



# Broadway Bridge Feasibility Study Community Open House

July 23, 2015 5:30 – 7:30 p.m.

Leataata Floyd Elementary School Multi-Purpose Room  
401 McClatchy Way, Sacramento

## Introduction

On July 23, 2015, the cities of West Sacramento and Sacramento hosted an open house for the Broadway Bridge Feasibility study. More than 80 community members attended the Open House at the Leataata Floyd Elementary School Multi-Purpose Room, located at 401 McClatchy Way in Sacramento, from 5:30 – 7:30 p.m.

## Project Background

The cities of West Sacramento and Sacramento are analyzing and evaluating the possibility of creating a new crossing of the Sacramento River south of the US 50 (Pioneer) crossing. The proposed bridge concept will be a low-level crossing with a central movable span that encourages use by pedestrians, bicyclists, and vehicles, and accommodates future expansion of the planned streetcar system. This feasibility study is an outcome of the 2011 Sacramento River Crossings Alternatives Study's recommendations.

## Open House Purpose

The open house provided an opportunity for community members to learn more about the project and provide feedback on several elements of the study. Goals of the meeting included:

- Provide a project overview and schedule
- Obtain input on existing conditions within the project area
- Obtain community input on bridge use and elements

## Open House Format

The open house featured five information stations staffed by team members with project displays and maps. These stations included:

- *Project Overview and Constraints / Opportunities* – This station provided project background information, a project schedule (to include future project development phases and public outreach opportunities), and maps illustrating existing conditions within the project area. Community members were invited to share additional





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constraints and opportunities within the project area. Copies of the project Transportation Investment Generating Economic Recovery (TIGER) Grant Application and the final Sacramento River Crossings Alternatives Summary Report were available for public review.

- *Relevant Sacramento Projects* – This station featured relevant projects near and/or influencing the Broadway Bridge Feasibility Study. These projects included the Broadway Street Improvements Project, the Downtown / Riverfront Streetcar Project, the Downtown Transportation Study “Sac Grid 2.0”, and the Urban Land Institute (ULI) Broadway Vision Plan.
- *Relevant West Sacramento Projects* – This station featured relevant Specific Plans near and/or influencing the Broadway Bridge Feasibility Study. Specific plans and projects featured included the Pioneer Bluff and Stone Lock Reuse Plans, the Bridge District Specific Plan, and the Highway 50 Ramp Reconstruction and Jefferson Boulevard Improvements.
- *Connecting Communities* – This station featured potential bridge connection locations on both sides of the river, as well as findings from recent traffic study analysis and travel demand modeling.
- *Bridge 101* – This station featured illustrations and information regarding different design options for movable bridges and community members were offered the opportunity to comment on different design elements concepts. Community members were also asked to provide feedback about future use of the bridge – whether they would bike, walk, drive, take transit, or ride the future streetcar line across the river.



## Summary of Feedback Captured from Exercises and Comment Cards

### Future Bridge Use Display Feedback

Community members were invited to identify how they would use the proposed Broadway Bridge by placing a dot sticker next to their preferred use.

I would ride a bike.	26
I would walk.	15
I would drive.	22
I would take transit.	15
I would like to ride the future streetcar.	22





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Additional comments included:

- Bike lanes are important.
- Access to recreation, not just people moving (or vehicle moving)
- Bike and pedestrian access is a must!
- Don't expect to use it. Don't go in that area of Sacramento.

## Comment Card Feedback

Twenty three community members submitted feedback via comment cards about the need or desire for the Broadway Bridge, bridge connections or traffic concerns, bike and pedestrian access, bridge design, environmental concerns, community outreach, other relevant projects, or alternate bridge locations.

### *Need / Desire for the Broadway Bridge*

- Great idea. I look forward to walking to Broadway from my neighborhood in the state streets. Please do not be scared of the N.I.M.B.Y. crowd!
- Build it!
- Both sides need this bridge. I wish it could be built sooner! I only hope Sacramento politics don't ruin the project or any NIMBY attitudes. I love what's happening in West Sacramento's Bridge District.

### *Bridge Connections / Traffic Concerns*

- After considering the different options, I initially support the Broadway realignment, I-5 southbound open off-ramp, and on the West Sacramento side, a more southern orientation for the alignment. I also initially support two lanes so bicyclists and pedestrians feel safer.
- Be sure traffic is moved onto W & X Streets on east side of river, not onto Broadway.
- The bridge should facilitate local traffic, not provide alternative access to US-50.
- Do not make this a handy alternative to freeway when there are delays on freeway. Our neighborhood streets don't need that!
- Does this lead to increased traffic on Broadway?





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- Prefer that bridge lets traffic off at South River Road rather than Jefferson.
- Thanks, very informative. Go for 15th Street to Broadway directly.
- I would hope that the bridge will be more so directed to W & X Streets and not directly onto Broadway affecting Broadway and the surrounding neighborhoods.
- I anticipate this bridge being used as a freeway bypass so I would prefer not connecting to Jefferson, but South River Road. This would encourage more local level use instead of freeway, and would help the Jefferson Street back up.
- I very much want the connection on the Sacramento side to be the combined X Street/Broadway option where traffic is directed towards X Street but can turn onto Broadway.



### *Bike and Pedestrian Access*

- A new bridge can benefit Broadway by bringing new people. The bridge should be multi-modal but not a highway. It should be aesthetically pleasing. Do not sacrifice the pedestrians and bikes.
- Hurry up and build it. I'm all for the bridge as long as pedestrians and cyclists will be able to use the bridge safely.
- The bridge should have protected bike lanes - providing a physical barrier between traffic and the people on bicycles.
- The bridge and approaches should provide protected bike lanes to connect with east-west bicycle infrastructure, not just the bike trails along the river.
- Keep the bridge as a neighborhood only bridge, bike and pedestrian friendly. Keep traffic slow to promote biking and walking.
- Please make bike paths visibly clear with bold color - too many drivers are distracted with texting. It's very dangerous as a biker or pedestrian.
- It is important to me that the bridge be bicycle and pedestrian friendly, and have no more than two or four lanes of vehicle traffic.
- I would hope that the bridge stays the course of being pedestrian usable (walking and bike riding).
- Remove the tank farm on both sides otherwise the bridge is only for cars and no one will use alternate means.
- Budget for artwork where approaches tunnel beneath current superstructure to encourage safe pedestrian and cycle use. Give the ambiance of safety near Miller Park



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- Please ensure the bridge connects well to bike routes to make cycling between Downtown Sacramento and West Sacramento (Park Boulevard) easy.
- Because bike trails are proposed (or exist) on each side, it would be sad if the bridge didn't also include bike lanes.

