

County of Stanislaus ~ City of Modesto

# 7th Street Bridge Project

## Public Information Meeting to Review Bridge Aesthetics Summary Report

Wednesday, January 14, 2015  
6:00 p.m. – 8:00 p.m.

Basement Training Room  
City-County Administrative Offices  
1010 Tenth Street, Modesto, California

*Prepared by Judith Buethe Communications*



## **General Information about This Document**

### **What is in this document?**

This document is a summary report of the Public Information Meeting held on Wednesday, January 14, 2015, to Review Bridge Aesthetics for the 7<sup>th</sup> Street Bridge Project.

### **What should you do?**

- Please read this summary report.
- If you have any concerns about the summary report or questions about the environmental process, please contact David Leamon, Project Manager, Stanislaus County Public Works, 1010 Tenth Street, Suite 4202, Modesto, CA 95254, or by email to [leamond@stancounty.com](mailto:leamond@stancounty.com). For general information about the meeting, call (209) 464-4350, ext. 101, or send email to [Hotline@buethecommunications.com](mailto:Hotline@buethecommunications.com).

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## Executive Summary

Stanislaus County, in cooperation with the City of Modesto, held a Public Information Meeting to review bridge aesthetics for the proposed 7th Street Bridge replacement in Modesto, California on Wednesday, January 14, 2015. Stanislaus County is the lead agency for the California Environmental Quality Act (CEQA), and Caltrans is the lead agency for the National Environmental Policy Act (NEPA) for the 7<sup>th</sup> Street Bridge Project.

The project is in the Project Approval and Environmental Document (PA&ED) phase.

Alternatives for the 7<sup>th</sup> Street Bridge Project may include building a new bridge or rehabilitating the existing bridge, as well as a no-build alternative. The Public Information Meeting to Review Bridge Aesthetics provided members of the public and other interested parties an opportunity to provide comments, concerns, or suggestions about bridge aesthetics that could be considered during this phase.

The Public Information Meeting to Review Bridge Aesthetics was publicized through a jumbo postcard invitation sent by first-class U.S. mail, a public notice (advertisement) in English published in *The Modesto Bee*, and a news release to print and broadcast media that serve the Modesto area. Additionally, information about the meeting was posted on the dedicated project website: [www.7thStreetBridge.org](http://www.7thStreetBridge.org).

Thirty-five persons were signed in at the Public Information Meeting to Review Bridge Aesthetics—12 members of the project team and 23 members of the public and elected officials. The meeting was conducted as an open house with a presentation by the consultant project manager, followed by questions, comments, and suggestions from the audience. A public stenographer took notes during the meeting and was available to receive dictated questions, comments, and suggestions. Members of the project team were also available during the open house period to receive comments and answer questions.

Informational display boards and exhibits were available for review. Attendees were also provided with a printed agenda and a set of comment sheets that included guided questions about the bridge aesthetics.

Personnel from Stanislaus County, City of Modesto, and the consultant team staffed the information stations.

A Caltrans Title VI survey was done by the public outreach team.

Public comments received at the meeting and thereafter up to February 9, 2015, are included in this summary report.

## **Chapter 1: Introduction**

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### **1.1 A Public Information Meeting to Review Bridge Aesthetics Was Held**

Stanislaus County, in cooperation with the City of Modesto held a Public Information Meeting to Review Bridge Aesthetics from 6:00 p.m. – 8:00 p.m. on Wednesday, January 14, 2015.

### **1.2 Announcement of the Public Information Meeting**

The Public Information Meeting to Review Bridge Aesthetics was publicized through a jumbo postcard invitation sent by first-class U.S. Mail to approximately 580 property owners, residents, public agencies, businesses, emergency responders, transit agencies, civic and community groups, chambers of commerce, environmental groups, and other interested parties.

A public notice (advertisement) was placed in *The Modesto Bee* on December 26, 2014, in Modesto, California. (See Appendix A for copies of the public notices.)

A news release was distributed on December 31, 2014, and a media advisory on January 13, 2015, to print and broadcast media (mainstream and alternative) that serve the Modesto and Stanislaus County region. (See Appendix B for copies of the news release.) Articles appeared in *The Modesto Bee* on January 6, 2015, and on January 21, 2015. (See Appendix A for copies of the news articles.)

Information about the Public Information Meeting to Review Bridge Aesthetics was posted at [www.7thStreetBridge.org](http://www.7thStreetBridge.org).

Members of the Community Advisory Group (CAG) were also reminded by email on January 13, 2015, of the Public Information Meeting to Review Bridge Aesthetics and invited again to the meeting.

KCRA television included a short announcement of the meeting the night prior to the meeting

### **1.3 Purpose and Goals of the Public Information Meeting**

The purpose of the Public Information Meeting was to review bridge aesthetics for the 7th Street Bridge Replacement Project and to receive ideas from the public on what the replacement bridge should look like. They were advised that their opinions on the bridge aesthetics will be helpful as the design work progresses.

Members of the public were also informed of how they could comment, question, or provide other concerns about the project if they were unable to attend the meeting. Contact information for David Leamon, Department of Public Works, Stanislaus County, was provided. Members of the public were also given contact information for the Public Outreach Manager if general information about the meeting was needed. The project website was also included.

### **1.4 Format of the Public Information Meeting**

Thirty-five persons were signed in at the Public Information Meeting to Review Bridge Aesthetics—12 members of the project team and 23 members of the public and elected officials. Each attendee was provided with a print agenda and a comment sheet—designed to elicit responses directly relevant to the bridge aesthetics.

The meeting was conducted as an open house with an introduction by the Public Outreach Coordinator and by opening remarks from the Project Manager for Stanislaus County Public Works and the Project Manager for the consultant team. A project overview was provided, using a

PowerPoint presentation by consultant team members—the project manager and the project architects. The formal presentation concluded with information on how to stay involved with the project and on upcoming steps in the aesthetics selection for the bridge. The presentations were followed by questions, comments, and suggestions from the audience.

A public stenographer took notes during the meeting and was available to receive dictated questions, comments, and suggestions after the meeting. Members of the project team were also available during the open house period to receive comments and answer questions.

Attendees were encouraged to submit written comments on comment sheets supplied by members of the public outreach team.

Information display boards, maps, and other exhibits were placed in the room at four stations—bridge, environmental, roadway, and traffic.

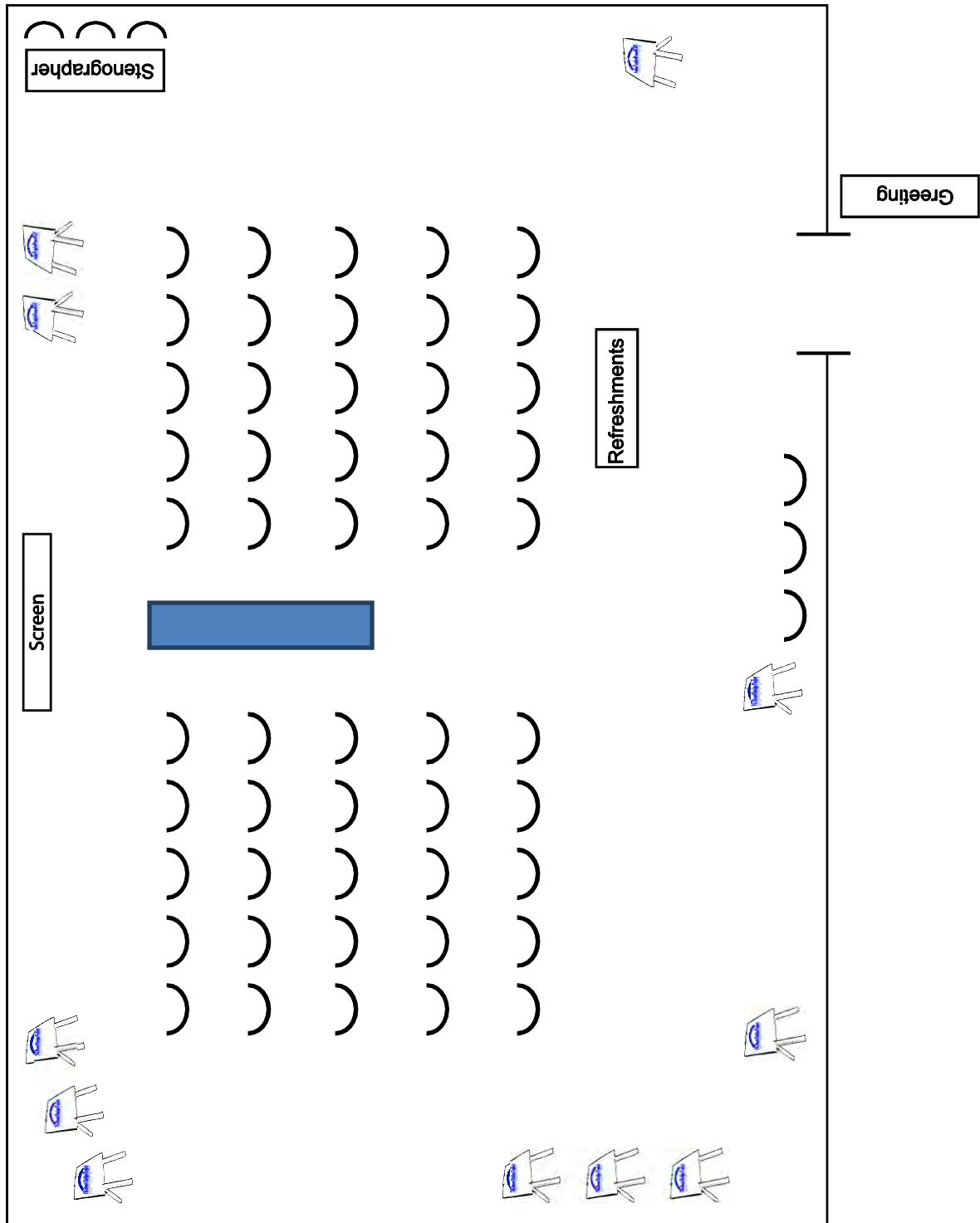
Personnel from Stanislaus County, City of Modesto, and the consultant team staffed the information stations.

A Caltrans Title VI survey was done by the public outreach team.

## **Chapter 2: Public Information Meeting to Review Bridge Aesthetics Proceedings**

### **2.1 Room Layout**

Following is the room layout for the Public Information Meeting to review aesthetics. The layout encouraged attendees to move about the room and through the various stations.





## **2.2 Displays and Exhibits**

The information display boards and exhibits at the Public Information Meeting to Review Bridge Aesthetics are explained below. The boards included the logos of Stanislaus County and City of Modesto. (Reduced copies of the informational display boards and graphics were included in the PowerPoint presentation, which is in Appendix B.)

County and City staff members and consultant team staff members were available to answer questions and receive comments and suggestions.

### **Welcome Board and Sign-in Table**

Welcome boards greeted attendees as they arrived at the entrance to the Basement Training Room in the City-County Administrative Building where the Public Information Meeting to review aesthetics for the 7th Street Bridge replacement was held. Attendees were asked to sign in to maintain an attendance record and to ensure that all interested parties could be added to the project mailing list. (See Appendix E for sign-in lists of attendees at the Public Information Meeting to Review Bridge Aesthetics.)

