

Welcome

Healdsburg Avenue Bridge Project

Open House # 2

April 29, 2010

Healdsburg Senior Center

5:30 PM to 7:30 PM



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010

This is a continuously playing
informational program

Individual Rehabilitation
and Replacement Concepts
are illustrated, and
available for individual
discussion and comment



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010

Open House #1 – March 31, 2010

We Heard You!!

13 of 15 Concepts Presented this Evening Result in Preserving the Existing Bridge



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety

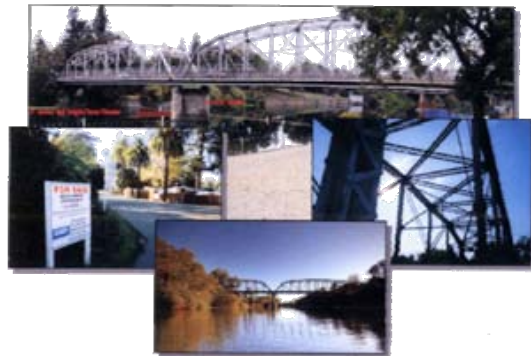


April 29, 2010

Open House #1 – March 31, 2010

Criteria
Rating
Process

*Healdsburg Avenue Bridge
Over the Russian River
Concept Analysis Process (CAP)*



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010

Open House #1 – March 31, 2010

Criteria Rating Process

INTRODUCTION

River crossing improvement concepts will be individually evaluated using a series of nine criteria, each of which is important in the overall determination of the best concept river crossing solution. The Concept Analysis Process (CAP) will evaluate the following nine (9) criteria:

1. Historic Preservation

The historic nature of the project is of specific concern to study all involved or intended in this project. The analysis of each concept in the context of the existing historic fabric will be a significant issue in this analysis.

2. Public Safety

One of the primary reasons this project is being advanced is the concern over the historic integrity of the existing structure. Its relationship with non-historic issues and potential disturbances. The study includes possible a measure of potential safety improvements as a result of the proposed improvement for each concept.

3. Environmental Sensitivity

This criterion will provide a subjective indication of the general environmental effects resulting from each of the concepts. Environmental consequences are noted for each concept including the 'no-build' concept. No concept that causes substantial adverse impacts is considered for the final selection.

4. Right of Way Impacts

Right-of-way impacts are essentially a quantification of impacts by type and include potential impacts to homes, commercial buildings, public property, vacant land and Healdsburg Business Program (HBP) considerations.

5. Constructability

Constructability refers to the feasibility and cost implications of constructing a particular concept. In general, this is related to size of construction issues, timing issues, project phasing and the construction of existing conditions, including utility design considerations.

6. Design Standard Conformance

Standards and interactive design standards are set by the local agency, Caltrans and the FHWA. The purposes of the CAP, consistency with the requirements of each agency jurisdiction, or accepted standard for structure, roadway and hydraulic design will be considered.

7. Cost

The costs presented in the CAP are the comparative program only and do not represent the total final construction costs. Actual project construction costs for each final concept as well as total may vary from the study estimates and therefore should not be used outside of the context of this comparative study. The factors which influence the total cost of a project concept are the initial capital cost and the long term maintenance requirements. Long term maintenance will be analyzed using a life cycle analysis as well as project financial health.



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010

Open House #1 – March 31, 2010

Criteria Rating Process

8. Transportation Operations

This criterion refers to the quantification of transportation services provided to the area accessed via the Healdsburg Avenue Bridge. Impacts associated with each one of the concepts will be considered, so that the "relative" operating results of the concepts can be assessed from a transportation standpoint. The transportation function is not just a matter of passenger vehicle level of service (LOS), but rather a measure of the transportation service function for all road users, including public transit, goods carriers, bicycles and pedestrian users as well.

9. Funding Capability (City Contribution)

This criterion is a comparative measure of the ability of the City of Healdsburg to fund each concept under evaluation. Each cost in SFY presented within this criterion, unless the amount of local funding required to accomplish the implementation of each concept is the only basis for comparison.

While each of these evaluation criteria has importance to the final decision, undoubtedly they are not each considered equal in their individual impact on the final concept selection. Each stakeholder will have a different perspective on the relative importance of each criteria and this analysis process is designed to recognize these differences. In fact the community profile is the sum of the perspectives of all those who participate in the process.