### *Bridge Design*

- Please stick with "neighborhood friendly" bridge design. We do not want to draw regional traffic off interstate or crosstown freeways.
- The bridge appearance and aesthetics are important to me, particularly from the perspective of a potential bicycle and pedestrian user. I'd like for the bridge to be visually interesting. For that reason, the double-leaf bascule bridge design does not appeal to me.
- Bridge should be a drawbridge to allow for low height crossing.
- The bridge should be 2 lanes. Lanes should not exceed 10' in width. A small median can provide extra room for bus mirrors if needed.
- Bridge design is very important. Build a bridge that makes an architectural statement, not something utilitarian only. A bridge with good design will actuate many other urban aspects of Sacramento and West Sacramento. For example, take a look at some of Santiago Calatrava's designs and their effects.
- The style of bridge most acceptable to me is the double leaf bascule as shown with a contemporary design.
- Aesthetics enhance allure for alternate transportation modes. A leisurely bike ride over a viaduct isn't as mentally renewing as an artistic superstructure. Aesthetic considerations are essential as this bridge is intimate with developing housing and recreation on both sides of the river. I urge emphasis on a vertical lift superstructure for bikes, pedestrians, cars, and possible streetcars. P.S. A viaduct doesn't feel safe to pedestrians and is a more likely suicide lure.
- Strongly recommend limiting the bridge to only two lanes - one lane in each direction.
- Thanks for this evening's event. I would hope that: U.S. steel and labor is utilized.
- Please choose an aesthetically beautiful design for the bridge. It will be highly visible, and will be here a long time. Some extra cost is worth it.
- Urge legislation to buy American (or better, buy California) price preferences similar to small business preference.
- Retain neighborhood friendly, ground level approaches. No freeway superstructure approaches.

### *Environmental Concerns*

- Toxic considerations at tank farms: almost seems that capping is adequate for industrial bridge building, but the weight will affect water tables that could cause plumbing of toxins into the river. Recommend earliest possible study of historical water courses and natural drainage. I don't know



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what lurks at the waterfront, but I know levees on R Street are long gone, and closer to 20th Street affected underground water exchange. Railroad beams changed underground drainage too.

### *Community Outreach / Open House*

- This presentation (open house) allowed me to see this project in a different way. I did not know that West Sacramento had plans to redevelop the Pioneer Bluff area. Without redeveloping that area, the Broadway Bridge makes no sense. I think there should be priority redeveloping that area first before building a bridge and spending millions of tax payers' money. Thank you for allowing the public to see this study.
- This meeting was very informative.

### *Other Relevant Projects*

- For the Broadway Complete Streets project, I would love to see native trees and plants used in the total design. These plants would be more disease resistant and would require less maintenance and resources. They would also give the neighborhood a sense of place, context and integrity.
- I hope they remove the tank farm along Risky Lane.
- This was very interesting and enlightening. If Broadway project and bridge project are dovetailed, it would be good.
- It was also interesting to hear about the projects in West Sacramento.

### *Alternate Bridge Locations*

- It's my opinion that the new bridge should be located at Linden Road in West Sacramento to Sutterville Road in Sacramento. The majority of the population of West Sacramento lives south of the docks. There is proposed to be an additional 3000 homes to be built in Southport District of West Sacramento.
- A Broadway Bridge seems the easiest to build but it will only congest an already congested area in West Sacramento and not seem to really help local traffic enough. More people and truck traffic, in West Sacramento, is farther south than this area. Building a bridge farther south and joining it into I-5 would seem to be more effective. Bicycle and foot traffic can be worked out with proper building of the bridge.
- Urge study of feasibility of crossings further south such as 43rd, 45th, or Meadowview on the Sacramento side for more traffic intense crossings (where Delta Shores is developing for instance).



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## Additional Comments

- Prefer to see funding going into alternative transportation accessibility (e.g. High Speed Rail, Regional Transit, and Amtrak). I would like more bike paths, walking paths, and more police and traffic enforcement on Broadway.

## Meeting Notification and Publicity

Community open house post cards were mailed to more than 4,900 local residents, businesses, and property owners in West Sacramento and Sacramento. In addition, notification flyers were sent via e-mail to vicinity businesses, community groups, neighborhood associations, and interested individuals. A news release was distributed to local and regional media outlets; an article in the Sacramento Business Journal on July 20 featured the feasibility study. The meeting was publicized on the City of West Sacramento’s iLights and was also shared on the following social media channels:

- City of West Sacramento, Public Information
- Sacramento Area Bicycle Advocates
- Greater Broadway District
- Councilmember Steve Hansen
- A few community members

## Attendee Information Per Title VI Visual Tally

Title VI Information about community open house attendees is below.

Gender	
Female	24
Male	57

Age	
Under 40	18
Over 40	63

Disability	
Yes	0
No	81

Race	
American Indian or Alaska Native	0
Asian	2
Black or African American	5
Native Hawaiian or other Pacific Islander	0
White	68
Other	6

Ethnicity	
Hispanic or Latino	5
Not Hispanic or Latino	76



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## Appendix

- Fact Sheet
- Comment Card
- Mailer
- Flyer
- iLights Article
- Sacramento Business Journal Article
- Project Displays

# Broadway Bridge Feasibility Study Fact Sheet



## About the Bridge Feasibility Study

The Broadway Bridge Feasibility Study will analyze and evaluate the possibility of creating a new crossing of the Sacramento River connecting the cities of West Sacramento and Sacramento. The proposed bridge concept will be a low-level crossing with a central movable span that encourages use by pedestrians, bicyclists, and vehicles, and accommodates future expansion of the planned streetcar system. This feasibility study is an outcome of the 2011 Sacramento River Crossings Alternatives Study's recommendations.

## Feasibility Study Objectives

- Identify fatal flaws
- Provide information about options for:
  - Alignments
  - Connections
  - Bridge types
- Gather community feedback
- Support environmental scoping



## Project Development Schedule\*



\*pending project funding

## Funding

The current estimated cost of the project is \$100-130 million. The feasibility study was funded by a Sacramento Area Council of Government (SACOG) Planning Grant. In addition, the U.S. Department of Transportation (DOT) awarded the cities of West Sacramento and Sacramento a Transportation Investment Generating Economic Recovery (TIGER) Planning Grant of \$1.5 million in 2014 for completion of the next phase including preliminary engineering and environmental studies.

## Next Steps

Additional public outreach will be conducted as part of the subsequent environmental/preliminary engineering phase, beginning in January 2016.

Questions? Contact Gladys Cornell at [gcornell@aimconsultingco.com](mailto:gcornell@aimconsultingco.com)



# Broadway Bridge Feasibility Study Open House Comment Card



Please share your thoughts, comments, or questions about the project.