The Public Outreach Manager staff members encouraged attendees to sign in, view the displays, ask questions, and provide their thoughts about the project. The Public Outreach staff members also gave each attendee a print program and two comment sheets for comments directed toward the bridge aesthetics. The print program welcomed them to the Public Information Meeting to review aesthetics for the 7th Street Bridge replacement, stated the meeting's agenda, and provided project background and benefits, the agenda, and project contact information. The print program also encouraged comment and identified future public involvement opportunities. (See Appendix C for copies of the handouts.)

News media kits were available for members of the news media who might attend.

The Public Outreach Manager explained the overall format and encouraged people to ask questions of and provide comments to the project team members who were present. Attendees were also informed of the availability of a public stenographer and encouraged to dictate comments to the stenographer.

A Title VI Public Participation Visual Survey was performed by the Public Outreach Manager.

### **Exhibits**

Exhibits included three roadway alternatives and four bridge general plans. Another exhibit provided a bird's eye view of the project area on an aerial photo background showing all visible features including existing underground utilities, property boundaries, and business names. The purpose of this exhibit was to illustrate the features and residences adjacent to the 7<sup>th</sup> Street Bridge corridor. Another exhibit depicted a view of the bridge from the river showing the potential water levels present during a flood. The purpose of this exhibit was to demonstrate the bridge's ability to pass flow in the event of a major storm event. Aerial photos of the bridge during the 1997 flooding were shown as well.

### **Comment Station**

The public stenographer was located at this station to record the presentation, the question-and-answer period, and dictated public comments.

## 2.3 Elected Officials at the Meeting

### 2.3.1. Elected Officials--City

*Modesto City Council*

John Gunderson, Councilmember, District 1

## 2.4 Staff at the Meeting

The following personnel organized and conducted the Public Information Meeting to Review Bridge Aesthetics and were available to answer questions and receive comments from the public.

### 2.4.1. Stanislaus County

David Leamon, P.E., Project Manager, Department of Public Works

David Jones, Director of Legislative Affairs and Communications

### 2.4.2. City of Modesto

Phillip Soares, Department of Public Works

### 2.4.3 Consultants

*CH2M HILL*

Hans Strandgaard, P.E., Project Manager

Jennifer Elwood, P.E., Deputy Project Manager/Bridge Engineer

Matthew Franck, Environmental Lead

Chris Serroels, P.E., Bridge Lead

*MacDonald Architects*

Donald MacDonald, A.I.A.

Will Henderson

*Judith Buethe Communications*

Judith Buethe, Public Outreach Manager

Rex Buethe, Public Outreach Assistant

Dyan Delgado, Public Stenographer

## 2.5 Attendance

Individual Persons	Businesses	Civic Organizations	Government	Project Team	Media	TOTAL
12	10	0	4	9	0	35

## **Chapter 3: Minutes of Bridge Aesthetics Presentation and Citizen Responses**

Judith Buethe, Public Outreach Coordinator, reviewed the agenda and welcomed attendees, encouraging them to make both verbal and written comments and to attend the follow-on meeting. She also acknowledged that Modesto City Councilmember Gunderson was present and introduced the public stenographer who recorded the evening's proceedings. Ms. Buethe then introduced David Leamon, Deputy Director, Stanislaus County Public Works Department.

Mr. Leamon thanked attendees for coming to the meeting and explained the partnership of Stanislaus County and the City of Modesto for the project. He provided a history of the bridge, which was constructed in 1916 at a cost of \$230,000. He commented that the bridge is “part of the fabric of Modesto” and that hopefully people will still be talking about it 100 years from today. He then introduced Hans Strandgaard, Project Manager for CH2M HILL, the consulting firm responsible for this phase of the project.

Mr. Strandgaard went through the agenda and began the PowerPoint presentation by explaining that two general public information meetings have been held thus far to develop the alignment alternatives. However, tonight's meeting is focused on the aesthetics of the new bridge. He provided a history of the project development to date. He also described the current condition of the bridge as having serious structural and hydraulic problems. Traffic studies have also shown the bridge needs to have more capacity. A four-lane bridge is needed to meet the future traffic predictions for the City and the County. The project also aims to improve the safety of vehicles, bicyclists, and pedestrians on the bridge, e.g., sidewalk widths and curb heights need to be adjusted.

Mr. Strandgaard commented that the State of California evaluates bridges every two years; the 7th Street Bridge has a score of 2 out of 100 in terms of its sufficiency rating—a very poor rating. The evaluation includes consideration of how much load the bridge can take and other issues such as the lane and shoulder widths. The bridge has not been able to take a highway legal truckload on it for 70-plus years and the lanes are only 11 feet wide. Normal freeway lanes are 12 feet wide. The sidewalks are substandard and the bridge does not have adequate barriers.

Other issues include earthquake safety, safety during floods and the deterioration of the old, original concrete that is deteriorating. The bridge is actually a steel bridge covered in concrete. It was built first as a steel bridge and then for corrosion protection, the bridge was covered with concrete, that concrete is deteriorating which allows the steel to corrode. The bridge is unusual in that it includes a lot of cantilevers or “diving boards” that meet in the middle of the spans. This has not worked well. It was a theoretical design concept at the time and was not adequately designed. He showed in the PowerPoint presentation the differential settlement between several of the cantilevers. One of the spans has even had to be propped up from the bottom. Mr. Strandgaard explained that when concrete gets wet and the steel begins to corrode, it expands and the concrete starts falling off, which accelerates the corrosion.

Mr. Strandgaard explained that recent traffic studies show that about 16,000 trips a day are made on the bridge and traffic projections estimate that that traffic will increase soon to 23,000 a day, well beyond the threshold of a two-lane facility. The project team plans to add capacity by adding lanes. Without improvements, a level of service “F” will result in the near future, which means significant delays to all that use this bridge. This is largely due to the width of the bridge and having only two lanes, as well as

how the traffic is handled at either end of the bridge at both intersections—Crows Landing and 7<sup>th</sup> Street on the south, and Tuolumne Boulevard and B Street on the north. StanCOG, which reviews funding for these regional projects, has had this bridge on its list of projects both in 2011 and 2014 to be a four-lane facility. The project essentially follows through with the regional plans for improving this corridor.

Consistent with the City of Modesto Non-Motorized Transportation Master Plan, the project proposes to add walkways and bicycle lanes. (The PowerPoint screen illustrated the real-life example of a woman trying to cross the bridge in her wheelchair and forced to use a traffic lane, because of no shoulder and sidewalks that are unusable.)

Mr. Strandgaard further explained problems in trying to repair and widen the existing bridge. He noted the barriers are actually part of the load carrying system; and thus, widening of the bridge is not possible. He explained that any retrofit of the bridge must be done so that it can accommodate full-size trucks. Currently, the bridge's allowable truck load is posted at only four tons which is well below a normal truck loading.

The bridge is approaching its 100-year anniversary. Although it is eligible for the National Register of Historic Plans, it is worn out.

Mr. Strandgaard also noted that the existing bridge has a lot of special aesthetic detailing, because an architect was involved during the design process 100 years ago. Most highway bridges today do not have architects involved with the design; but since this bridge is to replace a historic bridge, the design team is involving an architect again, to give Modesto the best-looking bridge possible.

Mr. Strandgaard explained that one way to honor the old bridge is to involve the public in the decision-making about the aesthetics of a new bridge. At this evening's meeting, some ideas of what other people and organizations have done will be presented; and opinions and comments on aesthetics for a new bridge will be solicited. Subsequently, a second aesthetics meeting will be scheduled and publicized for next month. The second meeting will review the feedback received and will present ideas based on the feedback received.

Mr. Strandgaard introduced Don MacDonald and his assistant Will Henderson of MacDonald Architects who have experience that includes the new Bay Bridge and the Cooper River Bridge in Charleston, as well as the 9<sup>th</sup> Street Bridge just upstream from the 7<sup>th</sup> Street Bridge.

Mr. MacDonald explained that he and Mr. Henderson will talk about basic bridge elements, viewpoints, and treatments.

Mr. Henderson stated that the bridge elements include abutments, which are walls that are usually at the edge of the bridge when it first leaves the ground. He showed some typical abutment treatments that have been done to make abutments fit in more with the environment—rock wall treatments, for example.

Mr. Henderson explained that piers are the intermediate bridge supports away from the abutments. He pointed out the piers on the existing 7<sup>th</sup> Street Bridge which have a treatment around the base to give them a bit of size and heft and a decoration coming up to the light standards. He also showed on the PowerPoint presentation some other treatments for piers. He noted that when we move up above the piers,

there are a number of different superstructure types that can be used between the different piers—one of those is a box girder.

A box girder can be thought of as a big hollow box that stretches from pier-to-pier; for instance, on the Folsom Dam Bridge. (A picture of that bridge was shown). Box girders can be arched. They can also be flat on the bottom, and there are different ways to treat the sides of the box. Also, there can be unique features where the box joins to the columns or piers. Mr. Henderson showed that by using longer overhangs, the bridge superstructure can be made to disappear into the shadows, providing for a visually thin bridge that can be appealing.

Another method for spanning from pier to pier is by the use of precast girders. Many bridges use standard precast concrete element shapes. Then, based on the width of the bridge and the weight, a number of those will be included, side by side. They can be a way of creating a rhythm to the bridge, as long as it is done in an organized, thoughtful, and logical manner.

Another way to span from pier to pier or from abutment to pier is by using an arch, of which there are a number of different kinds. Two tied-arch examples shown on the PowerPoint illustrated ways that arches can interact with a pier, for example, by providing a walkway outside the arch, so that pedestrian view is not blocked. The shape and size of arch proportions can also affect how an arch looks.

Different superstructure types can have different spans, and it is possible to create a very open look with longer spans. Will noted that the underside of the structure is important, too. Seeing all the precast girders from below can be very attractive. We have an opportunity here to ensure that both the top and the bottom of the bridge look nice.

The new bridge will have four lanes with bike lanes and sidewalks. There are different ways to separate the lanes for cars from the bike and pedestrians. Sometimes bicycle and pedestrian lanes can be co-mingled or they can be separated with or without a shoulder. The barriers can also have a historic look, or take on more of the environmental look that matches the area, or just look utilitarian (as demonstrated with several PowerPoint slides).

Lighting can be standard safety lighting or used to illuminate the bridge. Also, signage must be considered based upon the different users—signs for pedestrians, way-finding, bicyclists, and motorists will be different sizes based upon the different users, e.g., motorists require larger signs.

Bridge amenities may include overlooks, also known as belvederes, where people can look out to the river or to the Park, making a bridge a destination, and not just a path to follow.

Another aesthetic issue is the use of public art, which can be a high-impact way to celebrate elements of the community and can be inexpensive to implement. Public art presents a good opportunity for directly engaging the public.

Decorative lighting may present additional opportunities to mark special areas of the bridge or give it certain character.