B. Rating the Evaluation Criteria

The second step in the CAP evaluation process is to determine the "relative importance" of each evaluation criteria by weighting them on a scale. Certain criteria will more than likely be considered more important than others. Therefore, each evaluated criterion will be assigned a rating, which is the representation of its relative importance to the project.

Each of the evaluation criteria will be rated on a scale of one to five. Five is the upper end of the scale and indicates that the evaluated criterion is of extreme importance, whereas, one is the low end of the scale and indicates that the evaluation criterion is the less important.

Each criterion is rated independent of the others. For example, multiple criteria may be considered extremely important and each assigned a five. Conversely, other criteria may be considered less important and assigned lower numbers. The following table presents the potential rating level under the study participant will be critical to use in rating each project criteria.

Relative Importance	Rating
Extremely Important	5
Important	4
Some Importance	3
Not Important	2
Least	1



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010

Open House #1 – March 31, 2010

Criteria Rating Process

C. Evaluation Criteria Rating

The final categorical "weighting" process as reflected in the CAP guidelines is dependent upon the evaluation and ranking of each Concept within each evaluation criteria, the result of which is the "relative weighting" as reflected with respect to each study Concept. The "weighting" process is the cumulative judgment of the relative importance of each project criteria, as provided by all participants. The individual ratings in each evaluation section were accumulated and the "relative weighting" factor for each criteria identified.

The participants at the first Open House, March 31, 2010, were asked to provide a rating of the individual criteria, the results of this effort was accumulated with several community groups including:

- Open House #1 Participants
- Healdsburg Chamber of Commerce
- Healdsburg City Council
- Sonoma County Transit
- Sonoma County Parks
- Healdsburg Transit District
- Emergency Services/Healdsburg Police and Fire

Criteria	Weighting							
	Open House #1	City Council	County Transit	Emergency Services	County Parks	School District	Chamber of Commerce	Average
1. Historic Preservation	4.6	3.8	3.0	3.8	5.0	3.8	4.0	3.99
2. Safety	4.0	4.8	5.0	5.8	5.0	4.0	5.0	4.88
3. Environmental Sensitivity	3.0	3.0	3.8	3.5	5.0	4.8	4.0	3.80
4. Right of Way Impacts	3.3	3.5	3.8	3.5	5.0	2.0	4.8	3.48
5. Constructability	3.2	3.8	4.5	3.5	3.8	4.0	4.8	3.93
6. Design Standards Conformance	3.7	3.3	3.0	3.0	3.8	4.0	3.0	3.30
7. Cost	4.1	4.8	3.0	4.8	3.0	2.0	4.8	3.95
8. Transportation Operations	3.8	3.8	5.0	5.0	3.0	5.0	4.0	4.18
9. Funding Capability	4.3	4.8	3.0	4.8	3.0	4.8	5.0	4.50
								33.7



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010

The 15 Project Concepts identified have been illustrated and are presented at individual stations located throughout the building



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010

The 15 Project Concepts are illustrated and located throughout the building

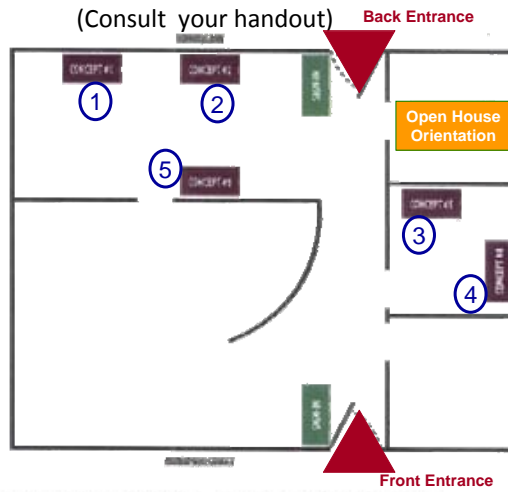
Concept 1: No Build

Concept 2: Rehabilitate Existing Structure

Concept 3: Replace Existing Structure with New Structure

Concept 4: Rehabilitate Existing Structure for Bike/Ped Use Only; Construct New Vehicle Structure on New Alignment

Concept 5: Rehabilitate Existing Structure for Bike/Ped Use Only; Construct New Vehicle Structure on Existing Alignment