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Name \_\_\_\_\_

Email \_\_\_\_\_

Phone \_\_\_\_\_

You can submit your comments to staff today or directly to Ashley Ballinger at [aballinger@aimconsultingco.com](mailto:aballinger@aimconsultingco.com) or fax (916) 442 - 1186.



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Place  
postage  
stamp here

AIM Consulting, Inc.  
2523 J Street, Suite 202  
Sacramento, CA 95816

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Thursday, July 23

Drop by anytime between  
5:30 - 7:30 p.m.

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Join us! The Cities of West Sacramento and Sacramento are hosting a joint community open house to share information and discuss the Broadway Bridge Feasibility Study. This early planning phase study will evaluate the feasibility of a new bridge across the Sacramento River downstream of the Pioneer Bridge.

Visit information stations with maps and illustrations of the proposed project area, project overview and schedule, relevant projects within the area of the proposed bridge alignment, and traffic analysis findings. The open house will provide an opportunity for the community to learn about the study and share their thoughts and ideas with cities' staff and project team members.

For more information,

contact Gladys Cornell at 916-442-1168  
or [gcornell@aimconsultingco.com](mailto:gcornell@aimconsultingco.com).



City of  
**SACRAMENTO**  
Department of Public Works

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OF  
**WEST  
SACRAMENTO**

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401 McClatchy Way, Sacramento

West Sacramento City Hall

1st Floor

1110 West Capitol

West Sacramento, CA 95691



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For reasonable accommodation needs due to a physical disability that may hinder your participation, please contact the City of Sacramento's ADA Coordinator directly at (916) 808-8795.

## For more information

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Department of Public Works



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## Open House for the Broadway Bridge Feasibility Study on July 23

Posted on July 16, 2015

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City of  
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Department of Public Works

CITY OF  
**WEST SACRAMENTO**

The Broadway Bridge project will provide a new crossing for bicyclists, pedestrians, motorists and transit users over the Sacramento River, connecting the cities of West Sacramento and Sacramento, downstream of the Pioneer Bridge.

The feasibility study is funded by Sacramento Area Council of Governments (SACOG), and is scheduled for completion in December 2015. In addition, a U.S. Department of Transportation Grant of \$1.5 million was awarded in 2014 for the completion of the preliminary engineering and environmental studies. The estimated cost of the entire project through construction is \$100 – 130 million.

Questions about the open house and the project can be directed to the project manager, Jason McCoy, with the City of West Sacramento, at: [mccoyj@cityofwestsacramento.org](mailto:mccoyj@cityofwestsacramento.org).



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INDUSTRY NEWS > LOGISTICS & TRANSPORTATION

# Planning for a bridge from Broadway to West Sacramento gets underway

Jul 20, 2015, 6:52am PDT

Updated Jul 20, 2015, 8:45am PDT



**Ben van der Meer**  
Staff Writer  
*Sacramento Business Journal*

Share ▾

In a decade or so, a new span is planned to link the riverfronts between West Sacramento and Sacramento. And the planning process for the future Broadway Bridge is getting underway now.

On Thursday, the two cities will host a workshop for a feasibility study for the project. That's a preliminary step toward eventually creating a comprehensive plan that would rely on local, state and federal money for construction.

Jason McCoy, a senior transportation planner with West Sacramento, said the feasibility study takes several issues into account. Among them is where the bridge lands on both sides of the river, its configuration spanning the river, data on potential usage and more.

Rough concepts for the bridge sketched out in a previous study suggested it would extend roughly from the west end of Broadway in Sacramento to the Pioneer Bluff area of West Sacramento. But McCoy said planners still have to determine if it would connect to River Road or 15th Street on the west side of the river. Those factors are critical for developers who own property there and envision Pioneer Bluff's eventual transition from industrial to mixed-use residential uses.

Planners already know they need a bridge that will allow different modes of transportation, be aesthetically pleasing and be at least 170 feet above the river to allow for ship traffic.

Work on the feasibility study is expected to conclude by year's end. March will see the beginning of



TODD QUAM | DIGITAL SKY AERIAL IMAGING

Planning has begun for a new bridge across the Sacramento River that would link Broadway... more

sketching out a formal plan for the bridge itself. McCoy said he expected that step, which includes various environmental studies, to take about two years.

McCoy said a comment period for the feasibility study drew no responses, indicating development may be fairly smooth.

Development of the bridge itself, including construction, is expected to cost \$100 million to \$130 million. Most likely, McCoy said, the bridge won't become a reality until sometime between 2025 and 2030, and all future steps rely on funding.

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## SUGGESTED READING

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This time, neighborhood fears didn't stop co-housing project

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Here's what to expect for retail portion of Kings arena tower

