



Broadway Avenue Bridge Replacement

Design Workshop #2 May 2, 2013



5/2/2013



Our Mission

Your Safety.
Your Mobility.
Your Economic
Opportunity.



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WELCOME

Dave Jones, Idaho Transportation Department

5/2/2014



Welcome

- Thank you for your participation
- Workshop #1 was very successful
- Thank you for your input
- Stay involved



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HOUSEKEEPING

Rosemary Curtin, RBCI

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Housekeeping

- Summary of Workshop #1
- Handouts and comment sheets
- Facilities and breaks
- Introductions

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Workshops Schedule and Purpose

- Workshop #1 | Was held on February 28
 - Discussed structure, roadway and Greenbelt connectivity
- **Workshop #2 | Today, May 2**
 - **Gather input on design elements**
- Workshop #3 | Early Summer
 - Review final design options

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Website

- <http://itd.idaho.gov/projects/d3/BroadwayBridgeReplacement/>



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Purpose of Workshop #2

- Present and confirm outcomes of Workshop #1
- Gather input on design elements
- Discuss next steps

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Today's Agenda

- Project update
- Outcomes from Workshop #1
- Design elements
- Next steps
- Working groups

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PROJECT UPDATE
OUTCOMES OF WORKSHOP #1
Mark Campbell, Idaho Transportation Department

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The project includes:

- Designing a new bridge and roadway improvements
- Removing and rebuilding the Broadway Bridge
- Widening and repaving Broadway Avenue between University Drive and Myrtle Street
- Repaving Broadway Avenue between Myrtle Street and Front Street

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The project includes:

- Improving the Greenbelt pathway near the bridge
- Improving traffic flow and pedestrian/bicycle safety on Broadway Avenue between University Drive and Front Street



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Schedule

- **Design:** Spring/Summer 2013
- **Environmental evaluation:** Spring/Summer 2013
- **Public open house:** Summer 2013
- **Complete design:** Spring 2014
- **Obtain environmental clearance:** Spring 2014
- **Begin construction:** Fall/Winter 2014
- **Complete construction:** Fall 2015



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Broadway Avenue Bridge Replacement

Traffic Analysis/Environmental

- Preliminary numbers by mid-June
- ITD will review
- Full vs. partial closure decision
- Environmental evaluation in process



