

## MEMORANDUM

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TO: Traffic Review Committee Members

FROM: Jeff Moneda, Director of Public Works/City Engineer 

DATE: January 28, 2014

SUBJECT: VINTAGE PARK OVERCROSSING PROJECT (CIP 301-621) – STREET CLOSURE (Item No. 1 --- Action)

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### RECOMMENDATION

It is recommended that the Traffic Review Committee recommend the four-month closure of Vintage Park Drive from Chess Drive to Metro Center Boulevard during the construction of the Vintage Park Overcrossing Project (CIP 301-621).

### SUMMARY

In order to minimize project costs, reduce construction duration, and increase the public's and workers' safety, it is recommended that the Vintage Park Overcrossing be closed during the construction of CIP 301-621, as recommended by the design consultant, Biggs Cardosa Associates, Inc. Safety to pedestrians, motorists, and bicyclists will be maximized with the full bridge closure during construction activities. Staff supports this recommendation.

### BACKGROUND/ANALYSIS

CIP 301-621 consists of the removal and replacement of the bridge approach slabs and the underlying fill, in order to correct settlement issues that have caused a dip in the roadway grade on the northern bridge approach and to a lesser extent on the southern bridge approach. The project would re-establish a smooth transition between the overcrossing and the approach ramps.

Vintage Park Overcrossing spans over State Route 92 between Bridgepointe Circle (at Chess Drive) and Metro Center Boulevard. It is a four-lane roadway with two northbound lanes and two southbound lanes, separated by a raised median. There are sidewalks on both sides of the roadway. The posted speed limit is 30 mph.

The design engineer, Biggs Cardosa Associates, Inc. has recommended a full bridge closure during construction for the following reasons:

- Construction duration is estimated to take approximately four months. If the work is staged, whereby a portion of the bridge would remain open for traffic, construction is

anticipated to take 1.5 to 2 times longer (construction duration of six to eight months).

- Staged construction would add approximately \$370,000 to the construction expense for traffic control, shoring under the bridge deck between lanes, and other miscellaneous overhead costs, which accounts for approximately 27% of the overall construction cost.
- Staged construction would require one-half of the bridge to be constructed at a time. One-half of the bridge would accommodate traffic flow with one lane in each direction. The traffic signals may need to be adjusted to function as an all-way stop, similar to stop signs, resulting in additional traffic concerns and safety.

Traffic volume counts were conducted during the week of January 5-12, 2015. According to the counts, approximately 12,000 vehicles per day cross the bridge during the week and 8,000 vehicles per day use the bridge on weekends.

In addition, a pedestrian and bicycle count survey was performed on January 22-23, 2015. The survey indicated the following:

<b>Peak Hour</b>	<b>Pedestrians</b>	<b>Bicyclists</b>
8:15 – 9:15 am	28	3
12:00 – 1:00 pm	123	2
5:00 – 6:00 pm	37	10

The attached Exhibit 1 outlines the possible alternate routes during the closure. Prior to construction, message boards would be placed on the bridge, notifying the public of the pending closure. During construction, message boards would be placed at key intersections as shown in Exhibit 1.

Construction is anticipated for the summer of this year, following the City's July 4<sup>th</sup> celebration. As shown in Exhibit 2, a "DIP" sign had been previously mounted to an existing street light in the northbound direction, warning vehicular traffic of the abrupt change in grade. No additional change in signage is recommended prior to construction this summer.

If approved, the Committee's recommendation will be presented to the City Council for approval.

Attachments: Exhibit 1 – Alternative Routes  
Exhibit 2 – Photos of Existing Conditions