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### COMMERCIAL REAL ESTATE

Arena hotel will have name that 'expresses the spirit' of Sacramento

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### COMMERCIAL REAL ESTATE

# Objectives and Schedule



## Feasibility Study Objectives

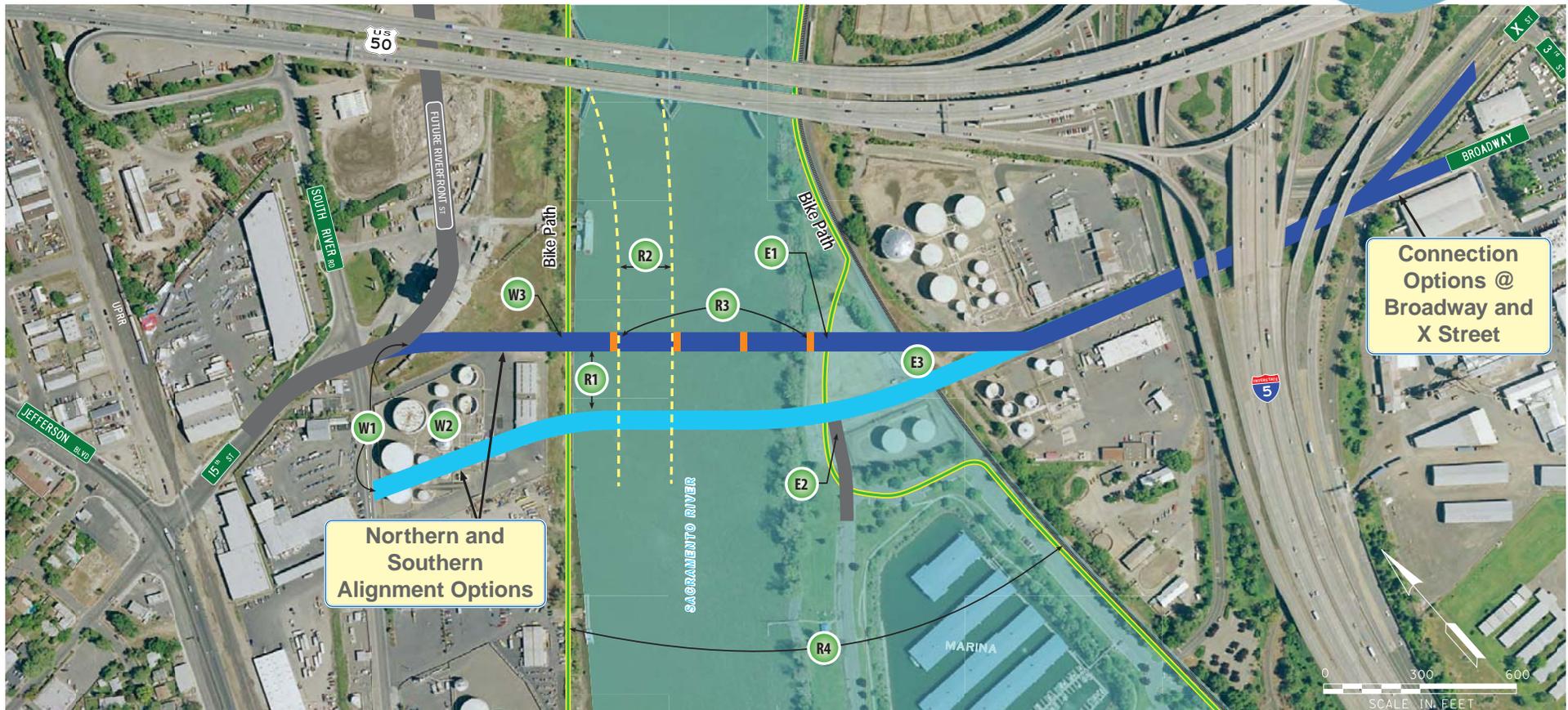
- Identify fatal flaws
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## Project Development Schedule\*



\*pending project funding

# Opportunities and Constraints



WEST SIDE CONNECTIONS	RIVER CROSSING	EAST SIDE CONNECTIONS
<ul style="list-style-type: none"> <li>W1 Land use/circulation effects for alignment options at Jefferson Blvd. versus South River Rd.</li> <li>W2 Timing of tank farm relocation</li> <li>W3 Bike path undercrossing and connections to the bridge</li> </ul>	<ul style="list-style-type: none"> <li>R1 Crossing width: two or four lanes</li> <li>R2 170 ft. horizontal clearance per U.S. Coast Guard</li> <li>R3 Pier layout and effect on floodwater capacity and elevation</li> <li>R4 Minimize impact to 100-year floodplain</li> </ul>	<ul style="list-style-type: none"> <li>E1 Bike path undercrossing and connections to the bridge</li> <li>E2 Maintain access to south Chevron facility &amp; marina</li> <li>E3 Future at-grade streetcar crossing</li> </ul>

## Broadway Bridge Feasibility Study





# Urban Land Institute (ULI) Broadway Vision Plan Project



## Broadway Vision Plan Project

ULI Sacramento and the Greater Broadway Partnership (GBP) partnered to develop this Vision Plan for the Broadway Corridor between Interstate 5 (I-5) and State Route 99 (SR99) as a first step toward a comprehensive corridor plan. Other partners are the City of Sacramento and the Sacramento Housing and Redevelopment Agency (SHRA).

This Plan was intended as a roadmap and investment strategy to address challenges and opportunities along Broadway and chart a future that builds upon the business, cultural, social, and economic assets that currently exist there.

This project represents the first demonstration project of the ULI Sacramento's Corridor TAP program, which is designed to be replicable throughout the region and adaptable in other places.



## ULI Recommendations

### Short term

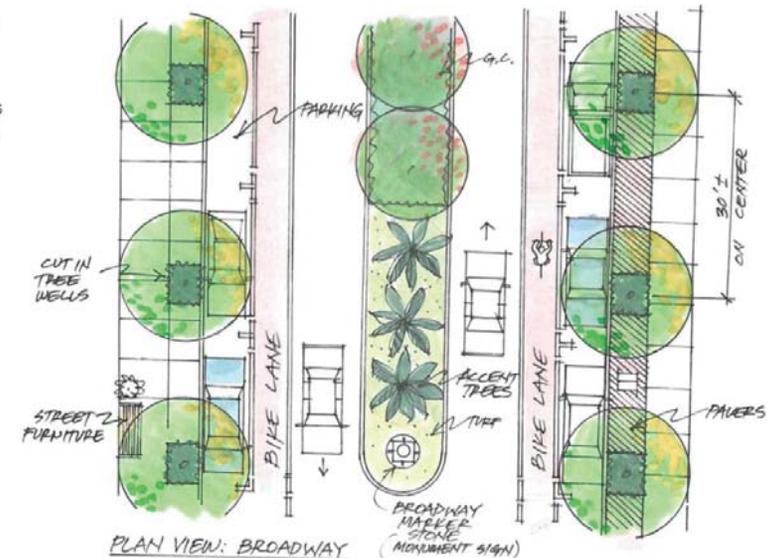
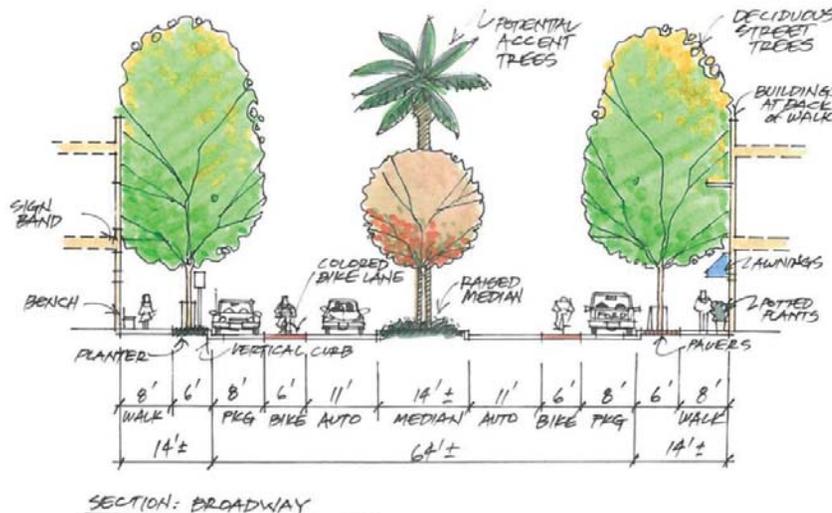
- Tree wells
- Street trees
- Parking
- Signage
- Paint
- Crosswalks
- Restriping to include bike lanes
- Two travel lanes
- Wider painted median

### Mid-term

- Vertical curbs
- Lighting
- Sidewalk repair
- Key intersection improvements or landscaped medians

### Long-term

- Complete landscaped medians
- Cross walk lighting



# Downtown Transportation Study - Sac Grid 2.0

The Sac Grid 2.0 plan will include many opportunities to improve conditions on the grid for all modes of transportation, whether you are on foot, riding a bicycle, taking transit, or driving a car.