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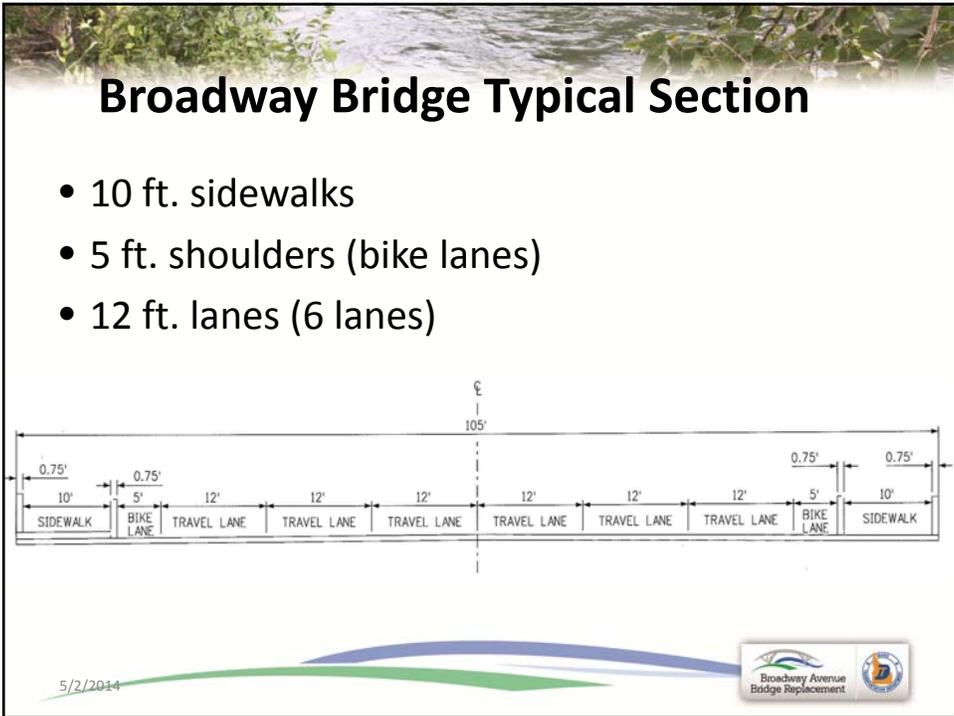
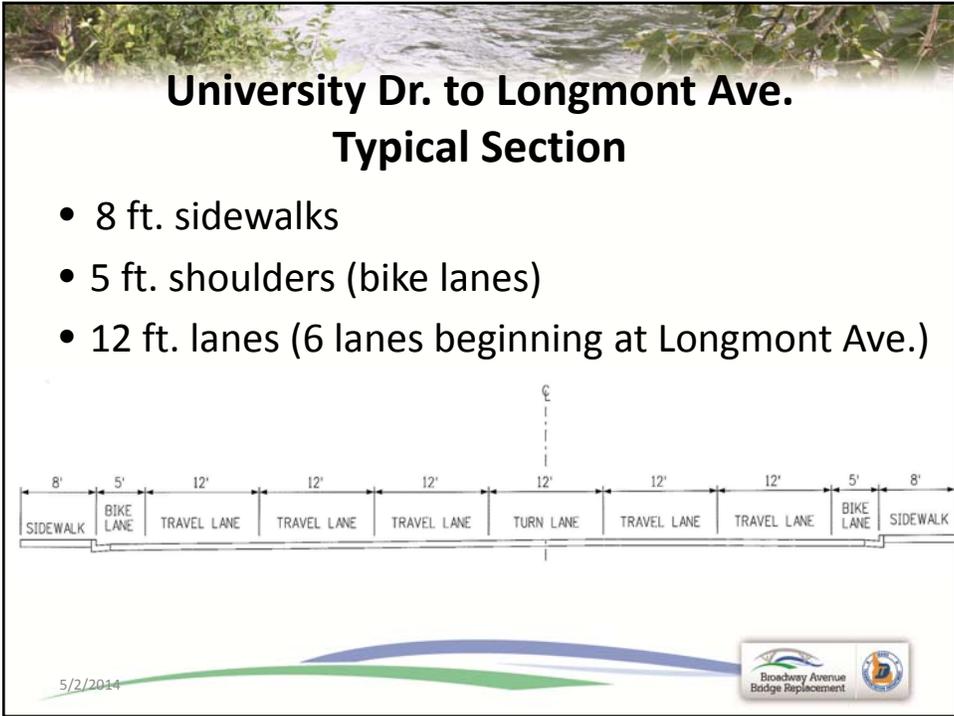


Workshop #1 Outcomes: Roadway

- Build wide sidewalks on the bridge
- Add bike lanes to improve connectivity on and off the bridge
- Separate the bicyclists and pedestrians from the roadway

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Broadway Bridge to Myrtle St./Park Blvd. Typical Section

- 8 ft. sidewalks
- 5 ft. shoulders (bike lanes)
- 12 ft. lanes (6 lanes)
- Right turn lane onto Park Blvd.
- Free-running right from Myrtle St. onto Broadway Ave.

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Workshop #1 Outcomes: Four Span Option