Lastly, there is color and finish— the possibility of using different textures or colors on different parts of the bridge. Color can be a very inexpensive way to give a bridge character, an example being Tower Bridge in Sacramento that is known for its yellow color.

History is also important in this area. You can mark history with signage or by incorporating some of the historic elements into the construction of the new facility. On this bridge, some of the past elements that we like about the current bridge may be incorporated into the new design to reflect the heritage.

Moving to bridge viewpoints: the location from which you view the bridge is going to set the stage for how you feel about the bridge, e.g., very different views for someone down in the parkway compared to someone driving across the bridge at 35 miles per hour. Some potential viewpoints include the driver's view, the parkway view from below or a pedestrian crossing the bridge. The barriers, edge conditions, and amount of space can provide different feelings for the users. Some treatments can lead to a feeling of being closed or confined while others can feel more open, even if each has the same lane widths. This can become even more important for pedestrians.

Some amenities for pedestrians to consider for this project include benches and possible reuse of the lions.

The view from the bridge looking down on the Park suggests the questions: "How can this bridge help to make the Park even more enjoyable and vice versa? How can these work in tandem to enrich both?" The people on the river looking up or downstream can have very different feelings about the bridge, based on their viewpoint. The general landscape into which the bridge is built must also be considered.

Mr. MacDonald stated that it's good to be back in Modesto. He spoke of the processes used to get public input: sketches and drawings (by hand and by computer) and actual physical models.

Mr. Strandgaard reviewed the four alternatives being considered for the project. The original Alternative 1, which was further downstream to the west, was eliminated after public feedback. In alternatives 2A and 2B, 7<sup>th</sup> Street would be closed for the duration of the construction, allowing the new bridge to be built all at once and, depending on the type of bridge, requiring 1.5 to 2.5 years of closure. 2A is an alternative that brings one span of tied arch over the river, with the rest of the bridge being precast girders.

Mr. MacDonald commented on the shape of the arch and its flatness, which reflects what is happening under the bridge, which is important to consider. It also reflects the elevation itself.

Mr. Strandgaard commented that the tied arch portion of the bridge is a "fairly expensive" type of bridge but could be mixed with lower cost precast girders for the remainder of the spans. He showed a rendering of Alternative 2A from afar up on the bank. He noted that the present renderings being shown in the PowerPoint slides are rough but will become more detailed in the next meeting.

Mr. MacDonald suggested seeing the bridge elements as armatures. The armatures should reflect the community values and art forms.

Mr. Strandgaard described Alternative 2B, which eliminates the arch span that goes over the current low-flow channel of the Tuolumne River and replaces it with the precast girders. This alternative is the lowest-cost alternative. Alternative 3 is on a slightly different alignment further downstream. In Alternative 3 the

existing bridge is kept open while the first half of the new bridge is built downstream, whereupon the old bridge would then be torn down and the second half of the new bridge constructed. . A preliminary design for this alternative is a box girder structure.

Mr. MacDonald commented that this alternative reflects the same sort of configuration as the old bridge and picks up the flatness that is below it. Possibly, the spans could be increased and a slight arch created.

Mr. Strandgaard commented hydraulic restrictions would require the new bridge to be high enough to avoid floodwaters, so the arches would have to be high enough to not affect floodwaters. The 9<sup>th</sup> Street Bridge shows an example of a slight arch, high enough to avoid floodwaters.

Mr. Strandgaard presented Alternative 4, which keep the old bridge and would require a significant effort to retrofit the existing bridge. He noted that because of current flood requirements, the new bridge must be higher than the old bridge. In Alternative 4, the old bridge will be retrofit and a new parallel structure, two lanes wide, would be constructed downstream on the existing bridge to handle the increased traffic. Since there is a railroad bridge just upstream the old bridge would get sandwiched in between the railroad bridge and the new bridge.

Our studies have revealed that it would be very expensive to fix the old bridge, which would continue to need maintenance as it continues to age. However, the other alternatives would not require this level of maintenance. Mr. Strandgaard displayed a PowerPoint slide showing the new bridge as a precast girder bridge with the old bridge about 10' down below, the new bridge.

In response to a question from the audience, Mr. Strandgaard said that all the new bridges shown in the alternatives would be constructed at approximately the same elevation as the railroad bridge.

Mr. MacDonald suggested that rehabilitating the lions and placing them on a plaza, about a 50-foot square, would be nice. The plaza could include a storyboard with a history of the old bridge. Also, such a plaza could be placed in an area that is out of the floodplain.

Mr. Strandgaard said that preliminary estimates show the total project cost anywhere from \$37 to \$56 million dollars for each of the four alternatives. He said that there are some limitations on aesthetic improvements based on guidelines for federally funded projects. Typically, five percent of the bridge construction cost is what would be allowed on extra measures to improve the details on the bridge, such as barriers and lighting.

A citizen asked what the dollar amount of aesthetic improvements would be. Mr. Strandgaard replied between one and two million dollars. A citizen asked what the timeframe would be for construction of each alternative. Mr. Strandgaard responded that construction time varies with alternative and bridge type. If the existing bridge is torn down, then the construction period would be faster because construction could be completed in one stage. Construction time also depends on the type of bridge built. A precast girder bridge can be fabricated offsite, accelerating the construction time. For the precast girder bridge alternative that is not staged, construction would be approximately a year and a half. If stage construction is used, construction time increases to two years to two and half years. The tied arch bridge alternative would take the longest to construct.



Mr. Strandgaard reviewed the project schedule. A “type selection” of the bridge is targeted for mid-2015. During the type selection process, the recommended bridge type will be determined, and aesthetic improvements will be identified. The final bridge design would be in 2015- 2016, and construction would be in 2017-2019. Currently, the design team is in the process of finalizing an environmental document that will be released sometime later this year. There will be a public comment period following the documents release.

In terms of the public involvement opportunities, in February there will be a second aesthetics meeting where the design team will present ideas from your feedback from today’s aesthetic meeting. There will also be a public comment period for the Draft Environmental Report. Our project website is a good location to stay current with the project: [www.7thStreetBridge.org](http://www.7thStreetBridge.org).

Mr. MacDonald asked the audience what elements and details they would like to see on the bridge. He spoke about different lighting options including using historical vs. modern posts. LEDs can be great energy saver and can be timed to use different colors/intensities in a sense they can change as the weather changes. Also he suggested that safety lights be considered for pedestrians. Mr. MacDonald said there will be no lights under the bridge. Mr. Strandgaard confirmed that City of Modesto Parks staff asked that the park be dark at night.

Mr. MacDonald then moved on to the bottom of the bridge and explained the different aesthetic feel of the box girder’s smooth surface with the birdcage effect of the precast girder bridge. He said that the box girders could accommodate a slight arch using haunches. Also from the underside of the bridge, columns could be textured.

Mr. MacDonald introduced the concept of scales. He said that we’ll work with three scales on this project: One is the perspective of a pedestrian walking across the bridge. Second is the perspective of the bicyclist. Third is a vehicle on the bridge. As the scale changes, the elements of the bridge including signs and lettering must accommodate the different traffic modes.

Mr. MacDonald said that the span over the river is a key element of the bridge. The 7<sup>th</sup> Street Bridge is a long bridge, and the river span should be extenuated. The arch concept is unique, because it mirrors the shape of the riverbed below. When there is a main span in an arch, we commonly use a rule of thirds for pleasing aesthetics: The deck is about a third of the way up the tower or arch, and arch continues two thirds above the deck.

Mr. MacDonald suggested the use of texture and patterns. An example would be to use different treatments for the pedestrian side and for the bicycle side of a multi-use path as a demarcation to visually separate the two modes of traffic. It is helpful at overlooks so that if there is somebody sitting at a bench and somebody goes by on a bike, they don’t hit them. We also need to consider that all these pathways have to be ADA compliant.

Mr. MacDonald said alternatively, bicyclist and pedestrians can be separated with an eight-inch curb or a traffic barrier. The auto barriers have to be crash tested and approved by Caltrans, but there are options to have a decorative element like a handrail.

Mr. MacDonald introduced the idea of transparency for how the bridge connects to its surroundings. For example, if the arch is constructed, placing the sidewalk outside the arch changes the views people on the



sidewalk will get. Another example is to put the life of the river on that side of the bridge where the fish and the movement of the water is, and to change to a plant motif as the bridge continues over the parks. The theme of the bridge would reflect what it is spanning over. The transparency of the bridge makes you feel the bridge is part of your community and represents the environment that's around it.

Mr. MacDonald showed examples of modern bridgeheads. The purpose of the bridgehead is to tell travelers when they are entering or exiting the bridge, and it is something that gives the bridge character. Options include introducing a modern 21<sup>st</sup> Century element, maintaining a historic element (lions), or to not have anything. Mr. Strandgaard asked if the audience would want an overlook over the water or over the park.

Mr. Strandgaard opened the floor for questions and comments. Mrs. Buethe encouraged participants to fill out and leave their comment cards.

Mr. Strandgaard noted that Modesto Parks, Recreation & Neighborhoods Department personnel prefer that the park be dark at night. At this time, no lighting is planned to be placed underneath the bridge or to shine outward from the bridge into the Park.

Mr. MacDonald commented that texture should be considered on the surface of the pedestrian pathways and the bicycle lanes. Various patterns could be used. On the Bay Bridge, two types were used—one for bicycles, and a second for pedestrians. The types are used as demarcations that change as the bicyclists and/or pedestrians pass by. Special marking is used at each belvedere so that bicyclists can avoid persons sitting or standing there. Don noted all the pathways must be ADA-compliant (Americans with Disabilities Act).

Mr. MacDonald noted that some communities want bicyclists separated from walkways, which can be done with an eight-inch curb or a traffic barrier. The Napa Bridge directs the bicycle path onto the road surface at times, using a shared shoulder. Local bicycle advocates in Modesto should be encouraged to comment on which way they would like it.

Auto barriers must be crash tested and approved by Caltrans, Don noted that the Type 80 Concrete Barrier, which he showed a picture of earlier, is a crash-tested barrier. He noted that on the new Folsom Lake Crossing, the bike path has a Type 80 concrete barrier on both sides of the bike path, since emergency vehicles may need to use the bike path,

Mr. MacDonald commented that bridge architects often try to capture the life of the river, e.g., fish and water movement, and reflect that on the sides of the bridge and other bridge components, like the handrails. Citizens should feel the bridge is part of their community and represents its environment, so the bridge architecture is influenced by both the man-made and the natural environment. Regarding decorative lighting, he noted that the cables on the arch could be lit, and pathway lights can be placed in the deck surface to light the walking area.

Mr. MacDonald showed slides with modern bridgeheads that function like a gateway, informing travelers that they have reached a destination. He suggested that the new bridge should have some character, like the old bridge's lions provide. The location and number of elements on the bridge are important, including having a place where one can rest or take in the view. Manmade or natural forms may influence the design of the bridgeheads. Perhaps the existing lions can be relocated to a 50x50-foot-square plaza. He

showed a slide of a plaza area that might use the old lions from the existing bridge. He asked the audience to suggest locations for the plaza.