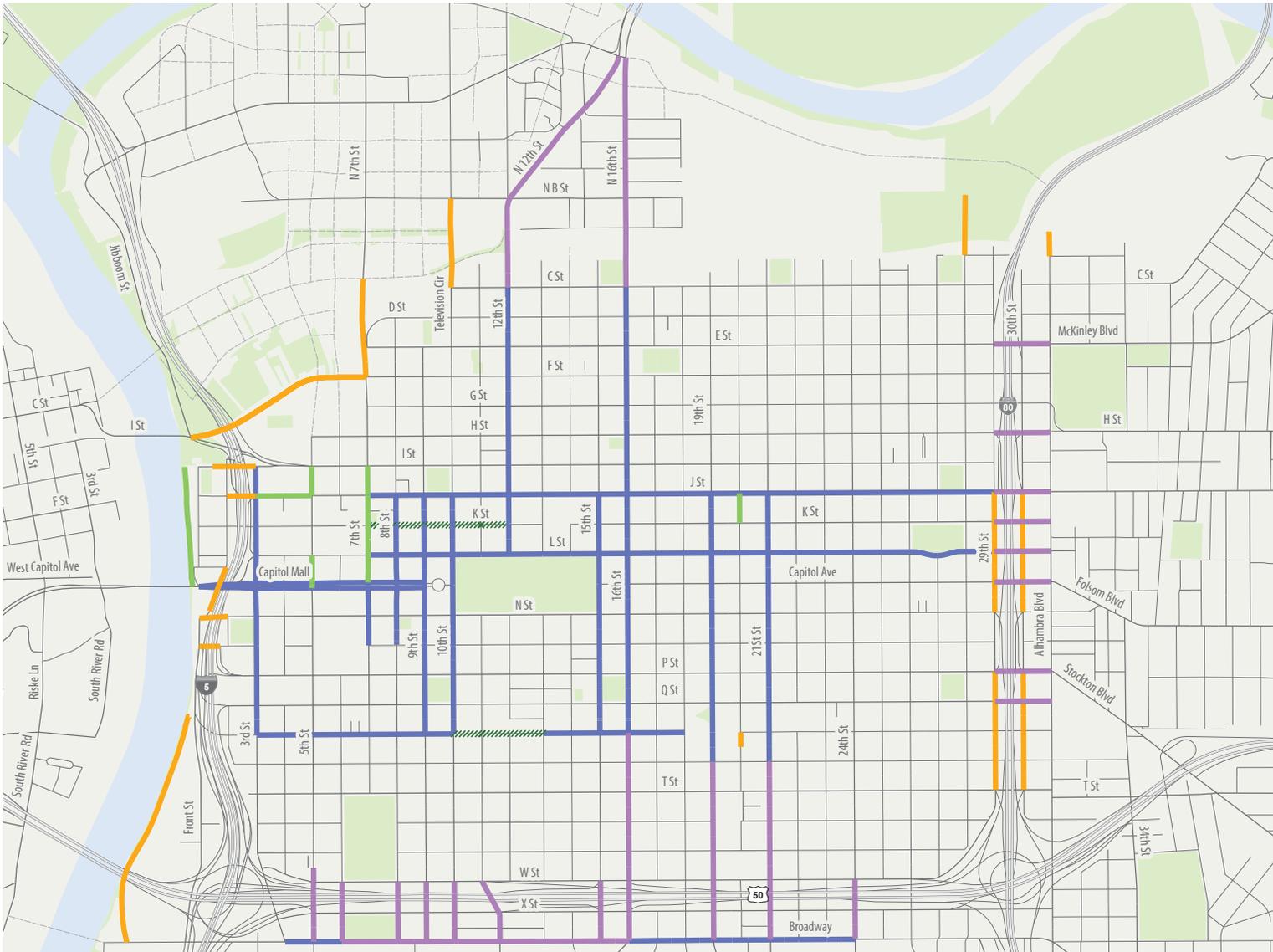
Visit [www.sacgrid.com](http://www.sacgrid.com) to provide your feedback on how to improve walking on the Grid. Survey closes July 31.



The City is looking to improve the Grid for all modes. Scan the QR Code to sign up for project updates and learn about future feedback opportunities.

- Streetscape Projects (Commercial/Transit Street)
- Gap Projects
- Activity Center
- Connector Street Enhancement Projects
- Recently Completed Streetscape Projects

## Pedestrian Investment Options



## Pioneer Bluff and Stone Lock Planning Area



### Pioneer Bluff and Stone Lock Reuse Plan (plan to be completed in 2018)

- 325-acre infill development site planned for mixed-use development post de-industrialization.
- The Reuse Plan, funded in part by a Department of Conservation grant, will define land entitlements, development standards, backbone and regional infrastructures. (See the Regional Projects exhibit for how several other regional planning efforts, including the Broadway Bridge, influence this plan.)
- The City's General Plan update contemplates two types of urban land designation RMU and MU-NC.

### General Plan Land Designations for Pioneer Bluff and Stone Lock

- RMU** Riverfront Mixed Use (RMU) development is characterized by vertical mid-rise development with office and retail uses beneath residential. Buildings are three or more stories. The building frontage is designed to activate at the pedestrian level, 40' residential units to the acre.
- MU-NC** Mixed-use Neighborhood Commercial (MU-NC) development is serves a mix a residents and their with daily service and retail needs. The build heights range from two to four stories. Development patterns include parks, plazas and open spaces. 25 to 50 residential units to the acre.



← To be built in an area adjacent to the riverfront. The building is designed to activate at the pedestrian level, 40' residential units to the acre.



← To be built in an area adjacent to the riverfront. The building is designed to activate at the pedestrian level, 25 to 50 residential units to the acre.