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010

Concept 1 – No Build



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010

Concept 1 – Station Location

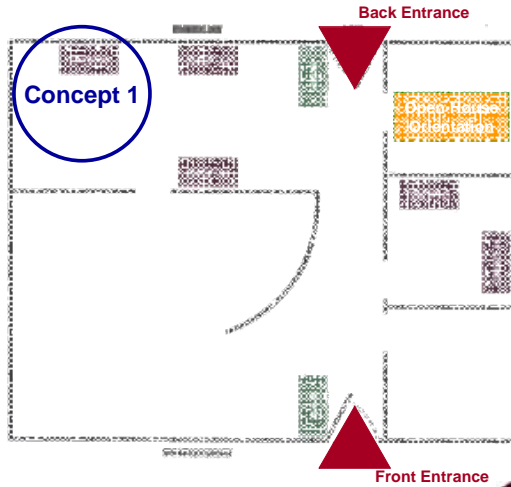
Concept 1: No Build

Concept 2: Rehabilitate Existing Structure

Concept 3: Replace Existing Structure with New Structure

Concept 4: Rehabilitate Existing Structure for Bike/Ped Use Only; Construct New Vehicle Structure on New Alignment

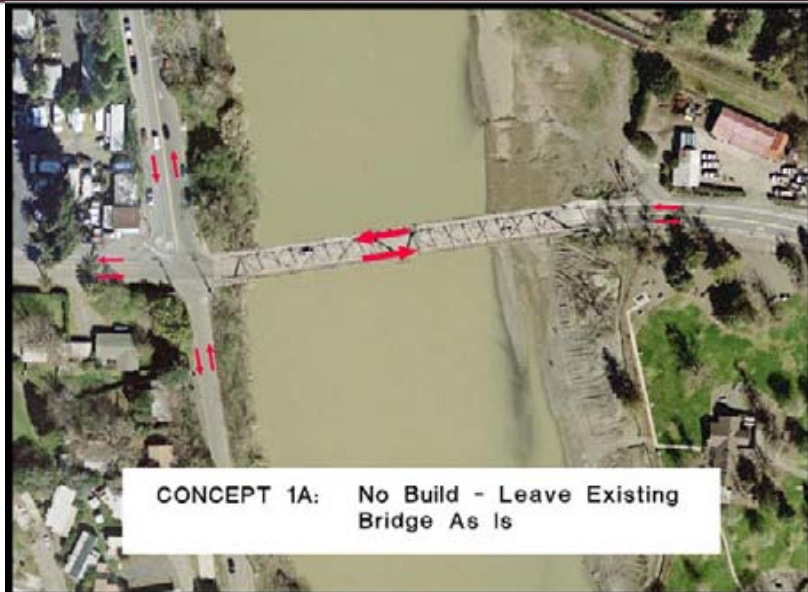
Concept 5: Rehabilitate Existing Structure for Bike/Ped Use Only; Construct New Vehicle Structure on Existing Alignment



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010



CONCEPT 1B: No Build - Close Bridge To All But Pedestrian And Bicycle Traffic



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment In Public Safety



April 29, 2010

Concept 2 – Rehabilitate Existing Structure



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment In Public Safety



April 29, 2010

Concept 2 – Station Location

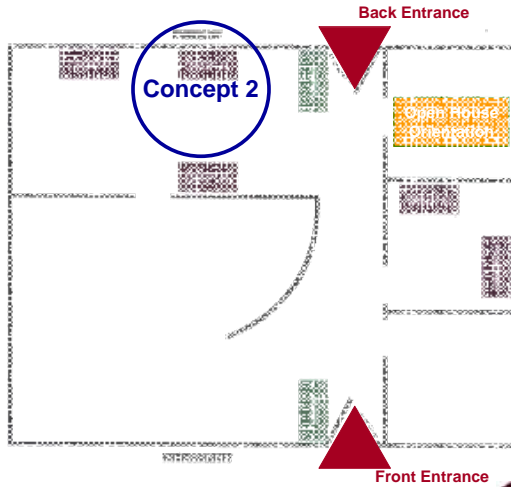
Concept 1: No Build

Concept 2: Rehabilitate Existing Structure

Concept 3: Replace Existing Structure with New Structure

Concept 4: Rehabilitate Existing Structure for Bike/Ped Use Only; Construct New Vehicle Structure on New Alignment

