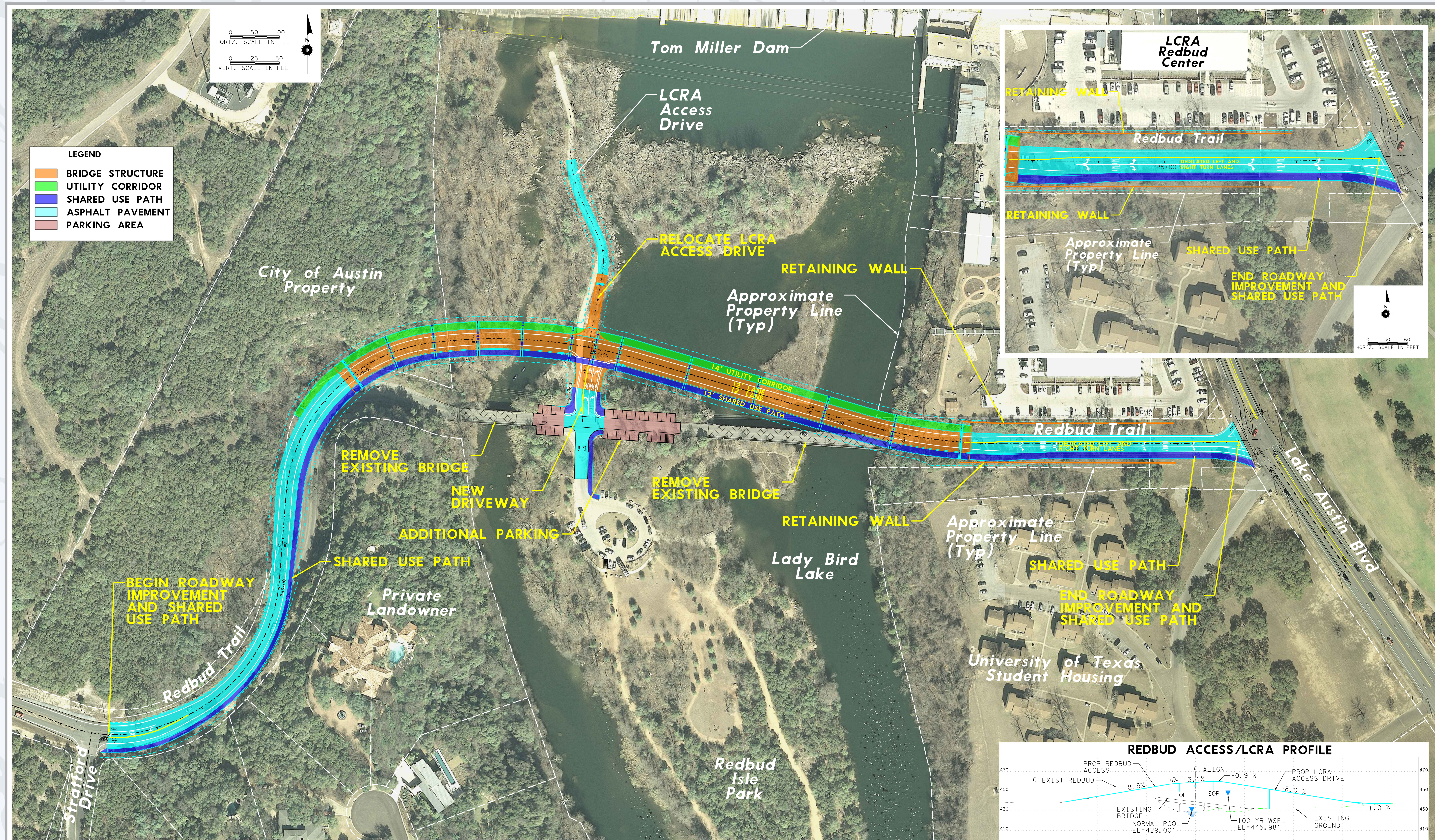




Redbud Trail Bridge Project





Redbud Trail Bridge Project

Note: Neither detailed design nor aesthetic details have been determined at this stage.