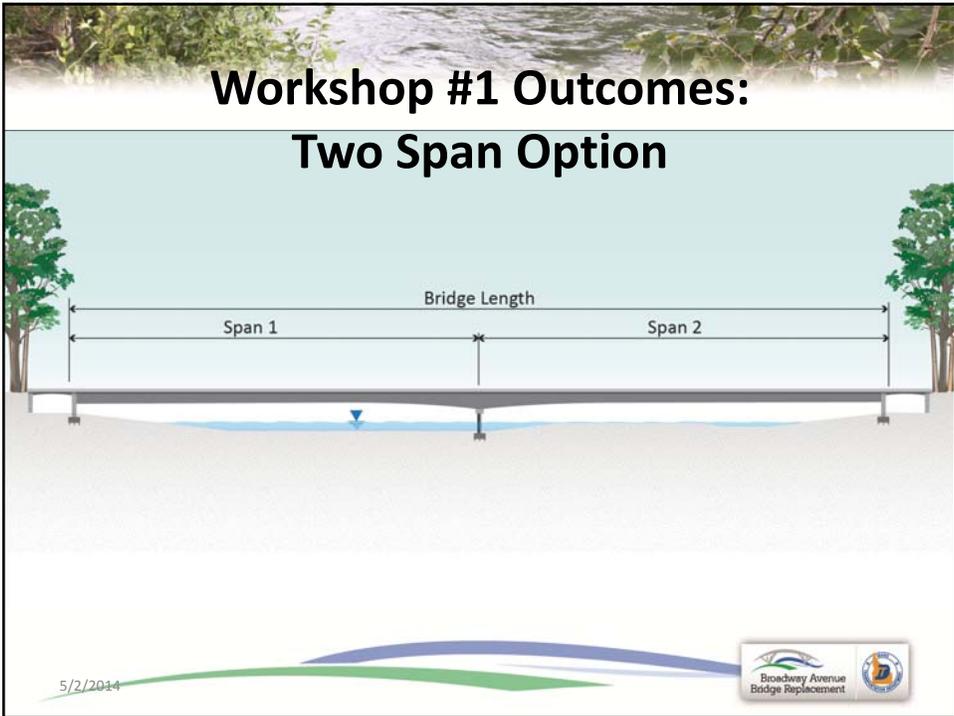
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Four Span Option

- **Advantages:**
 - Greater clearance between river and structure
 - Place of piers avoids main channel of the Boise River
- **Disadvantages:**
 - More piers than two span
 - More obstructed view with the additional piers



Workshop #1 Outcomes: Two Span Option







Two Span Option

- **Eliminated because:**
 - Deeper girders would be needed, which would obstruct views
 - Would not get the vertical clearance needed for Boise Fire and Rescue

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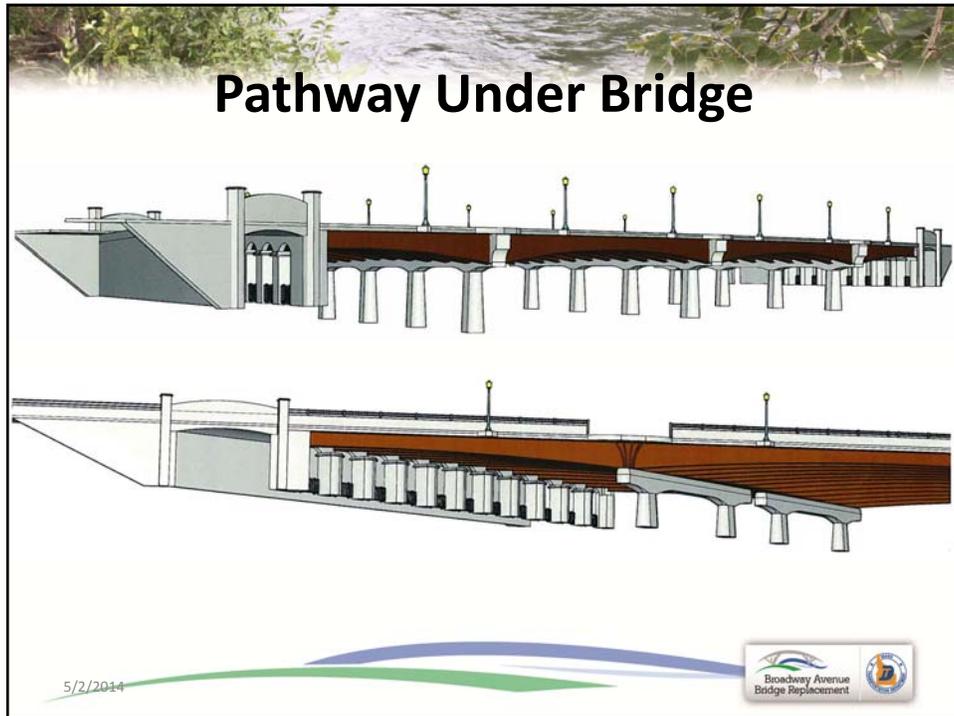