Mr. Strandgaard noted the end of the formal presentation and asked audience members to provide comments and suggestions by completing and submitting a comment sheet. He also encouraged verbal questions and comments to any of the engineers or the architect.

Responding to a citizen's objection to abandoning the old bridge, Mr. Strandgaard pointed out that retrofitting old bridge is in one of the alternatives that is being studied, but because of historic bridge issues, any retrofit would have to keep the appearance pretty much the way it appears now. It can be repaired by adding piles underneath it, repairing damaged areas, and taking other means to control corrosion. He noted that because of the need to have additional width for vehicles pedestrian access on the existing bridge would be removed. Federal funding also requires that the bridge accommodate full-size trucks, so strengthening would be needed on the underside, but those areas are mostly hidden from view. Finally, he noted that it could cost as much to fix the old bridge as to build a new bridge.

Mr. Leamon pointed out that after retrofitting the 100-year-old bridge, nothing much may be left of it, due to the unknown condition of the steel underneath the crumbling concrete. He questioned whether the financial risk would be worthwhile. Time has already shown that the original concept of building a steel bridge encased in concrete is a problem.

Mr. Franck commented that if the old bridge remains and is retrofit, as in alternative 4, the aesthetics of the new parallel bridge downstream of the old bridge might need to be different. He noted that a contemporary design might be more appropriate for the three alternatives where the old bridge is removed.

Mr. MacDonald agreed with Matt's comment that there were ways to bring some of the older elements into the design of a new parallel bridge.

Responding to a question about whether using the old bridge only for bicycles and pedestrians would require the same upgrades that were being discussed, Mr. Strandgaard commented that while the upgrades would not be the same, substantial improvements would still be required. Also, obtaining the federal money to make those kinds of improvements would be problematic. The point of the Federal Highway Bridge Program is to give cities and counties money to make the bridges work for vehicles that move goods and services. Other funding mechanisms exist for bicycle and pedestrian projects, but the Highway Bridge Program probably would not contribute any money to fix up the old bridge for bicycle and pedestrian use.

Mr. MacDonald pointed out pedestrian loads on the bridge can be even heavier than a truck. For example, at the Golden Gate Bridge anniversary walk, where the bridge was closed to cars and filled with people, the bridge deck lowered a lot due to all the extra weight.

Mr. Leamon commented that the County Parks Department already owns two old bridges and does not have the money to maintain any more structures for bicyclists and pedestrians, especially one like this that will continue to need a lot of maintenance. Also, federal highway dollars cannot be spent for maintenance on bridges owned by Parks & Recreation. He noted that as bridges age, they require more and more

maintenance. County Parks and City of Modesto Parks have no extra money, and Highway Users Tax Dollars cannot be spent to maintain bridges.

A citizen commented that maintenance on the existing bridge is already poor.

A citizen asked if a traffic light could be installed at the entrance to the trailer park and pointed out that sidewalks are also needed in the area of the trailer park. Mr. Strandgaard confirmed that sidewalks are in the plan, and added that the trailer park entrances options can be discussed in detail at the alternative display boards after the meeting.

Another resident of the trailer park commented on the need for a safe bridge, rather than trying to fix something “that is so broken.” She also commented that saving the old bridge would result in more people losing their homes due to the further downstream alignment required.

A citizen suggested that the old bridge design encouraged illegal campers to use the spaces under the bridge, which deters people from using the park. The citizen has helped with river cleanups, including one last year that removed a full dumpster of garbage from under the bridge along with 70 hypodermic needles. Will the new design deter having places that can be used by campers? Mr. Strandgaard replied that abutments are necessary, but cubbyholes are not. Today, we are more efficient by making longer spans with fewer supports which results in fewer areas for people hide under the bridge. The City is now designing a park on the north side with trails and other amenities. People using those facilities will change the atmosphere in the area under the bridge as well.

Responding to a citizen query about diesel traffic and safety on the old bridge, Mr. Strandgaard noted that trucks are currently not allowed on the bridge. A citizen reported that she has videos of trucks crossing the bridge. Mr. Strandgaard pointed out that trucks on the bridge are an enforcement issue for the City and the County. A citizen commented that the Highway Patrol never has enough officers to deal with the issue, even though the trucks have been videotaped and vehicle numbers have been recorded.

Mr. Strandgaard reiterated that it is dangerous for trucks to be traveling over this bridge in its condition.

A citizen asked if a part of the old bridge, even little pieces of it, could be installed on the new bridge.

Mr. Strandgaard mentioned the possibilities of incorporating parts of the old bridge and asked the citizens to write their suggestions on a comment sheet. He noted that the funding requirements do have some restrictions in the amount of space that available, for example, adding benches might require extra bridge width to maintain the minimum 4' wide walkways, and the funding might not pay for such extra width. He mentioned outlooks being created on a project in San Jose that included history panels with information, such as the types of fishes in the creek. He added that many people have asked to have the lions preserved in some manner and some organizations have even asked whether they can have one for their facilities.

A citizen commented that while the bridge was state-of-the-art for its time, our needs, desires, and requirements are different now, including cost considerations. We need to acknowledge the need for a new bridge for the next 100 years that will take us into the future.

Councilmember Gunderson gave three points: 1) He would like two lions on each end of the bridge, whether the same ones, new ones, or bronze ones, whatever is possible. 2) He likes the design of the existing bridge light pilasters and hopes something similar can be incorporated into the new design 3) If possible, he would like to have the piers on the old bridge preserved, perhaps as canvasses for artists. If this is going to be the City's gateway park, some high-end paintings on the piers would be nice—or consideration of keeping one or two of them.

Mr. Strandgaard reported that a meeting was held recently with the Central Valley Flood Protection Board, which provides the permit necessary to build in the floodway. The Board requires that when a bridge is replaced with a new bridge, the old bridge must be completely removed to three feet below ground level. That does not mean that one or two of the piers could not be preserved, but the general rule is that all of the old bridge must be removed. Also, while the lions are great, they have also deteriorated and would need to be strengthened or a mold made of them, so that new ones could be cast out of stronger material than the present versions, which are losing their paws, jaws, ears, and whatnot.

Mr. MacDonald mentioned other pieces of the old bridge that might be able to be used.

A citizen liked the earlier comment about art and commented on articles in the Modesto Bee, showing the bridge full of graffiti, and asked if a wall could be sanctioned just for graffiti. Mr. Strandgaard said that may be possible and asked that the suggestion be put in writing on the comment forms. The span by River Road on the south end will have a large vertical abutment face, whereas round columns are planned down in the floodway and must go straight into the ground, without much flat surface. However, with the abutment on the south end, an 80-foot wide by 20-foot high area might be available for art. He said that on other projects, public painting on concrete has been allowed, followed by a protective coating. It is a maintenance issue, however. Mr. MacDonald suggested that a portfolio would be required of a potential artist and that the community should discuss the potential art.

Mr. Leamon said that Modesto is developing a public art policy.

A citizen said that she has lived in Stanislaus County since 1959. Her mother-in-law had told her about the lions that have been repaired many times because cast concrete does not hold up well. Today, a sculpture can be created just like the ones that are there and it could last hundreds or thousands of years and be given a patina to look like granite or cement. The lions could be replaced, by creating one and getting a mold so that multiples could be made. The cement ones could be protected and installed in a park as suggested. Bronze on the bridge would last a long time. She has created other bronzes around the County like the Paperboy, Chief of Stanislaus, and graffiti on Five Points, and could replicate the lions.

Mr. Strandgaard said that the project's surveyors will be performing a laser scan of the existing bridge, shooting 10,000-points-a-second scans at the bridge from all different angles and creating a digital map of the bridge for posterity that will include the lions. A digital model of the lions could also be created, so that they could be accurately reconstructed.

A citizen who was not available for the original scoping meeting asked about bridge types—perhaps something like “cable-stayed.” Mr. Strandgaard stated that the federal program severely restricts what can be designed and built. However, the tied arch concept on one of the spans could be an attractive feature

for local people, perhaps where the river channel portion of the bridge is. The types, such as the cable-stayed, can be three or four times as expensive as more conventional types. The project team has been showing the tied arch in alternative 2A, but the type we used in each of the alignment alternatives is flexible. For example, Alternative 3 could also be done with a tied arch over the river. The team is hoping that a tied arch span mixed with less expensive approach spans will be fundable, however, the budget restricts the available options, and the federal government and Caltrans have restrictions on what can be done.

A citizen asked whether the arch, as the most expensive alternative, is worth a discussion. Mr. Strandgaard said that it is. He noted our project's bridge engineer is working on another bridge project in Southern California that has a tied arch on a Highway Bridge Program bridge replacement. Chris Serroels, the bridge engineer, confirmed that he is working on a new structure to replace an old bridge that was built in the early 1900s. The bridge is being replaced with another that is architecturally and aesthetically similar to the existing—an arched bridge. The solution was arrived at because of public input: The public's passion for that option drove the solution. The final environmental document called for an iconic structure, as the community desired. The federal government eventually had the ability to fund something that was more expensive. The citizen expressed a preference for an arch-type bridge and for outlooks over the river and Park.

Mr. Strandgaard again asked the citizen to turn in their preference for the arch. He also encouraged participants to talk to their friends, neighbors, newspapers, etc. Help will be needed for that sort of alternative to be considered

A citizen asked when the public and team members could sit down and talk about the actual art that will be included. Mr. Strandgaard responded that would be during the design phase—once the type and the alignment have been determined, later this year. Then, the design process will require about a year, during which the art and architectural issues would be discussed.

A citizen inquired about whether the Park would be built before or after the bridge. Mr. Strandgaard said that construction on the Park is expected to begin this year or early next year.

A citizen inquired whether it is possible to have planters installed between the lanes to mimic river plants and other items and whether it is in the budget. Mr. Strandgaard said that depends on how it is done. Near his home in Davis is a bridge over Interstate 80 where a four-foot-wide planter was built in the middle of the bridge. Perennials are planted there. Trees required too much maintenance.

A citizen asked about the profile of the bridge: is it planned for 10 feet higher? Mr. Strandgaard confirmed that the profile would be raised and that some new driveways are planned for Sunrise Village, creating a safer situation for residents. He noted that the lead roadway engineer in attendance, Brent Lemon, was available to discuss the planned new driveways after the meeting.

Mr. Strandgaard also confirmed that there is no bicycle transition planned between the bridge and the park at this point in time. Mr. Leamon mentioned a bike path that comes off of Tuolumne Boulevard to the west that will be ADA-compliant. That could also be a spot for the plaza, nearby the trail that leads down into the park. (The trail is still being designed.)

A citizen commented that the Dry Creek Trail is wonderful but has horrible transitions.

Mr. Leamon indicated where the plaza and park trails might be. He noted this project might include a temporary pedestrian bridge across the river, creating pedestrian access into the park while the bridge is under construction. An ADA-compliant ramp will be built in about a year as a part of the Park project. Our temporary bridge could connect to the park's trail system. He said that another alternative has been discussed with the Stanislaus County Transit Manager that would include temporary bus stops and shuttles up to the Transportation Center during construction. Mr. Leamon drives the existing bridge almost every day and notices all modes of transportation on the bridge. The new bridge, too, needs to be for people, bicycles, power chairs, and cars.