### Bridge District Specific Plan

(adopted in 2009)

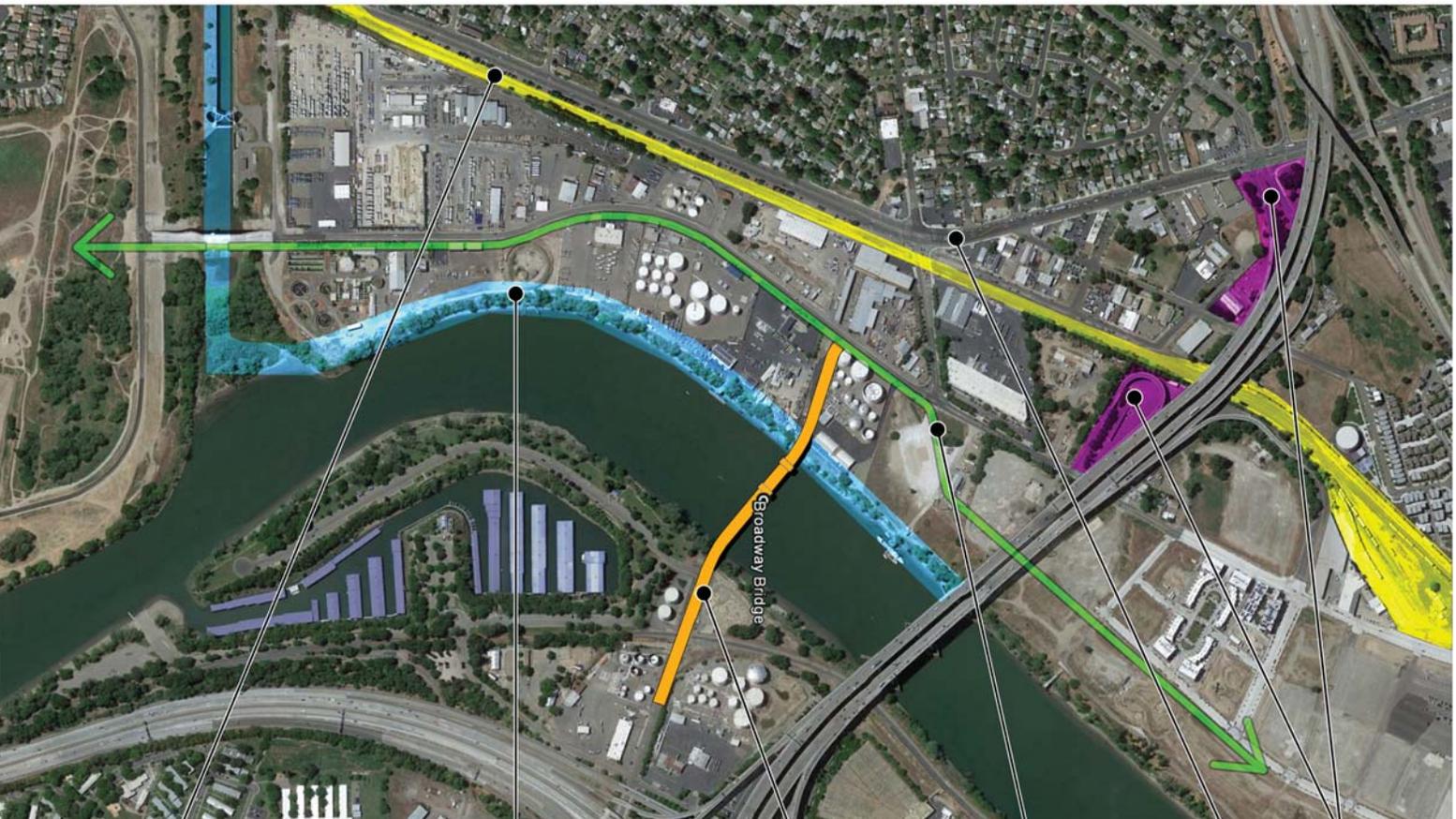
- 188-acre infill site planned for 4,000 residential units and 5 million square feet of commercial and retail by 2035. (see rendering below).
- The project was designed to be human-oriented, to reduce automobile trips and greenhouse gas emission by supporting alternative modes of transportation.
- Streetcar planned for Tower Bridge Gateway and through the neighborhood.
- Three residential projects have been constructed since the Plan's adoption, Rivermark, Park Moderns and the Habitat.



# Regional Infrastructure Projects:



## Pioneer Bluff and Stone Lock Planning Area



**Highway 50 Ramp Reconstruction and Jefferson Blvd. Improvements**

Regional facility improvements will impact local development potential and street network.

Improvements to the Jefferson corridor or lack thereof will impact the character of South river Road.

### Non-Vehicle Modes of Travel

Regional multi-modal systems such as transit, river trails, and bicycle routes must extend down the river and across to Sacramento.

### Broadway Bridge

A significant investment in regional infrastructure. Bridge must support “neighborhood-friendly” policies, be local-serving, accommodate rail and bus transit, and support urban waterfront development on both sides of the river.