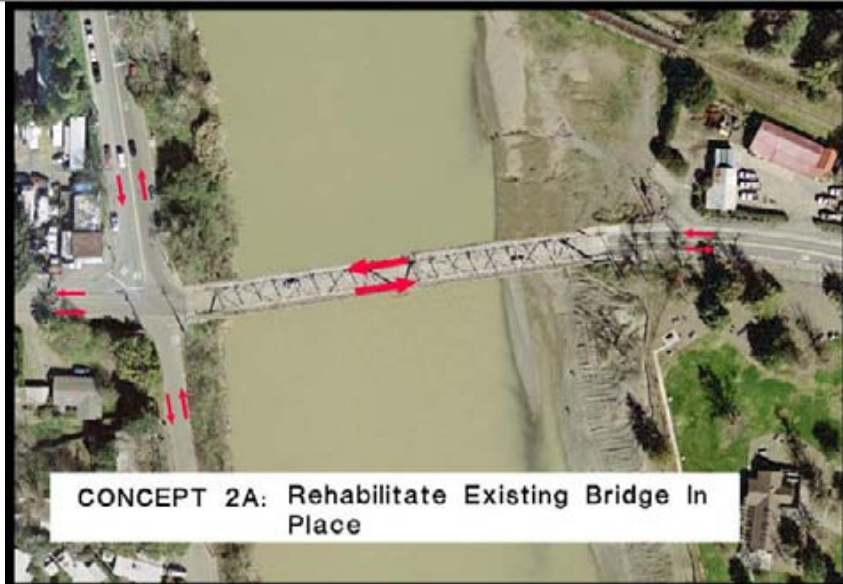
Concept 5: Rehabilitate Existing Structure for Bike/Ped Use Only; Construct New Vehicle Structure on Existing Alignment



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010



CONCEPT 2B: Rehabilitate Existing Bridge And Convert To One-way Westbound



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010



CONCEPT 2C: Rehabilitate Existing Bridge And Convert To One-way Eastbound



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010



CONCEPT 2D: Rehabilitate Existing Bridge And Convert To One-way Alternating Direction - Traffic Signal Controlled



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010



CONCEPT 2E: Rehabilitate And Widen Existing Bridge In Place



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010

Concept 3 – Replace Existing Structure with New Structure



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010

Concept 3 – Station Location

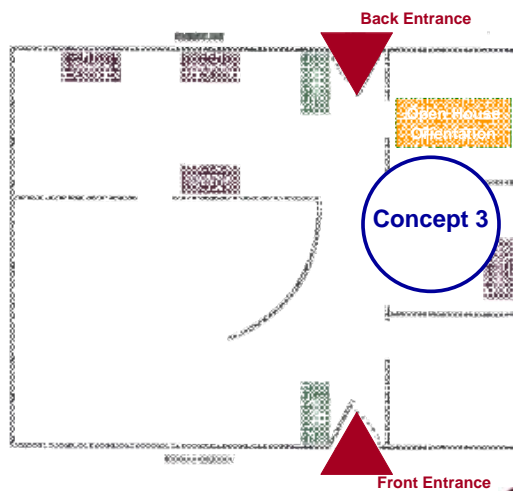
Concept 1: No Build

Concept 2: Rehabilitate Existing Structure

Concept 3: Replace Existing Structure with New Structure

Concept 4: Rehabilitate Existing Structure for Bike/Ped Use Only; Construct New Vehicle Structure on New Alignment

Concept 5: Rehabilitate Existing Structure for Bike/Ped Use Only; Construct New Vehicle Structure on Existing Alignment



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010



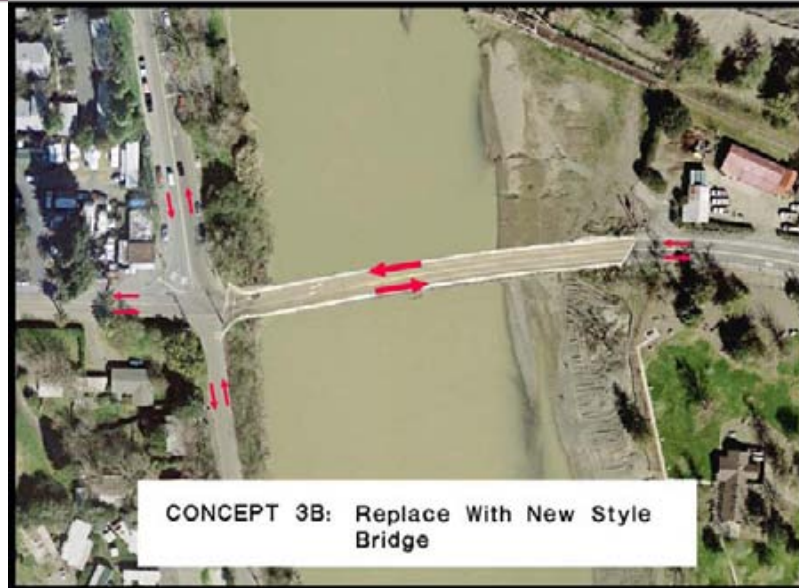
CONCEPT 3A: Replace With Similar Style Bridge