Mr. Strandgaard concluded the meeting by expressing his appreciation for those in attendance and encouraging their written feedback.

Mrs. Buehler also encouraged further involvement and assured the audience that the entire project team benefits from their written or emailed contacts.

The meeting was adjourned at 8:00 p.m.

## Chapter 4: Additional Public Input

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### 4.1 Written Comments Received

Following is a transcript of the hand-written and other written comments that were received at and after the meeting. Scanned copies of the original letter and comment sheets can be found in Appendix D.

#### Letter Hand-Delivered to Project Team at the Meeting

**Betty Saletta**  
**Saletta Sculpture**  
4255 Wellsford Road  
Oakdale, CA 95361  
(209) 522-7588  
www.salettasculpture.com

*I would like to present a proposal to replace the four cast cement lions on the seventh street bridge with cast bronze lions of the same size and posture.*

*I understand there is a possibility that the bridge will be replaced in some manner. The image of the lions at the entrance to the bridge that will either be repaired, reengineered, or replaced, would be a significant design element that would show respect for the history of the old bridge. The citizens of the area would appreciate the effort.*

*I have been fortunate to have had several of my sculptures installed in Modesto and surrounding cities. With the credentials that accompany those installations, I propose creating new lions in bronze that will withstand the trials of time, weather and vandals. Bronze sculpture last hundreds if not thousands of years. It is the most durable material for public sculpture. The patinas only get better with age, but can be resorted easily for a new look.*

*I can create and supply the bronze lions. I would create the new sculptures with respect for the history posture of the old.*

*It would require a signed contract of commissioning for the work. The price would be: four lions at \$50,000 each = \$200,000. Or one single lion, \$90,000.*

*It would take me one year to complete the sculptures from date of commission.*

*I would hope you would consider this proposal in the final plans for the bridge.*

*Thank you for the opportunity to present.*

*Sincerely,  
Betty Saletta, sculptor*

#### Comment Sheets Submitted at the Public Meeting

Following are the questions listed on the comment sheet asking for input on the aesthetic topics:

1. Of the three different bridge types shown during the presentation for the replacement bridge, which would you prefer and why? Should other types be considered?
  - a. Single Tied Arch Span with Precast Spans (Alternative 2a)



- b. All Precast Spans (Alternative 2B)
  - c. Box Girder Spans (Alternatives 3 and 4)
2. Given the history and setting for the 7<sup>th</sup> Street Bridge, should the new bridge be prominent (highly visible) or discrete (blend in)?
  3. Should the new bridge have travel lanes for bikes and/or pedestrians that are barrier-separated from the vehicle travel lanes?
  4. After seeing some of the example aesthetic details during the presentation, which aesthetic details would you like to see on the bridge, for example, colors, textures, or shapes?
  5. Please comment on lighting (safety or aesthetics) and signage (traffic, educational, or historic) on the bridge.
  6. What amenities would you like to see on the bridge and where, for example, overlooks, public art, barriers, or other?
  7. What are the most important viewpoints for the bridge, and how should they be treated?
  8. What natural or man-made forms could influence the bridge design to help it fit into its surroundings?
  9. What are your thoughts about how best to re-use the landmark lions? Should any other parts of the old bridge be saved? If so, which pieces and how would you use them?
  10. Given the planned Gateway Park to be constructed in the area below the bridge, what aesthetic details on the bridge should be considered for users of the park?
  11. If you could spend the aesthetics allowance on only one feature or detail, what would you choose as the most important?
  12. Other

**The following comment sheets were received at the Public Meeting:**

**Bob Barzan**

bbarzan@yahoo.com

1. *Single Tied Arch Span with Precast Spans (Alternative 2A). Basically, I'd like to see the channel marked—could be purely aesthetic. Would a suspension bridge be too expensive?*
2. *I would like to see a highly visible 21<sup>st</sup> century bridge with little or no reference to the present bridge.*
  1. *Yes – separated if possible.*
  2. *Yes – separated if possible.*
  3. *Overlooks – over the water channel – minimalist piers.*
  4. *Modern/contemporary safety lights and a changing colored lighting of the bridge. I like the light poles on new bay bridge better than ones on 9<sup>th</sup> St. Bridge.*
  5. *Colored light show.*
  - 6.
  7. *I don't want it to fit in. I'd like it to stand out – think Calatrava.*
  8. *I don't like a plaza. Either incorporate into design or remove to park somewhere.*



9. 10.
10. *Some structure to mark the channel—use the lions or flags or lighting or whatever.*
11. *Incorporate lion motifs into some of the structural elements.*

**Lorie Garcia**

216 W. Morris Avenue  
Modesto, CA 95354  
(408) 391-8470  
loriesc@ix.netcom.com

1. *Box Girder Spans (Alternatives 3 and 4). This choice is based on my preference for saving and rehabilitating the historic bridge.*
2. *The new bridge should be discrete.*
3. *Yes.*
4. *For the new bridge, simple shapes and natural colors.*
5. *As unobtrusive as possible so design clutter doesn't impact the bridge design.*
6. *Overlooks.*
7. *Underneath from the public park and the bridge span from the water.*
8. *The river banks.*
9. *The lions should be used at the entry points to the bridge as they currently exist. The historic light posts, also. See how the Alameda underpass in San Jose was redone.*
10. *The type of finish on the sides and underneath.*
11. *The architectural details of the historic bridge.*

**Richard Barran**

240-C West Rumble Road  
Modesto, CA  
(209) 765-0997  
Oakdalerick@yahoo.com

1. *Box Girder Spans (Alternatives 3 and 4). Similar design to the 9<sup>th</sup> Street Bridge would give continuity to both projects.*
2. *Highly visible modern structure.*
3. *Barrier separated would be better.*
4. *Consistent with 9<sup>th</sup> Street Bridge in style and design.*
5. *Consistent with 9<sup>th</sup> Street Bridge*
6. *Overlook, public art.*
7. *View from other bridges as well as from park below.*
- 8.
9. *Memorial square, possibly in park.*
10. *Overall design to be considerate of views from park.*
11. *Overlook, public art.*

**The following comment sheets or other correspondence were received after the public meeting:**

January 15, 2015

**Barrett Lipomi**

919 Burke Avenue  
Modesto, CA 95350  
(209) 499-3853  
barrett@plnarchitects.com

1. *Single Tied Arch Span with Precast Spans (Alternative 2A). This is the only one to consider. You are demolishing an iconic structure, a piece of our history. It must be replaced with a bridge of equal 21<sup>st</sup> century iconic design. To do anything less would be a detriment.*
2. *The new bridge should be prominent and something our community can be proud of.*
3. *As much as possible, yes. This area does have a large volume of ped. And bike traffic.*
4. *I feel the bridge should have a contemporary design, where the structure is the beauty of the bridge. It should have a clarity about it. It should contrast the natural surrounding but in a sympathetic and synergistic way. Components should address the human scale of pedestrian and.*
5. *Certainly traffic and walkway lighting is important. The tied arch span and underside of bridge should be lit, too.*
6. *Overlooks outside the tied arch over the river w/informational signage and benches. Art underneath, at ends of bridge and on overlook. Possible electronic art w/LED lights.*
7. *Crossing the bridge, view from the north side above, view underneath. They should be carefully detailed and treated of equal importance.*
8. *Paths and landscaping below the bridge that help compliment the design.*
9. *Using the lions in a plaza or two plazas would be ideal. Possible some other details or components, too, that are salvageable and part of the bridge aesthetic.*
10. *Views of the underside. Expression of structure, color, light, texture.*
11. *Light standards and/or entry monuments.*
12. *The tied arch span gives the bridge identity and expression. It minimizes the environmental impact on the river w/a longer span. It is by far the best solution for our community.*

January 20, 2015

**Arthur Fabela**

425 Neece Drive

Modesto, CA 95351

[artcfab@yahoo.com](mailto:artcfab@yahoo.com)

*The most important design feature would be to be open, to discourage camping and encourage community involvement with the river and the surrounding open land, and reminiscent of the old bridge.*

1. *Single Tied Arch Span with Precast Spans (Alternative 2A). The arch span bridge has an old classic look. No.*
2. *Highly visible. It will be viewed by thousands crossing Hwy 99 bridge.*
3. *Not should, has to have both forms of transportation with barriers.*
4. *The white concrete as the old bridge, with brown and green earth tones highlights.*
5. *Lighting should be on concrete pillars with classic antique light fixtures.*
6. *An overlook over the river, and one midway over the park. Two lions on top of the arch facing south. Flag poles on both ends.*
7. *The gateway to the city. (Look inviting.) Highlight the river and park.*
8. *Planter in the middle with native type plants drought tolerate, riparian look.*
9. *Place the lions on top of the arch where they cannot be reached. If any are saved for a plaza, save also the railings and concrete light pillars for the plaza.*
10. *Lookouts with a bench. The arch span and antique concrete lighting.*
11. *Antique concrete lighting.*
12. *No places for people to camp. No hiding spots, open.*

January 30, 2015

**Jeanne Collins**

**Sunrise Village MHP**

(209) 523-4433

fancyface198886@yahoo.com

1. *Single Tied Arch Span with Precast Spans (Alternative 2). Have arches over river and at the end by Tuolumne & 7<sup>th</sup>.*
2. *Blend in.*
3. *Yes, because it would be safer for bikers & pedestrians.*
4. *Have arches underneath make texture look different besides looking like concrete. Maybe paint palm trees or something on that line on the columns. Save a column at the end maybe just for graffiti (taggers), so they make the rest of bridge look crappy.*
5. *I would like to see the lights that are on the old bridge put on the new bridge.*
6. *I think overlook over the river is great so people can stop and just enjoy the scenery.*
7. *Treated with respect of others – listen to people's concerns and comments.*
8. *Make it look more country style. Try and do away with plain style.*
9. *Lions. Put 2 on the overlook on the new bridge and 2 put on each of the Lions Market. Save the lights on old and put somewhere on new.*
10. *Maybe do archways underneath but in rock if possible. Make it look authentic. More country style instead of plain.*
11. *Make merials (drawings) on the columns about Modesto's history.*
12. *Maybe do sidewalks and bike lanes in brick as well as the overlook.*

Received February 3, 2015

**Brad Lehman**

1231 Lauralee Court

Modesto, CA

(209) 416-1212

Brad@neverboring.com

1. *Single Tied Arch Span with Precast Spans (Alternative 2)*
2. *I think highly visible.*
3. *Yes*
4. *I think they should incorporate lions in honor of the existing bridge.*
5. *It needs to be well lit. The area is not the greatest, so bright lights may deter crime.*
6. *Access to the river for recreational purposes.*
7. *The center of the river, and the entrance.*
8. *They could use silhouettes of oak trees in the design.*
9. *The lions should put in my front yard. For real. 1231 Lauralee Court, Modesto.*
10. *Easy access to bridge. In need of security to illuminate homeless people.*
11. *Incorporation of new lions or restoration of the old ones.*
- 12.

