City of Richmond

Officer Bradley A. Moody Memorial Underpass

August 11, 2010
TEAM INTRODUCTIONS

Project Oversight and Approval
City of Richmond
Richmond Community Redevelopment Agency

Civil Engineering
BKF Engineers

Structural Engineering
Biggs Cardosa Associates Inc.

Urban Designer/ Landscape Architecture
Gates & Associates

Community Outreach
Vallier Design Associates
Marina Bay Parkway Proposed Underpass
Project Features

- Grade separation of Marina Bay Parkway & the Railroad Crossing via an Underpass along Marina Bay Parkway
- Enhanced Safety, Decreased Traffic Delays & Emergency Response Time
- Roadway Cross Section
  - Two Vehicular Lanes in Each Direction
  - Elevated 5’ Bike Path and 5’ Pedestrian Sidewalk in Each Direction
OFFICER BRADLEY A. MOODY MEMORIAL UNDERPASS

Typical Roadway Cross Section

Vertical Clearance
16’9” Vehicular
10’ Pedestrian
Project Features

- Estimated Project Cost - $37.5 million
  - $1.4 million for Landscape and Aesthetics (3.7% of Total Budget)

- Design Alternatives and Aesthetic Treatment Development
  - Community Input
  - Development of Design Alternative Selections
Aesthetic / Landscaping Elements in Current Design

- Limited to Available Space and Funding Constraints

- Areas to Assess
  - Arrival / Gateway
  - Pedestrian Elements
  - Roadway Treatment
  - Underpass
  - Community Entry Gateway
  - Memorial Identification
    - Police Department and Richmond Community Redevelopment Agency to work on incorporating possible memorial features into project
Current Design Preliminary Landscape Plan
Current Design of Underpass
Current Design of Underpass
Aesthetic / Landscaping Elements in Enhanced Design

- Limited to Available Space and Funding Constraints
- Areas to Assess
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Preliminary Landscape Plan Enhanced Design
OFFICER BRADLEY A. MOODY
MEMORIAL UNDERPASS

Enhanced Design of Underpass

POSSIBLE WORDING AT BRIDGE
RICHMOND
OR
MARINA BAY
OFFICER BRADLEY A. MOODY MEMORIAL UNDERPASS

Enhanced Design of Underpass
OFFICER BRADLEY A. MOODY MEMORIAL UNDERPASS

Enhanced Design

72'-0”
Enhanced Design
Construction Features

- 3 year construction duration
- Roadway to remain open
  - One vehicular lane in each direction
  - Pedestrian path on one side
  - Limited night and/or weekend closure
  - Five stages of construction with multiple lane shifts
- Rail bridge construction during weekend closure (day and night work)
Construction Option

- Roadway closure of Marina Bay Parkway from Jetty Drive/Pierson Drive to Meeker Avenue
  - Traffic to be detoured around Marina Bay Parkway
    - Detour via Regatta Blvd/Marina Way South/Meeker Avenue
    - Meade Bypass available
  - Maintain Jetty Drive and Pierson Drive access for stakeholders
  - Maintain AC Transit bus stop
  - Emergency Responders alerted
  - Project duration reduced to 20 months maximum
  - Cost savings for landscaping and aesthetic enhancements
  - Community consensus required
Next Steps

- Design Development and Approval
  - Obtain Community Consensus on Construction Staging Option
  - Finalize Plans
  - Design Review Board
  - Project Approval

- Schedule
  - Community Town Hall Meeting for Roadway Closure Option
    - August 23, 2010 at 6:00pm – 440 Civic Center Plaza in Multi-purpose Room
  - Ready to Bid Contract Documents – December 2010
  - Construction – Begin Spring/Summer 2011
Project Information

- City Web Site

- Project Fact Sheet

Contact Information

- Richmond Community Redevelopment Agency
  - Alan Wolken, Director (510) 307-8140, alan_wolken@ci.richmond.ca.us
  - Chadrick Smalley, Project Manager (510) 412-2067, chadrick_smalley@ci.richmond.ca.us
Presentation
Open to
Public Questions