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010



CONCEPT 3B: Replace With New Style Bridge



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010

Concept 4 – Rehabilitate Existing Structure for Bike/Ped Use Only; Construct New Vehicle Structure on New Alignment



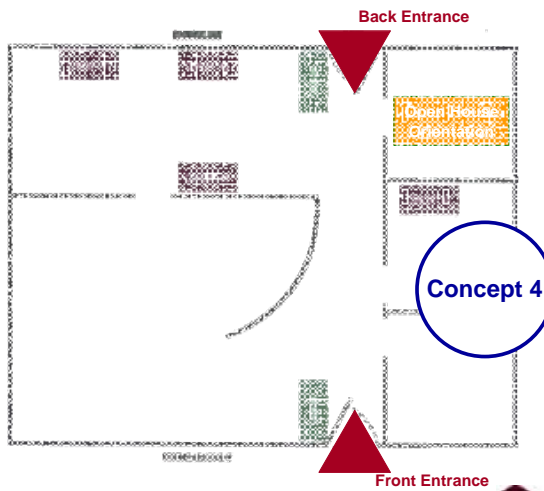
HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010

Concept 4 – Station Location

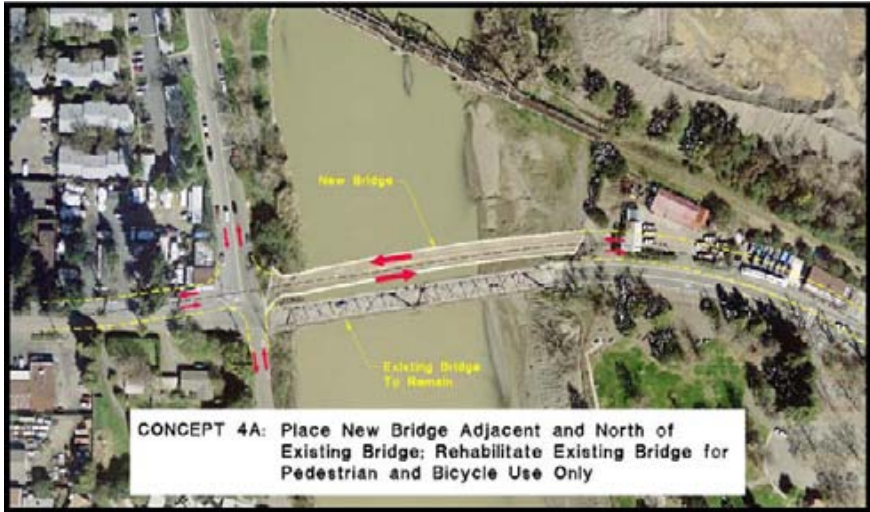
- Concept 1: No Build
- Concept 2: Rehabilitate Existing Structure
- Concept 3: Replace Existing Structure with New Structure
- Concept 4: Rehabilitate Existing Structure for Bike/Ped Use Only; Construct New Vehicle Structure on New Alignment**
- Concept 5: Rehabilitate Existing Structure for Bike/Ped Use Only; Construct New Vehicle Structure on Existing Alignment