Proposed New Redbud Trail Bridge
(for illustrative purposes only to show scale and spacing)



Current view of bridge from Redbud Isle Park



View of the proposed bridge from Redbud Isle Park
(for illustrative purposes only to show relative bridge height)



Redbud Trail Bridge Project

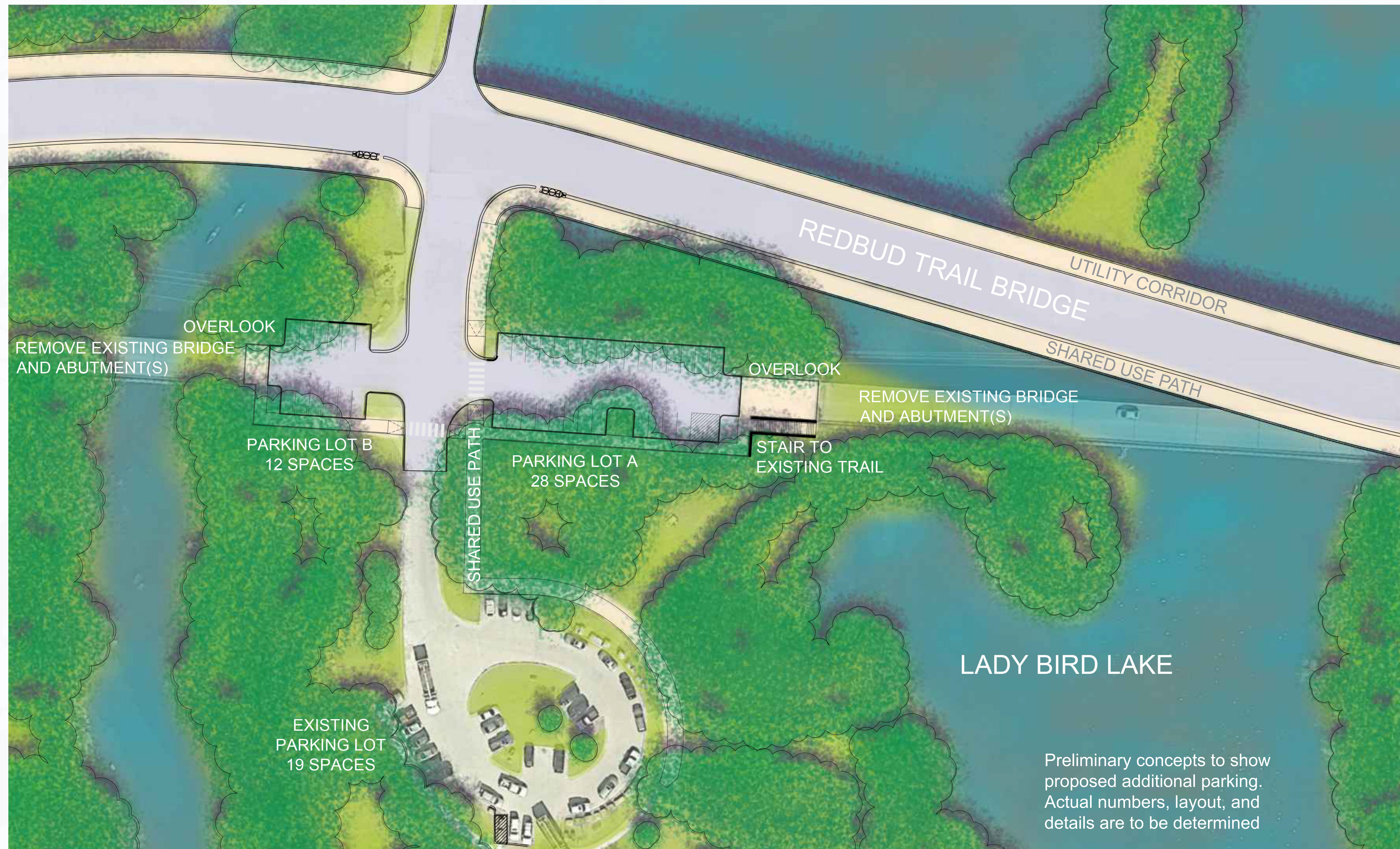
How did we select the Preferred Alternative?

