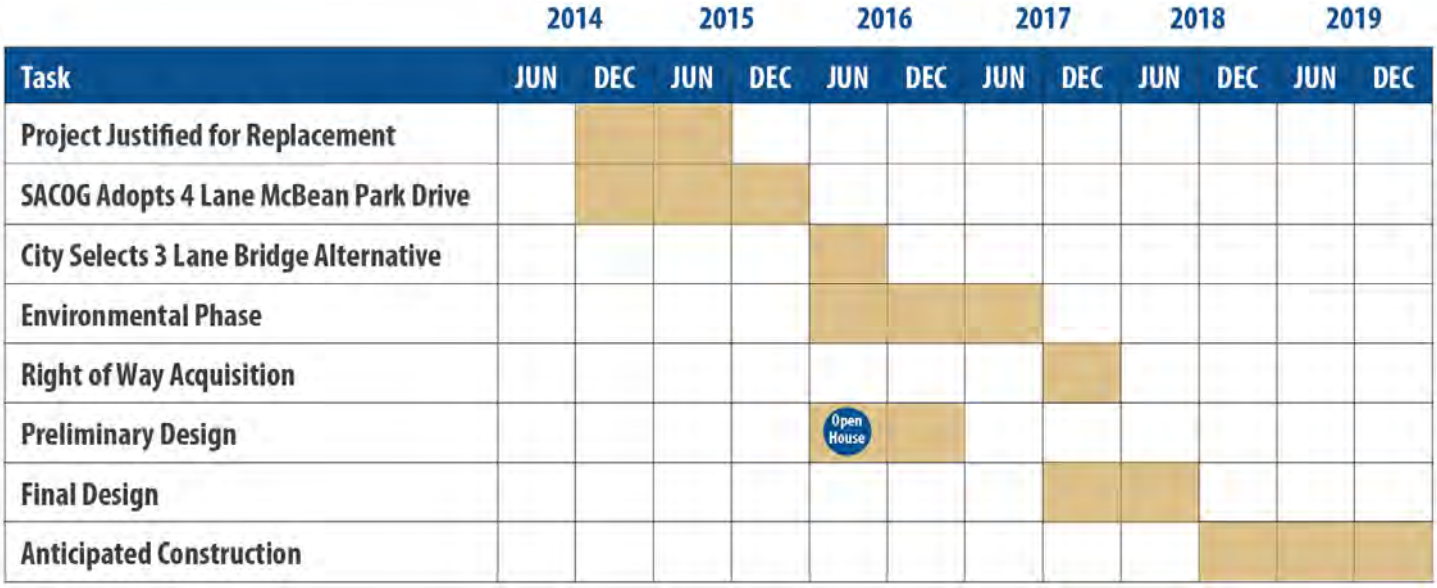
The City of Lincoln is replacing the bridge on McBean Park Drive over the Auburn Ravine to improve protection against potential flooding and enhance connections for Neighborhood Electric Vehicles (NEVs), golf carts, bicycles, and pedestrians.

The project is funded by a combination of Federal Highway Bridge Program (HBP) grant funds and local matching funds.

Project Objectives

- Replace the existing bridge to improve flood protection
- Widen roadway approaches to provide connections for NEVs, golf carts, bicycles, and pedestrians
- Maintain vehicle access on McBean Park Drive throughout construction

Project Schedule



McBean Park Drive Bridge Replacement Project

Frequently Asked Questions

1. Why does the bridge need to be replaced?

The McBean Park Drive Bridge needs to be replaced to reduce the flooding potential and overtopping of the McBean Park Drive Bridge. Currently the roadway overtops in a 10-year flood event and the bridge overtops in a 25-year event. Replacing this bridge will greatly reduce the potential for flooding of adjacent private properties.

2. What will the bridge look like?

The bridge will be designed and built as a gateway into downtown Lincoln. The project team has developed multiple preliminary aesthetic concepts for the design of the bridge, and is seeking community input on these concepts. The project team will refine the design based on the community's feedback.

3. Will the bridge be larger when completed?

The existing bridge is approximately 150 feet long and two lanes wide. The new bridge will be approximately 210 feet long and three lanes wide. The larger bridge will allow more water to flow under the bridge without overtopping and will also accommodate increased traffic flow into downtown. The bridge will also have access for Neighborhood Electric Vehicles, golf carts and bicycles. Pedestrians will have access to the bridge and can view the Auburn Ravine from an overlook on the bridge.

4. Will the bridge/road be closed during construction? How will traffic be affected?

The project team is developing a phased construction approach that will keep one lane of traffic open in each direction throughout construction.

5. How is this project being funded?

Funding for the McBean Park Drive Bridge Replacement Project is a combination of Federal Highway Administration (FHWA) Highway Bridge Program (HBP) grant funds, and local matching funds.
HBP funds will comprise 88.5% of the funding, while 11.5% is from local funds.

6. When will construction of the new bridge begin and be completed?

Currently, the project is scheduled to begin construction in 2018 and will likely be completed in 2019.

For More Information

Contact Jameson Parker at jparker@aimconsultingco.com or visit the project webpage at www.lincolnca.gov/about-lincoln/major-projects/mcbean-park-drive-bridge-replacement

McBean Park Drive Bridge Replacement Project

Comment Card

Please provide any thoughts, comments, or questions about the McBean Park Drive Bridge Replacement Project.

Name _____

Email _____

Phone _____

You can submit your comments to staff today, by mail, by fax (916) 442-1186, or directly to Nicole Porter at nporter@aimconsultingco.com.

City of Lincoln

Place
postage
stamp here

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