### Flood Easement Delineation

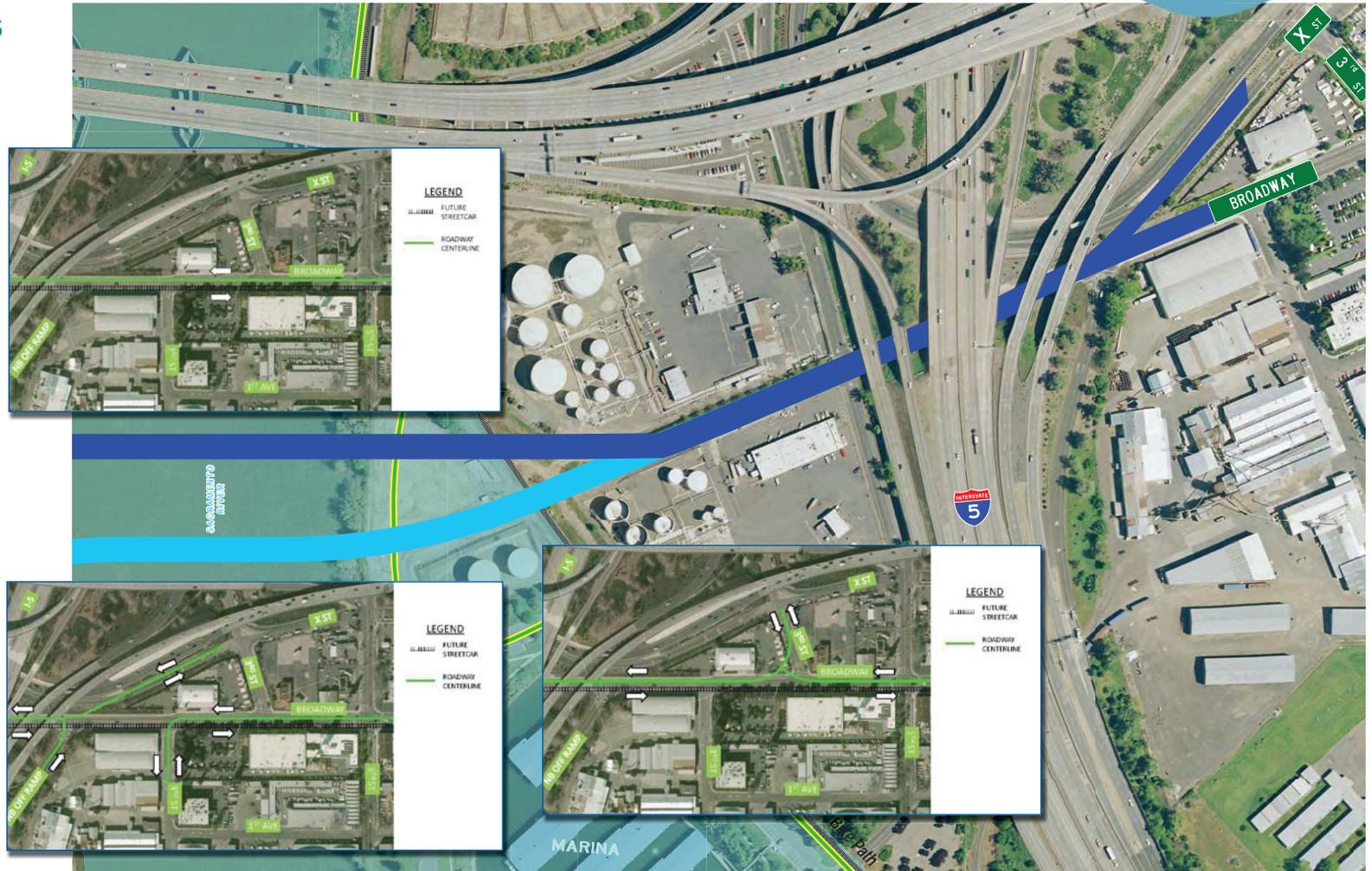
Easement location is regulated by the U.S. Army Corps of Engineers and implemented at the local level by the Central Valley Flood Protection Board and Department of Water Resources. The process for determining the flood setback will have major impacts on the amount of buildable land available.

### Rail Line Relocation

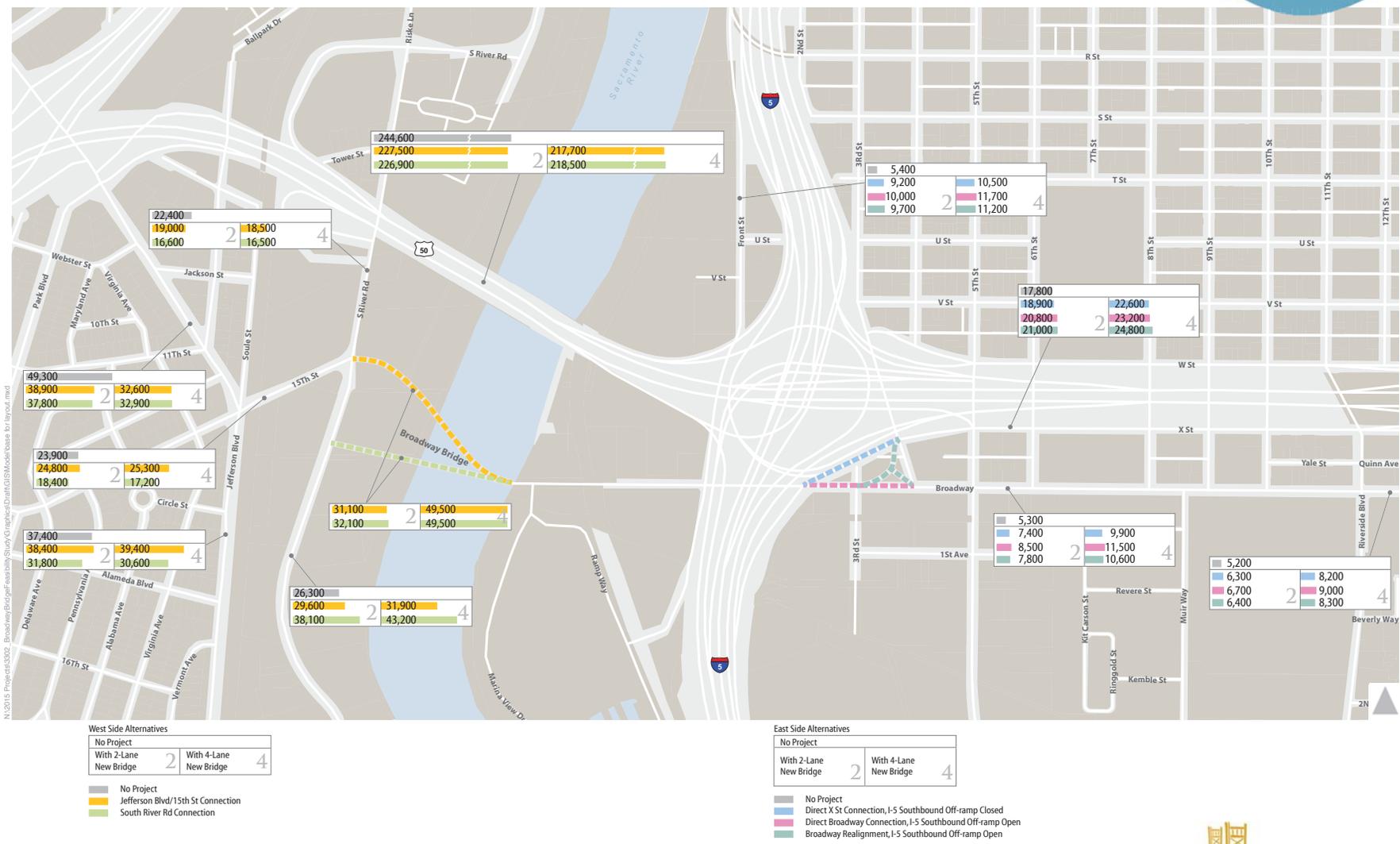
The rail limits east-west connections and is a major redevelopment constraint. Regional efforts are underway to study relocation impacts to Yolo County and the cities of Davis, Woodland and West Sacramento.