<div>Key</div> <div><div><div></div>Positive</div><div><div></div>Slightly Positive</div><div><div></div>Neutral</div><div><div></div>Slightly Negative</div><div><div></div>Negative</div></div>		Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	No Build
	Mitigation of Bridge Safety Related Issues	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Replaces structure members beyond design life	Yes	Yes	Yes	Yes	Yes	No
	Mitigates bridge roadway section without shoulder	Yes	Yes	Yes	Yes	Yes	No
	Mitigates obsolete cross section for bikes and pedestrians	Yes	Yes	Yes	Yes	Yes	No
	Mititagion of Roadway Safety Issues	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Aligns roadway with bridge	Yes	Yes	Yes	Yes	Yes	No
	Improves roadway curvature	Yes	Yes	Yes	Yes	Yes	No
	Project Implementation Requirements	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Increases bridge clearance above 100-year flood	Yes	Yes	Yes	Yes	Yes	No
	Provides for critical utility conveyance and enhanced access	Yes	Yes	Yes	Yes	Yes	No
	Right of Way, Environmental Impacts, and Public Input	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Potential Impacts to Environmental Resources	Has most direct adverse impact to Env. Features	Has most adversed impact to critical env. Feature buffer zones	Mid-range adverse impacts, compared to other alternatives	2nd least adverse impacts to env. features or buffer zones	Least adverse impacts to env. features or buffer zones	NA
	Right of Way Impacts	Extremely high - highest state and private land impact; highest active parkland impact	High - significant private land impact	High - significant private land impact	Lower - minimal state or private land impact	Lower - minimal state or private land impact	NA
	Park Convenience / Access	Less convenience due to driveway turnaround	Less convenience due to driveway turnaround	Direct driveway access - more convenient	Direct driveway access - more convenient	Direct driveway access - more convenient	NA
	Public Input	Unfavorable - driveway turnaround; pedestrian access; tallest bridge	Unfavorable - driveway turnaround and access issues	New alignment to address public comments and convenience	New alignment to address public comments and convenience	New alignment to address public comments and convenience	NA
Summary		<div></div> Highest ROW impact; low convenience; high adverse environmental impact - alt. not carried forward	<div></div> High ROW impact; low convenience; high adverse environmental impact - alt. not carried forward	<div></div> High ROW impact; higher convenience; most limestone cut; significant adverse environmental impact - alt not carried forward	<div></div> Lower ROW impact; higher convenience; second least environmental impacts alt carried forward	<div></div> Lower ROW impact; higher convenience; least environmental impacts alt carried forward	<div></div> NA
	Roadway Engineering and Safety						
	Utility Relocations				Overhead electric, water and wastewater lines - similar to other alternative	Overhead electric, water and wastewater lines - similar to other alternative	NA
	Intersection Sight Distance				Meets CoA standards	Meets CoA standards	NA
	West bank road curve				340 ft curve radius - signifcant increase from current; higher driver safety	154 ft curve radius - not significant increase; lower driver safety	NA
	Design Speed				340 ft radius provides a 35 mph design speed and is in accordance with CoA Street Design Guide based on ADT	154 ft radius provides a 25 mph design speed and is not in accordance with CoA Street Design Guide based on ADT	NA
Preferred Alternative					<div></div> Alternative 4 preferred overall for driver safety, ROW, Environmental, and Public Input alt carried forward	<div></div> Alternative 5 is scored lower for driver safety. alt. not carried forward	