**Unknown**

1. *Single Tied Arch Span with Precast Spans (Alternative 2)*
2. *Prominent*
3. *Yes, indeed!*
4. *I like Ordsall Chord.*

5. Needs to be well lit and safe, please.
6. Public art would be great.
7. The water, Gateway Park.
8. Maybe something the birds would enjoy?
9. Move the lions to downtown Modesto.
10. Some cool lighting. Ordsall Chord would look good from there.
11. Basic design and shape.
- 12.

**Susan Richardson**

406 Myrtle Avenue

Modesto, CA

(209) 480-3161

susiebohner@aol.com

1. Single Tied Arch Span with Precast Spans (Alternative 2A)
2. Prominent and regarded as a cultural icon; worthy of community support; something we can be proud of that adds to Modesto's aesthetic.
3. Yes! This bridge is far more than a means of moving traffic from Point A to Point B. It needs to improve and enhance civic pride.
4. Shapes and textures – the more design elements (well-done, of course), the better. Otherwise, it's nothing but an uninviting mass of concrete that is anything but memorable.
5. Lighting = aesthetics. Just because lighting adds to the aesthetic does not mean it can't add to safety. Signage can accomplish all three goals. They are not mutually exclusive. Include seating areas as the old bridge did/does.
6. Overlooks encouraging bike and pedestrian travel use. No need for public art if the lions are part of an overlook and the bridge itself is worthy of being regarded as "art."
7. All view points are important: from above, below and from onramp to exit.
8. Incorporate themes, reminiscent of the existing, historically significant bridge (lions, period details.
9. The lions should be placed in a prominent place and treated like the landmark they are – and should have been regarded as all along. The "deck" where people can view and read about these landmarks would be an acceptable treatment.
10. Again, period details, lion themed elements and lighting reminiscent of the amazing landmark we're losing.
11. Making sure the "new" 7<sup>th</sup> Street bridge in no way resembles the "new" 9<sup>th</sup> Street bridge which is an aesthetic zero. A blight!
12. Design elements in the form of stamped concrete or designs embedded in the concrete could be contemporary take on the lions. Columns and light poles need to be more than "poured concrete" which going by the design of the 9<sup>th</sup> Street bridge, can be a visual liability rather than a cultural and aesthetic liability.

**Harold Avila**

2705 Marjorie Drive

Modesto, CA

(209) 681-6914

Harold@neverboring.com

1. Single Tied Arch Span with Precast Spans (Alternative 2A)
2. Prominent.
3. Yes
4. Lions should be incorporated into the design.
5. An old depiction of the bridge with a brief description of its history would be awesome.
6. Public art not needed as long as lions are predominant.

7. *Water and park below.*
8. *Public park and water entry below.*
9. *Lions could be preserved in museums or re-purposed as a bench at the foot of the bridge.*
10. *Commissioned community graffiti/murals "Provide the art, or they'll provide it for you."*
11. *The incorporation of the "lions."*

**Seth Neumann**

Vice President, Finance  
Wille Electric Supply Company, Inc.  
101 S. Seventh Street  
P.O. Box 3246  
Modesto, CA 95353  
(209) 527-6800  
(209) 527-5872 fax

*Dear Mr. Leamon,*

*Thank you for taking the time to discuss the proposed 7<sup>th</sup> Street Bridge aesthetics. The purpose of this letter is to respond to your request for public comment that you made at the January 14, 2015, public meeting. I hope the bridge will be a prominent fixture in our community. I would like to see a single tied arch span with precast spans as the alternative chosen. The existing 7<sup>th</sup> Street Bridge has important historical and architectural features. I think the new bridge should have those same attributes. I would like to see the new bridge incorporate overlooks near the river and at the north side overlooking the future Gateway Park. Hopefully, the overlooks near the river would be located outside of the arch. I would also encourage incorporating bronze lions into the design whether or not they are part of the bridge or part of the entrance to the bridge.*



## APPENDICES

### Appendix A: Meeting Notices

#### Invitation Postcard



County of Stanislaus - City of Modesto

**7th Street Bridge Project**

7th Street Bridge Project  
Public Information Coordinator  
P.O. Box 773  
Stockton, CA 95201-0773

**You Are Invited to a Public Information Meeting  
to Review Bridge Aesthetics**

Wednesday, January 14, 2015  
6:00 pm - 8:00 pm

Stanislaus County Administrative Offices  
Basement Training Room  
1010 Tenth Street, Modesto, CA

A presentation on bridge aesthetics will be given, followed by an opportunity for you to ask questions and offer comments. Comment sheets will be available. Your written or dictated comments will become part of the public record and will be considered in developing the bridge design.



Se dará una presentación sobre la estética del puente, seguido de una oportunidad para que usted haga preguntas y ofrecer comentarios. Hojas de comentarios estarán disponibles. Sus comentarios escritos o dictados pasarán a formar parte del registro público y serán considerados en la elaboración del diseño del puente.



#### Project Purpose and Description

The purpose of the 7th Street Bridge Project is to improve movement and safety for vehicles, pedestrians, and bicyclists across the Tuolumne River along the 7th Street corridor. The proposed project would do the following:

- Correct structural and hydraulic deficiencies, including restoring full truck carrying capacity
- Expand vehicular capacity of the 7th Street corridor
- Improve safety for vehicles, bicyclists, and pedestrians.

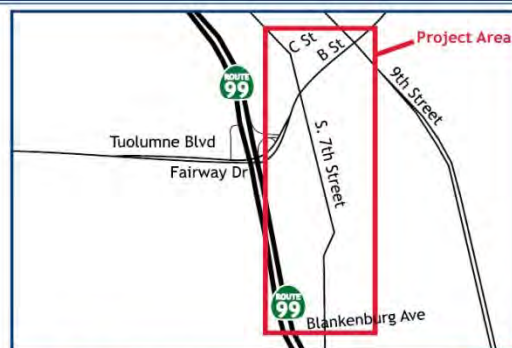
The project will improve the intersections of 7th Street with B Street/ Tuolumne Boulevard north of the river and 7th Street with Crows Landing Road south of the river and build a bridge between them.

#### Purpose of the Bridge Aesthetics Meeting on January 14, 2015

Engineers, architects and other specialists have been studying a variety of bridge types. Now, we would like to hear your ideas: What should the replacement bridge look like? Your ideas will help the design team develop the right bridge for Modesto. We will use them to prepare refined designs that we will present to you later in 2015.

If you cannot attend the January 14 meeting but have comments, questions, or concerns about the look of the bridge, please submit them in writing to David Leamon, Department of Public Works, Stanislaus County, 1010 10th Street, Suite 4202, Modesto, CA 95354, or by email to [leamond@stancounty.com](mailto:leamond@stancounty.com). For general information about the meeting, call (209) 464-8707, ext. 101, or send email to [buethecommunications.com](mailto:buethecommunications.com).

Project website: [www.7thStreetBridge.ORG](http://www.7thStreetBridge.ORG). Se habla Español.



Architectural Rendering of Alternative 2A

**Newspaper Ad**  
*Modesto Bee*  
Publication on  
Friday  
January 9, 2015

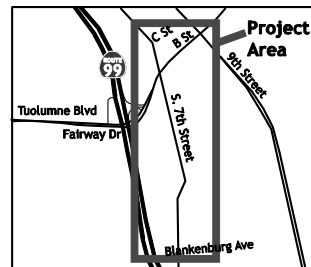
## **You Are Invited to a Public Information Meeting to Review Bridge Aesthetics**

### **7th Street Bridge Project**

#### **When and Where?**

**Date:** Wednesday, January 14, 2015  
6:00 p.m. to 8:00 p.m.

**Place:** Stanislaus County Administrative Offices  
Basement Training Room  
1010 Tenth Street, Modesto, CA



#### **Purpose of the Bridge Aesthetics Meeting on January 14, 2015**

Engineers, architects and other specialists have been studying a variety of bridge types. Now, we would like to hear your ideas: What should the replacement bridge look like? Your ideas will help the design team develop the right bridge for Modesto. We will use them to prepare refined designs that we will present to you later in 2015.

#### **Project Purpose and Description**

The purpose of the 7th Street Bridge Project is to improve movement and safety for vehicles, pedestrians, and bicyclists across the Tuolumne River along the 7th Street corridor. The proposed project would do the following:

- Correct structural and hydraulic deficiencies, including restoring full truck carrying capacity,
- Expand vehicular capacity of the 7th Street corridor, and
- Improve safety for vehicles, bicyclists, and pedestrians.

The project will improve the intersections of 7th Street with B Street/Tuolumne Boulevard north of the river and 7th Street with Crows Landing Road south of the river and build a bridge between them.

#### **What's Available?**

A presentation on bridge aesthetics will be given, followed by an opportunity for you to ask questions and offer comments. Comment sheets will be available. Your written or dictated comments will become part of the public record and will be considered in developing the bridge design. A public stenographer will be available for your dictated comments. Your written or dictated comments will become part of the public record.

#### **Contact Information**

If you cannot attend the January 14 meeting but have comments, questions, or concerns about the look of the bridge, please submit them in writing to David Leamon, Department of Public Works, Stanislaus County, 1010 10th Street, Suite 4202, Modesto, CA 95354, or by email to [leamond@stancounty.com](mailto:leamond@stancounty.com). For general information about the meeting, call (209) 464-8707, ext. 101, or send email to [Hotline@buethecommunications.com](mailto:Hotline@buethecommunications.com). Project website: [www.7thStreetBridge.ORG](http://www.7thStreetBridge.ORG). Se habla Español

#### **Special Accommodations**

Individuals who require special accommodations (American Sign Language interpreter, accessible seating, documents in alternate formats, etc.) are asked to contact the Public Outreach Coordinator at (209) 464-8707, ext. 101, at least 5 days prior to the scheduled public information meeting. Telecommunications Device for the Deaf (TDD) users may contact the California Relay Service TDD at 1-800-735-2922.



News Release



CONTACT: Judith Buethe FOR IMMEDIATE RELEASE: December 31, 2014  
Public Outreach Coordinator  
(209) 464-8707, Ext. 101 office  
(209) 969-7722, Cell

**PUBLIC INFORMATION MEETING TO REVIEW BRIDGE AESTHETICS  
7<sup>TH</sup> STREET BRIDGE PROJECT**

(Modesto, CA)—What should the 7<sup>th</sup> Street Bridge Replacement look like? Members of the public are invited to a Public Information Meeting to Review Bridge Aesthetics for the 7<sup>th</sup> Street Bridge Project on Wednesday, January 14, 2015, 6:00 pm – 8:00 pm. The meeting, sponsored by Stanislaus County and the City of Modesto, will be held in the Stanislaus County Administrative Offices, Basement Training Room, 1010 10<sup>th</sup> Street, Modesto.

A presentation on bridge aesthetics will be given, followed by an opportunity for members of the public to ask questions and offer comments. Project architects, as well as specialists in engineering and environmental studies, will be at the meeting to respond to public comments and answer questions. Comment sheets will be available, and a public stenographer will be available for dictated comments. Written or dictated comments will become part of the public record and will be considered in developing the bridge design.