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



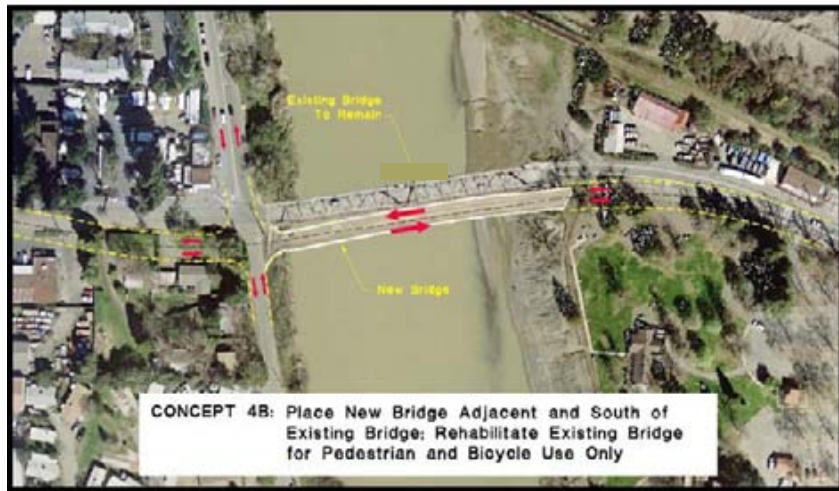
April 29, 2010



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



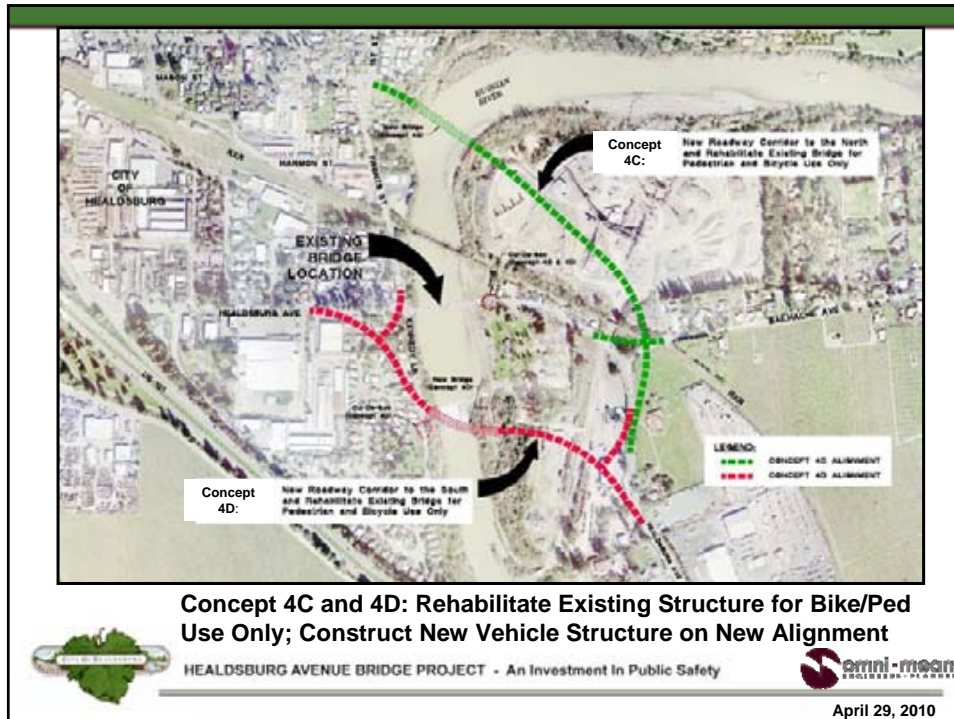
April 29, 2010



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010



Concept 5 – Rehabilitate Existing Structure for Bike/Ped Use Only and Relocate; Construct New Vehicle Structure on Existing Alignment

HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety

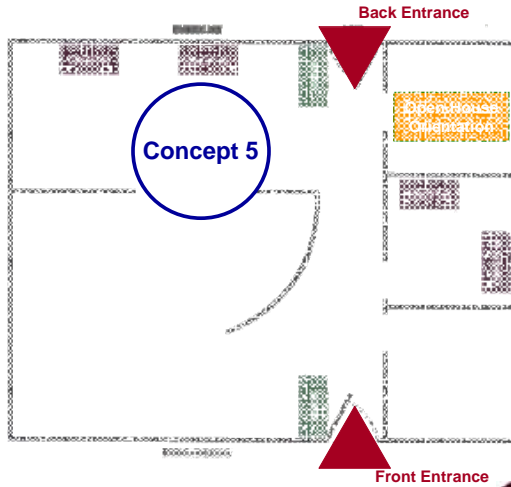
omni-means
 ENGINEERING PLANNING

April 29, 2010

Concept 5 – Station Location

- Concept 1: No Build
- Concept 2: Rehabilitate Existing Structure
- Concept 3: Replace Existing Structure with New Structure
- Concept 4: Rehabilitate Existing Structure for Bike/Ped Use Only; Construct New Vehicle Structure on New Alignment