Redbud Trail Bridge Project

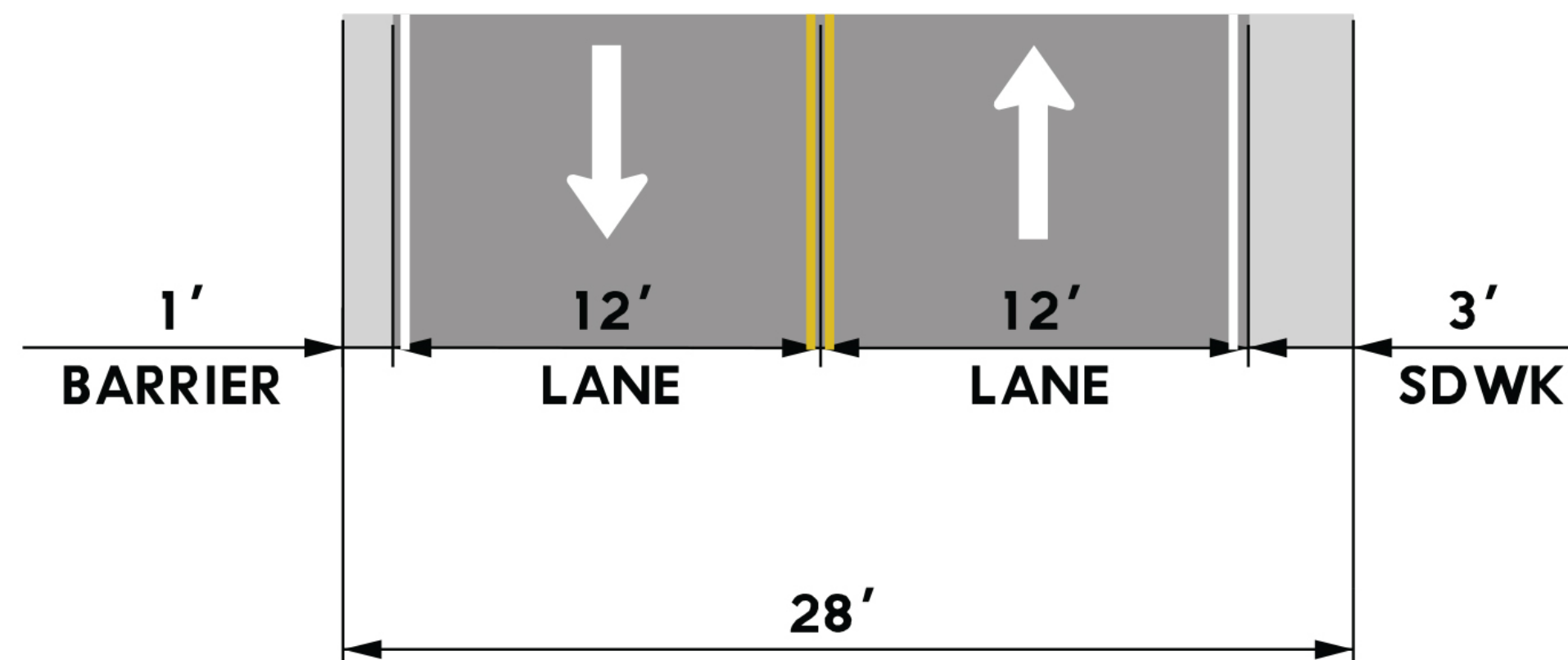
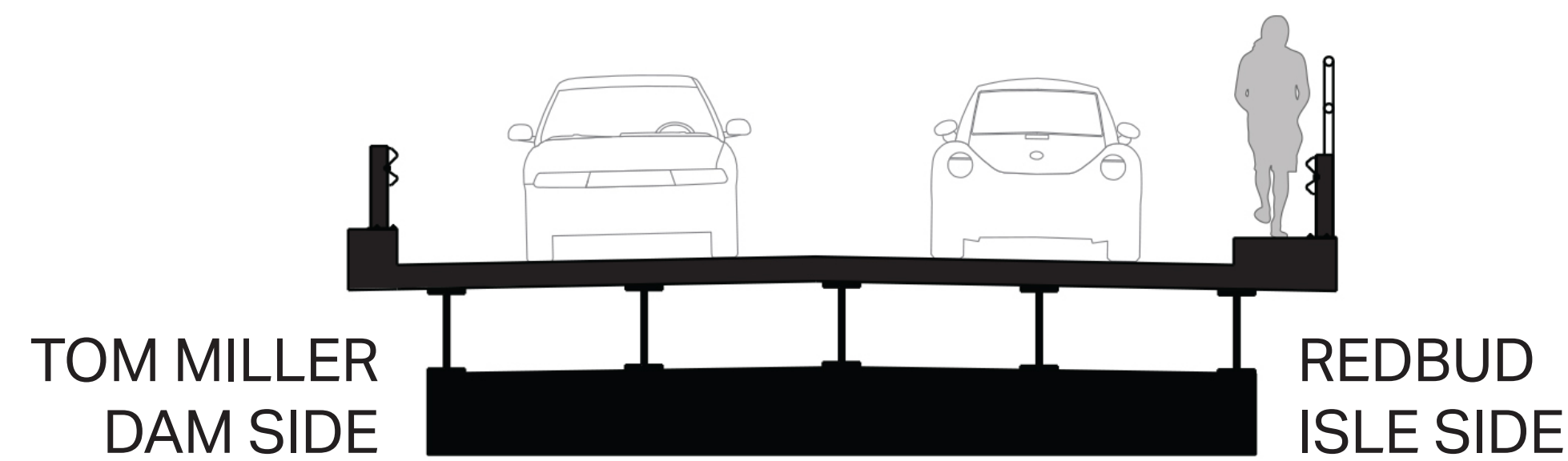
Redbud Isle Park Conceptual Parking and Access Improvements