The purpose of the 7<sup>th</sup> Street Bridge Project is to improve movement and safety for vehicles, pedestrians, and bicyclists across the Tuolumne River along the 7<sup>th</sup> Street Corridor. The proposed project would do the following:

- Correct structural and hydraulic deficiencies, including restoring full truck carrying capacity;
- Accommodate vehicular capacity needs of the 7<sup>th</sup> Street corridor; and
- Improve safety for vehicles, bicyclists, and pedestrians.

The project is expected to improve the intersections of 7<sup>th</sup> Street with B Street/Tuolumne Boulevard north of the river and 7<sup>th</sup> Street with Crows Landing Road south of the river and build a bridge between them.

Interested persons who cannot attend the meeting but have comments, questions, or concerns about the proposed project and the look of the bridge are encouraged to submit them in writing to David Leamon, Department of Public Works, Stanislaus County, 1010 10<sup>th</sup> Street, Suite 4202, Modesto, CA 95354, or by email to [leamond@stancounty.org](mailto:leamond@stancounty.org).

For general information about the meeting, call (209) 464-4350, ext. 101, or send email to [Hotline@buethecommunications.com](mailto:Hotline@buethecommunications.com).  
Project website: [www.7thStreetBridge.ORG](http://www.7thStreetBridge.ORG).

# # #



Public can weigh in on Seventh Street Bridge design | The Modesto Bee The Modesto Bee Page 1 of 2

News Article, Tuesday, January 6, 2015

Local

SUBSCRIBE

## The Modesto Bee

modbee.com

### Public can weigh in on Seventh Street Bridge design

BY JOHN HOLLAND - JHOLLAND@MODBEE.COM

01/06/2015 8:50 PM | Updated: 01/06/2015 8:50 PM



The aging 1916 Seventh Street Bridge, while no longer good at handling traffic, is a handsome work of architecture. DEBBIE NODA / DNODA@MODBEE.COM

Modesto-area residents will get a chance next week to suggest what the new Seventh Street Bridge on the Tuolumne River should look like.

The planners are being extra careful about the aesthetics because the project will replace a 1916 bridge that, while no longer good at handling traffic, is a handsome work of architecture. And that includes the concrete lion statues on each side.

“The current bridge, which has been referred to as the Lion Bridge for many years, has been an icon in the community,” Judith Buethe, public outreach coordinator for the project, said Tuesday.

The evening meeting Jan. 14 will include a presentation on bridge aesthetics and a chance for the public to ask questions and make suggestions.

The city and Stanislaus County are partners on the project, expected to cost about \$40

million. Construction could start in 2018 and is expected to take about two years.

The new bridge will be four lanes – twice as many as the old one – and will have better connections with downtown Modesto on the north side and Crows Landing Road on the south. It also will improve bicycle and pedestrian access and the management of high river flows.

Local officials expect 88 percent of the funding to come from the federal government; the city and county each would pay 6 percent.

The old bridge has a 4-ton limit on trucks. Some of the concrete has cracked and crumbled, and some of the steel has rusted.

A pair of lions rests at each end. Their origin was the topic of a column that appeared in The Bee last year by local historian Colleen Stanley Bare. She wrote that bridge worker George Harding suggested the statues, which were cast in San Francisco by an Italian craftsman.

Bueth said people have suggested that the lions be preserved somewhere, such as a park, when the new bridge is finished.

“Those lions would not be destroyed,” she said. “They would be part of the community.”

*Bee staff writer John Holland can be reached at [jholland@modbee.com](mailto:jholland@modbee.com) (mailto:jholland@modbee.com) or (209) 578-2385 (tel:(209)%20578-2385).*

## HOW TO TAKE PART

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- The meeting on the aesthetics of the Seventh Street Bridge replacement will be from 6 to 8 p.m. Jan. 14 in the basement of the city-county building at Tenth Street Place, 1010 10th St., Modesto. For more information, call (209) 464-4350 (tel:(209)%20464-4350), ext. 101, or email [hotline@buethecommunications.com](mailto:hotline@buethecommunications.com).
- Comments also can be emailed to [leamond@stancounty.org](mailto:leamond@stancounty.org) or mailed to David Leamon, Department of Public Works, Stanislaus County, 1010 St., Suite 4202, Modesto 95354.
- The project website is [www.7thstreetbridge.org](http://www.7thstreetbridge.org) (<http://www.7thstreetbridge.org/>).



News Article, Wednesday, January 21, 2015

**Jeff Jardine**

SUBSCRIBE

## **The Modesto Bee**

modbee.com

### **Can new Modesto bridge avoid being taggers' easel?**

01/21/2015 5:27 PM | Updated: 01/21/2015 7:21 PM



Graffiti is seen on the underside of the Ninth Street Bridge in Modesto on Wednesday, Jan. 21, 2015.  
ANDY ALFARO / AALFARO@MODBEE.COM

Earlier this month, Stanislaus County and Modesto officials invited the public to weigh in on how the new Seventh Street Bridge should look.

The old one is crumbling, worn by nearly a century of use by increasingly bigger and heavier vehicles, settled by the periodic high waters of the Tuolumne River including the 1997 flood, and held in places by metal supports. The iconic concrete lions that greet travelers lost their ferocity a long, long time ago.

The bridge, dedicated with a splash of milk in August 1917, has outlived its usefulness. It needs to be replaced, but with what?

A wider replica of the original? The new one will have four lanes, two in each direction, costing about \$40 million. The bridge also must be 3 feet higher at the water clearance point and 7 feet higher at road level than the existing bridge, levels established by the Central Valley Flood Protection Board after the 1997 flood.

<http://www.modbee.com/news/local/news-columns-blogs/jeff-jardine/article7904022.html>

2/3/2015

Can new Modesto bridge avoid being taggers' easel? | The Modesto Bee The Modesto Bee Page 2 of 3

Something more modern? Something streamlined?

Ornate and decorative akin to the grandeur of the era when it was built? Everyone I've asked wants the lion statues to be restored or replicated, and that is likely to happen in some manner.

David Leamon, a Stanislaus County public works official taking the lead on the bridge effort, said there already have been some informal conversations with local sculptor Betty Saletta, whose works include the Lucas statue at Five Points and the Chief Estanislao statue in the courthouse park. She wants to replicate the lions in bronze, which would last longer than concrete.

They're also open to ideas of incorporating something mimicking or replicating Modesto's famed arch on the sides of the bridge.

Now for a dose of reality: Any beauty designed into the bridge will last about as long as it takes for vandals to get cans of spray paint and tag it. Sadly, the taggers respect nothing. They get a sick thrill from defacing property. Think not? Just look at the footings of the old one. Or the columns of the decade-old Ninth Street Bridge several hundred yards to the east. They're scarred with taggers' "art" and gang graffiti.

"The lions have been graffitied for the last 60 years," Leamon said. "It's not a recent problem."

Ultimately, taggers will have as much to say about the new design as you, or the bridge's architect or any of the government officials. Planners already are thinking in terms of a bridge that will be less vulnerable to vandalism. The lions would be placed "out of harm's way" and not at their current street level, Leamon said. Like the Ninth Street Bridge, the new Seventh Street Bridge likely will provide a smaller easel for the taggers, with smaller columns and less surface area for them to work.

"The old design has a curtain wall," he said, meaning more expansive sides. The new design, he said, will need to do a better job of protecting the columns.

Protective coatings can make it easier to remove spray paint. However, the coating lasts for only a couple of removals, Leamon said. It's simply easier to paint over the tagging with gray paint that matches the concrete rather than to keep re-coating the area.

Can new Modesto bridge avoid being taggers' easel? | The Modesto Bee The Modesto Bee Page 3 of 3

The best defense against the taggers, he said, could be residents who use the trails expected to be built by the city as part of the Tuolumne River Regional Park concept. More people using the area, in theory, should affect taggers' current unfettered access to the bridges and its footings and also demand a greater police presence in the area.

The county and city are working with Don MacDonald Architects, the firm that also designed the new Ninth Street Bridge that opened in Modesto in 2005, as well as the new eastern span of the Bay Bridge. The state, which built the Bay Bridge, came under fire for using Chinese-made steel that has been problematic. Not going to happen here, Leamon said.

"With the new federal guidelines, we'll have a 'buy American' clause for the bridge," he said. "That applies to all the iron and steel."

Officials continue to seek input. Comments can be emailed to [leamond@stancounty.org](mailto:leamond@stancounty.org) or mailed to David Leamon, Department of Public Works, Stanislaus County, 1010 10th St., Suite 4202, Modesto 95354. The project website is [www.7thstreetbridge.org](http://www.7thstreetbridge.org) (<http://www.7thstreetbridge.org/>).

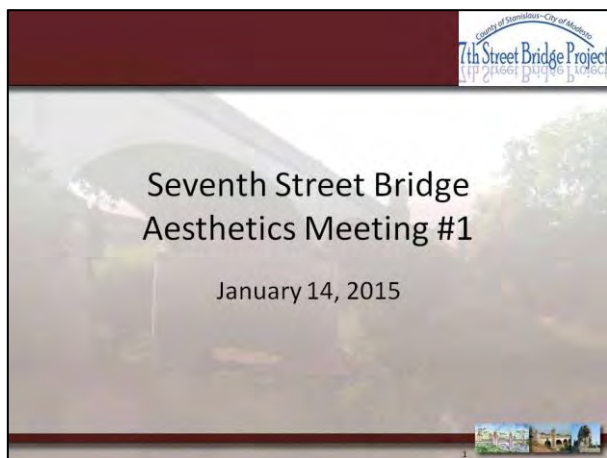
Give them ideas. Tell them how you want it to look – without, of course, the spray paint.

*Bee columnist Jeff Jardine can be reached at [jjardine@modbee.com](mailto:jjardine@modbee.com) (<mailto:jjardine@modbee.com>) or (209) 578-2383. Follow him on Twitter @JeffJardine57 (<https://twitter.com/@JeffJardine57>).*

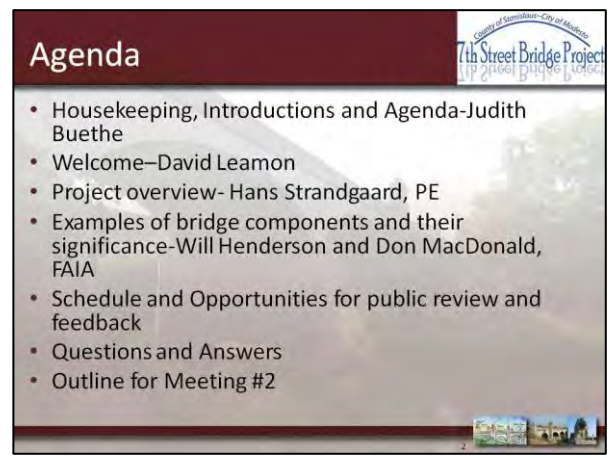


## Appendix B: Display Materials

### Meeting Boards



Slide 1



Slide 2

## Purpose and Need

- Correct structural and hydraulic deficiencies, including restoring full truck carrying capacity
- Expand vehicular capacity of the 7<sup>th</sup> Street corridor
- Improve safety for vehicles, bicyclists, and pedestrians

Slide 3

## Purpose and Need

### Structural and Hydraulic Deficiencies

- Sufficiency rating of 2.0 (range is from 0 (low) to 100 (high))
- The low sufficiency rating is due to structural deficiencies due to excessive deflections, functional deficiencies (width), and load restrictions (4 tons)
- The structure is also vulnerable to collapse during an earthquake or flood event.