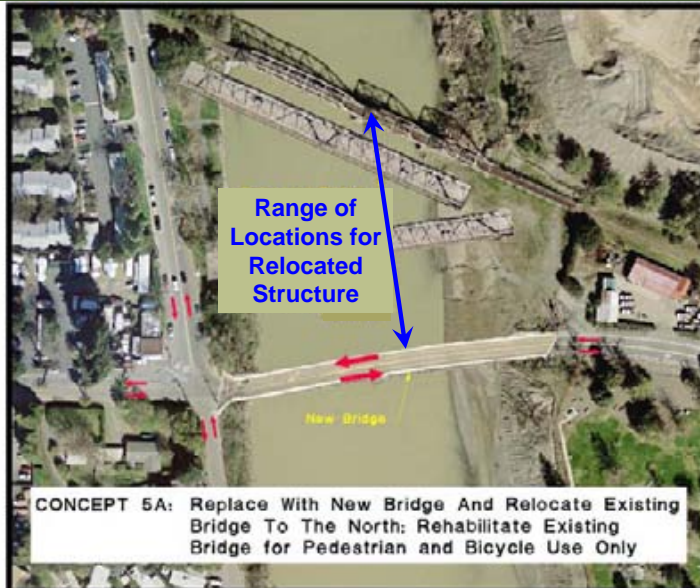
Concept 5: Rehabilitate Existing Structure for Bike/Ped Use Only; Construct New Vehicle Structure on Existing Alignment



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



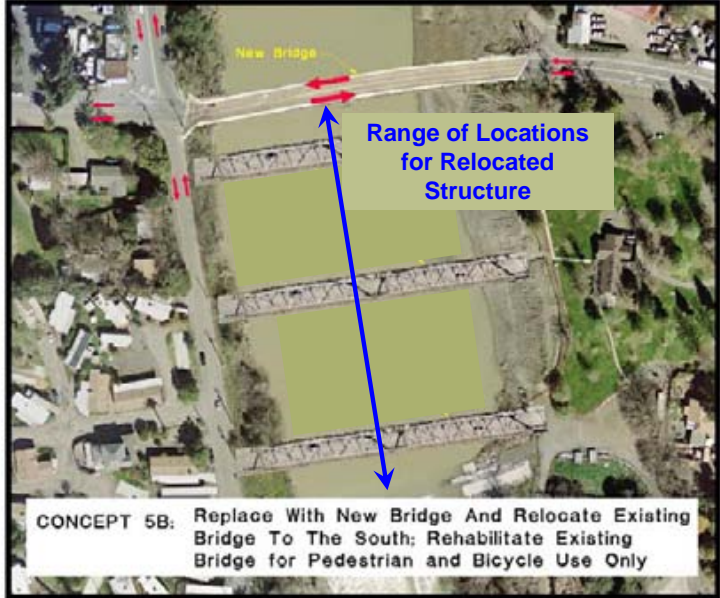
April 29, 2010



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010



CONCEPT 5B: Replace With New Bridge And Relocate Existing Bridge To The South; Rehabilitate Existing Bridge for Pedestrian and Bicycle Use Only

HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety

omni-means
ENGINEERING PLANNING

April 29, 2010

Concept Comment Cards are Available at each Station.

We Encourage You to Provide Your Concerns and Issues on Each Concept Under Consideration



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety

omni-means
ENGINEERING PLANNING

April 29, 2010

Opportunities For You to be Heard!

This is the second in a series of four public meetings prior to a presentation of our findings and recommendations to the City Council.



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



April 29, 2010

Opportunities For You to be Heard!

Open House #1 (March 31, 2010)

Open House #2 (April 29, 2010) ← WE ARE HERE

Public Meeting #1 (May 11, 2010)

Public Meeting #2 (July 2010)

City Council Meeting (August 2010)



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety



Thank You for Attending

This program will re-run immediately



HEALDSBURG AVENUE BRIDGE PROJECT - An Investment in Public Safety

April 29, 2010