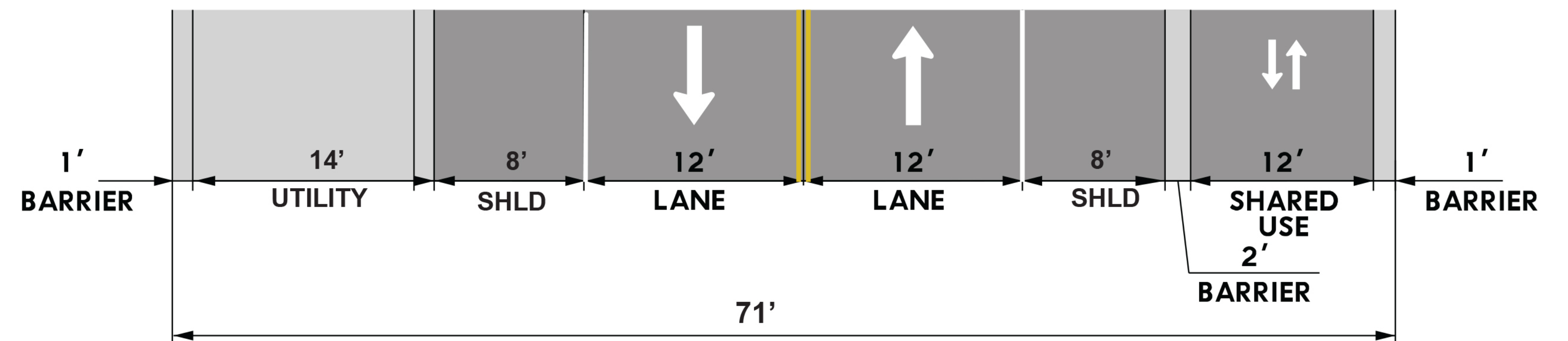
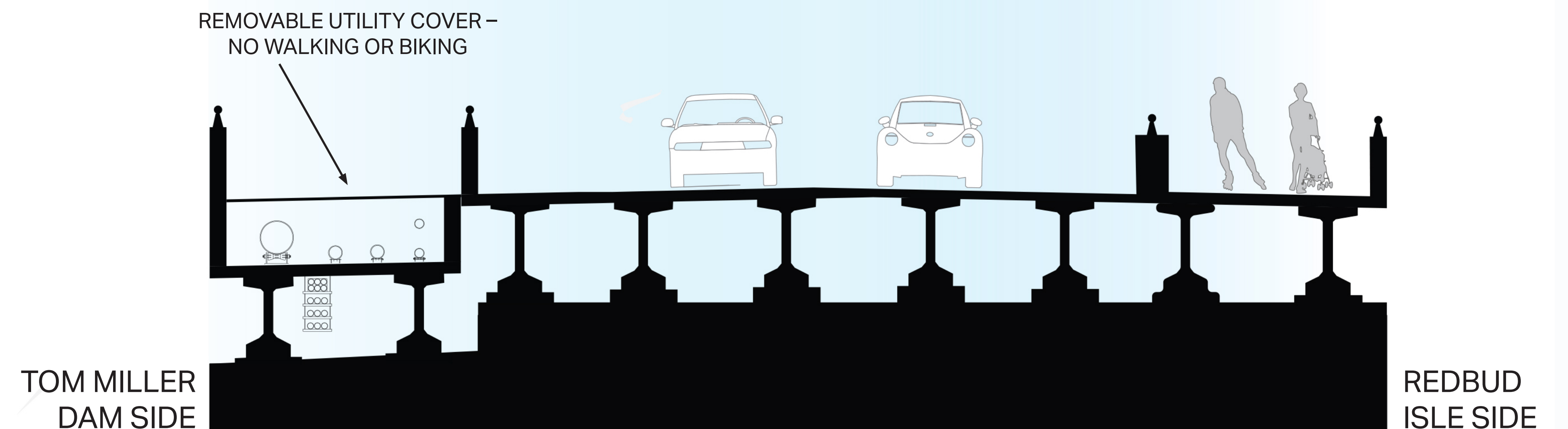


Redbud Trail Bridge Project

Cross Sections: Before and After



LOOKING EAST
EXISTING BRIDGE
SECTION



LOOKING EAST
PROPOSED BRIDGE
SECTION