Pathway Under Bridge



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Workshop #1 Outcomes: Greenbelt Connectivity

- A gathering area in at least one of the quadrants is favorable
- Improving connectivity between the Greenbelt and Broadway Avenue is important
- Include stairs when connecting the Greenbelt to Broadway Avenue

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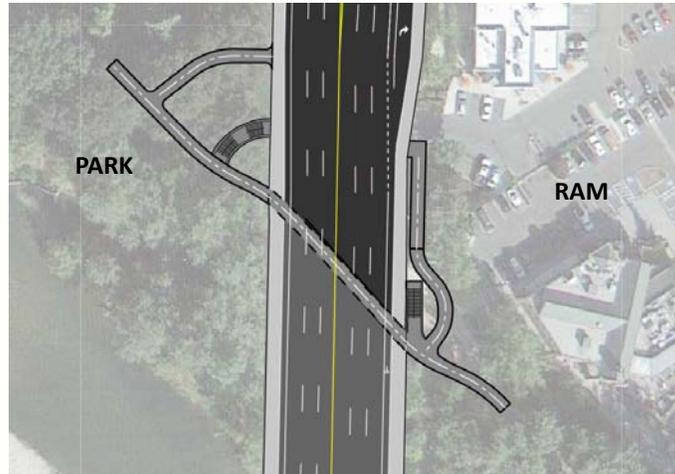
Workshop #1 Outcomes: Greenbelt Connectivity

- Create a gentler slope
- Do not build a round-about
- Follow ADA requirements
- Create softer turns along the pathway

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Greenbelt Option (North)



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Greenbelt Option (South)



CHURCH

DIRT LOT

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OVERVIEW OF BRIDGE AESTHETICS DESIGN OBJECTIVES

Chas Filanowicz, CH2MHill

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Functional Clarity

The bridge must:

- Meet the purpose and need of the project
 - Replace aging bridge
 - Improve pedestrian, bicycle and vehicle capacity
 - Improve accessibility
 - Improve intermodal connectivity and functionality
 - Reduce congestion
 - Improve pavement

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Functional Clarity

The bridge must:

- Provide the access points to and from the bridge to the Greenbelt
- Allow for the Greenbelt to cross under the bridge and for continued use of the Boise River for recreational purposes

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Scale and Proportion

- The primary structural elements should be in scale with the overall structure:
 - Span lengths, girder depth, abutment height, pier and pier cap size and shape should be in proportion to each other
- Substructure elements (pier columns, pier caps, girders) must be proportional to the superstructure (bridge deck, railings and parapets)
- The size of each bridge element must be consistent with its function

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Order and Balance

- The bridge must exhibit a natural progression of assemblage
- Repetition of visual elements should be used sparingly to develop rhythm and visual flow
- The layout and alignment of elements should promote visual harmony
- The visual weight, texture, and mass of the bridge members establish a visual balance

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Simplicity and Continuity

- Simplicity of form and clean lines are generally considered attributes of attractive structures
- Shapes used to form elements should be from the same family
- The visual composition should present a consistent design theme.

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Site/Environmental Integration

- Bridges must, to the highest degree possible, be integrated with their environment, landscape, cityscape and surroundings
- The dimensions of the structure must relate to human scale when pedestrians are involved

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THANK YOU AND NEXT STEPS

Mark Campbell, Idaho Transportation Department
Rosemary Curtin, RBCI

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Thank You

- Thank you for attending
- Visit the project website
[http://itd.idaho.gov/projects/d3/Broadway
BridgeReplacement/](http://itd.idaho.gov/projects/d3/BroadwayBridgeReplacement/)
- Contact Mark Campbell
ITD Project Manager
334-8946
Mark.campbell@itd.idaho.gov

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Next Steps

- Summary of Workshop #2
- Develop final design options
- Present final design options at Workshop #3
- Public open house this summer

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WORKING GROUPS

Rosemary Curtin, RBCI

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Working Groups

- Facilitated discussion
- Comment sheets



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THANK YOU



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