# East-West Connections

## East Connections



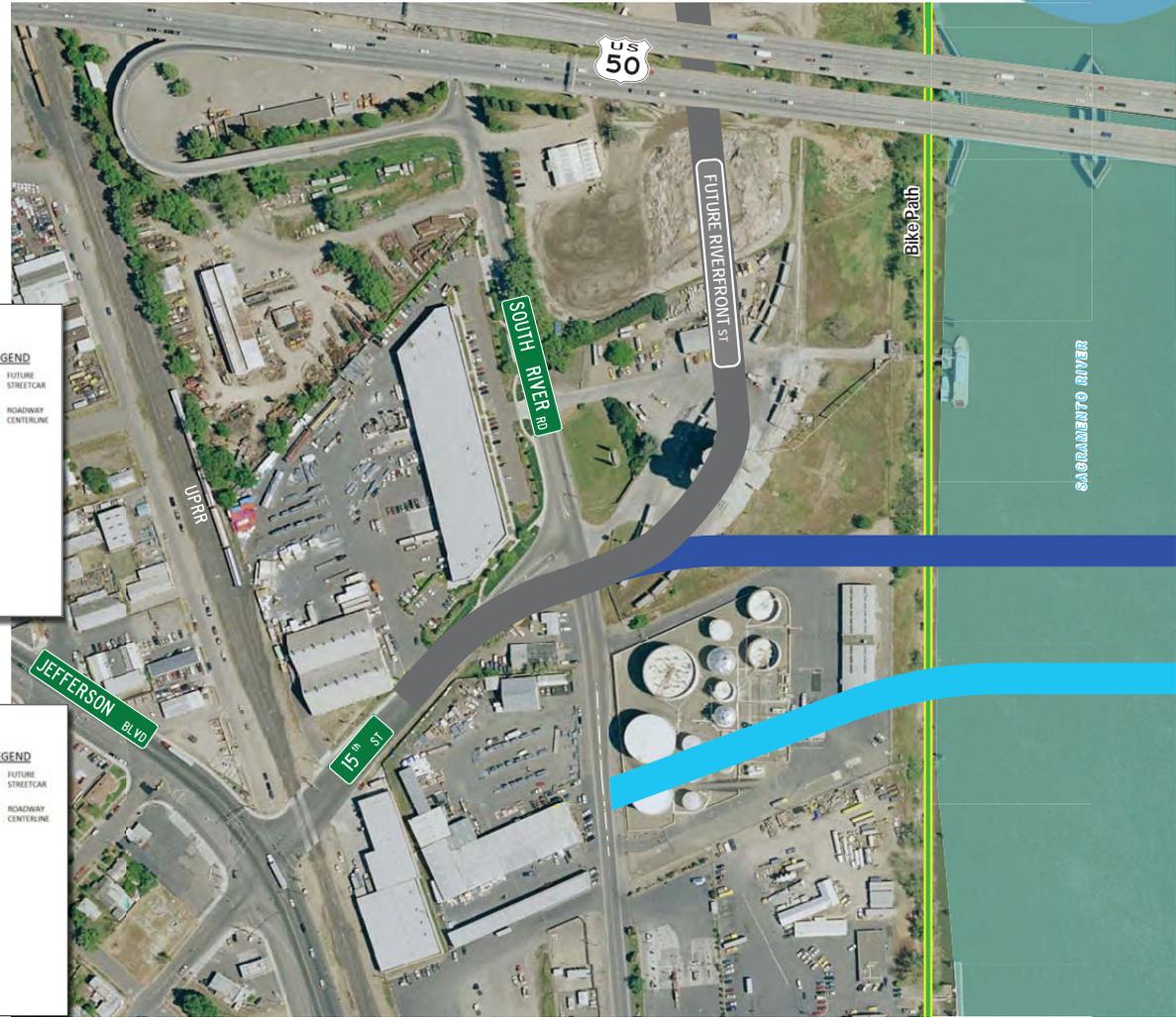
# Year 2040 Average Daily Traffic Volumes



N:\2015 Projects\3302 - Broadway Bridge Feasibility Study\GIS\Map\MapBase for Layout.mxd

# East-West Connections

## West Connections



# Future Bridge Use



*Please identify how you would use the proposed Broadway Bridge.*



**I would ride a bike.**



**I would walk.**



**I would drive.**



**I would take transit.**



**I would like to ride the future streetcar.**

**Additional comments or uses:**

# Movable Bridge Options



## Movable Bridge Types



## Bridge Type Comparison Table for 170-ft USCG Channel Width

Type	Minimum Channel	Maximum Channel	Considerations
Vertical Lift	100-ft	400-ft	<ul style="list-style-type: none"> <li>Easily Accommodates 170-ft Channel</li> <li>Best for Streetcar</li> </ul>
Double-Leaf Bascule	75-ft	180-ft	<ul style="list-style-type: none"> <li>170-ft Near limit for Channel Width with Streetcar</li> <li>Requires Special Center Locks for Streetcar</li> </ul>
Single-Leaf Bascule	50-ft	100-ft	<ul style="list-style-type: none"> <li>Does Not Provide Required 170-ft Channel</li> </ul>
Swing Bridge	Two 50-ft	Two 150-ft	<ul style="list-style-type: none"> <li>Innovative options available for single channel opening</li> <li>Will Require Costly Fender</li> <li>Longest open/close timeframe</li> </ul>



# Movable Bridge Options

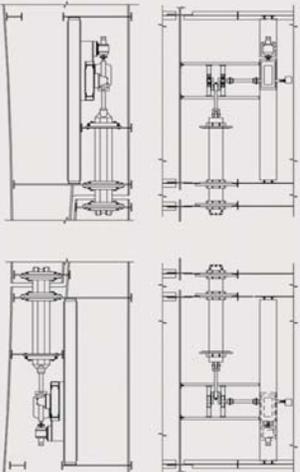


## Innovative Vertical Lift Features



- **Concrete Towers**
  - Speeds Erection – Lowers Cost
  - Improved Durability Compared to Steel Trusses
  - Lowers Maintenance Costs
  - Tower Piers Can Be Designed for Vessel Impact – Eliminates Fenders
- **Steel Box Girder Lift Span**
  - Simplifies Fabrication – Lowers Cost
  - Fabrication at In-Land Fabricators Possible
  - Improved Durability Compared to Steel Trusses
  - Lowers Maintenance Costs
  - Streetcar Easily Accommodated

## Innovative Bascule Bridge Features



- **Double-Leaf Bascules**
  - Open, Semi-Open or Closed Pier Configurations
  - Semi-Open or Closed Pier Configurations Steel I-Girder, Box Girder or Open Truss Configurations
- **Streetcar Considerations**
  - Moment Lock Design for Center Locks Allows for Safe Streetcar Operation

## Single Channel Swing Bridge Features



- **Bobtail cable stayed swing bridge**
  - Accommodates single navigation channel
  - Adds aesthetic options compared to truss design