The sufficiency rating is one of the worst in California, and the structural and functional deficiencies must be corrected and load carrying capacity restored.

Slide 4

## Bridge Deficiencies




Slide 5

## Bridge Deficiencies




Slide 6

## Bridge Deficiencies



Slide 7

## Bridge Deficiencies



Slide 8





Slide 9

### Purpose and Need

#### Vehicular Capacity of the 7<sup>th</sup> Street Corridor

- Important two-lane arterial roadway that carries traffic to and from downtown Modesto
- Currently, 15,719 average trips per day (ADT)
- Projected future ADT estimated at 23,000.
- Corridor will operate at unacceptable level of service "F" in the future if not widened
- Stanislaus Council of Governments 2011 and 2014 Regional Transportation Plans have identified the need to increase the 7<sup>th</sup> Street Bridge vehicular capacity from two lanes to four lanes

Slide 10

### Purpose and Need

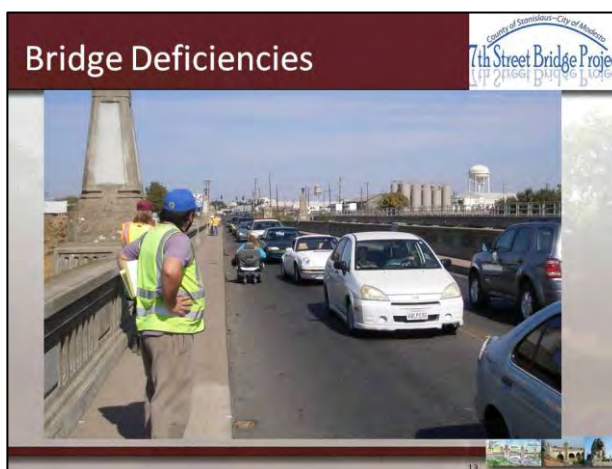
#### Vehicle, Bicycle, and Pedestrian Safety

- Narrow, substandard pedestrian walkway along each side
- Vehicles and bicycles have to share a single narrow travel lane with no shoulder
- The substandard walkways and lack of bicycle facilities is inconsistent with the City of Modesto Non-Motorized Transportation Master Plan, which calls for a complete network of bikeways, walkways, trails, and paths
- The Modesto Non-Motorized Transportation Master Plan designates a Class II Bike Lane along the 7<sup>th</sup> Street Bridge corridor.

Slide 11

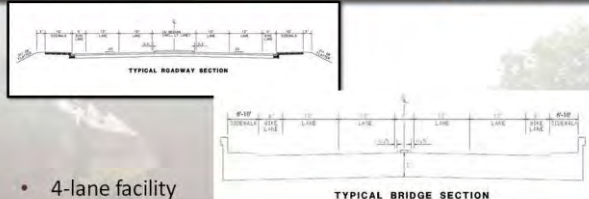


Slide 12



Slide 13

### Proposed Facility



- 4-lane facility
- Design for 35 mph speed limit on 7th Street
- Accommodate trucks (both turning movements & weight)

Slide 14



## 100 Year Old Historic Bridge

- Bridge is eligible for listing in the National Register of Historic Places (NRHP)
- Eligible for listing in the California Register of Historical Resources (CRHR)
- Designed by well-known concrete bridge engineers John B. Leonard and William Day, and also featured unique architectural elements by architect Fay Spangler


How do we honor the old bridge? What should the new bridge look like if it will be there for the next 100 years?



Slide 15

## Seventh Street Bridge Aesthetics Meetings

- Opportunity for the public to contribute ideas about how the replacement structure should look
- The ideas collected at today's meeting will be evaluated by the team's architect and then presented at aesthetics Meeting #2 for further discussion
- The ideas that are well received by the public during Meeting #2 will be considered during the final design of the new structure within the project funding limitations



Slide 16

## Don MacDonald Architects

- Donald MacDonald is Principal of DMA.
  - 35 years of bridge architecture experience, AIA fellow
  - Master of Science in Architecture - Columbia University
- Will Henderson CA Licensed Architect
  - 15 years of experience.
  - University of Oregon
- The firm's projects have included:
  - New Bay Bridge
  - Cooper River Bridge in Charleston
  - 9<sup>th</sup> Street Bridge in Modesto
  - many more across the U.S.



Slide 17

## Bridge Architecture Intro

1. Basic Bridge Elements
2. Bridge Viewpoints
3. 7<sup>th</sup> Street Bridge Design




Slide 18

## Bridge Components

“When the history of our time is written, posterity will know us not by a cathedral or temple, but by a bridge.”

- Montgomery Schuyler, 1877,  
writing about John Roebling's Brooklyn Bridge



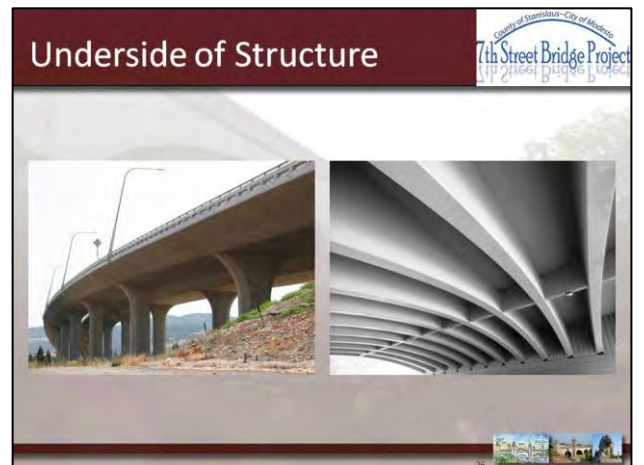
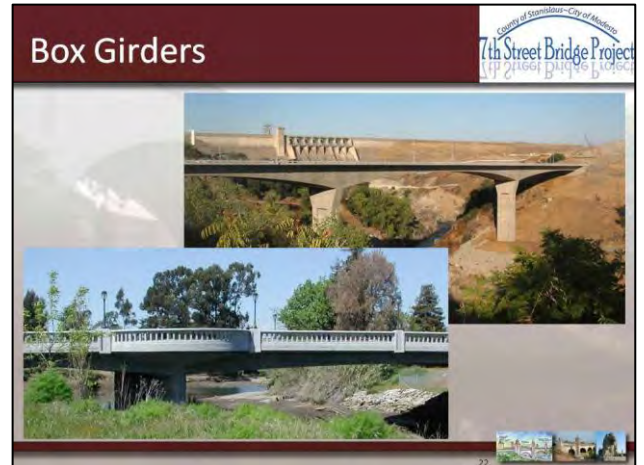
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## Abutments



Slide 20





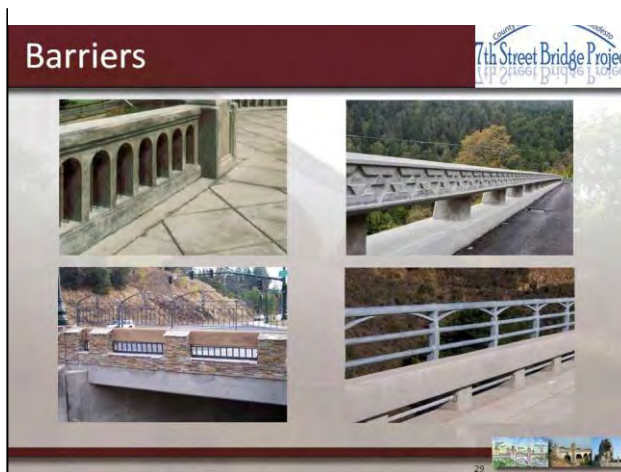




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Slide 28



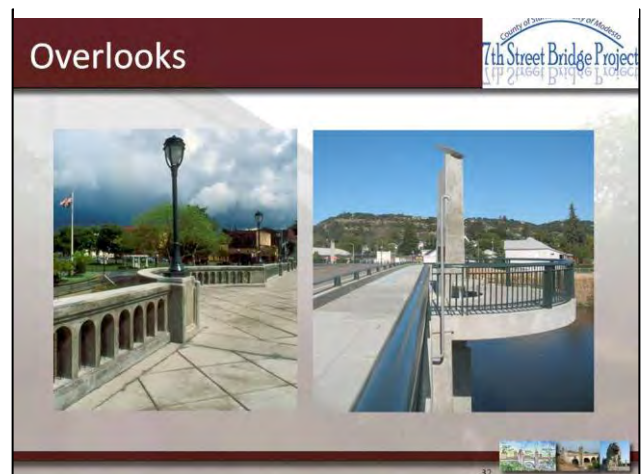
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Slide 30



Slide 31



Slide 32





Slide 33



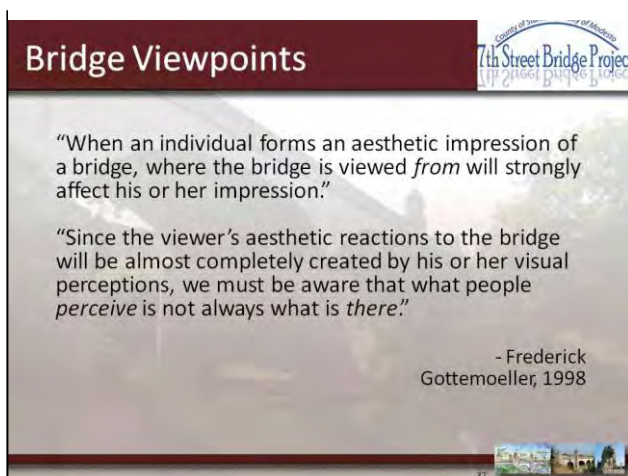
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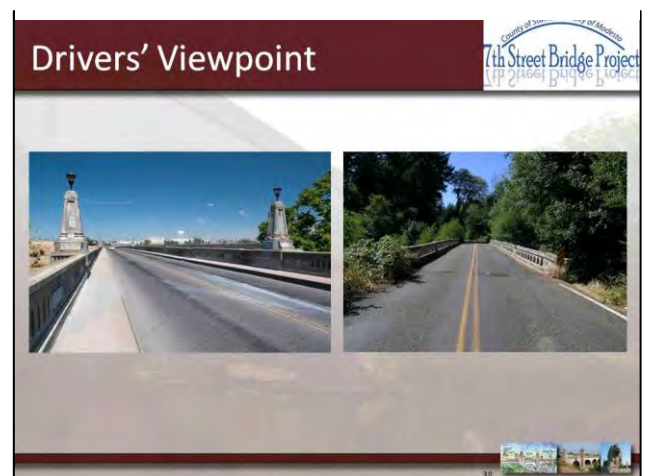
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Slide 36



Slide 37



Slide 38

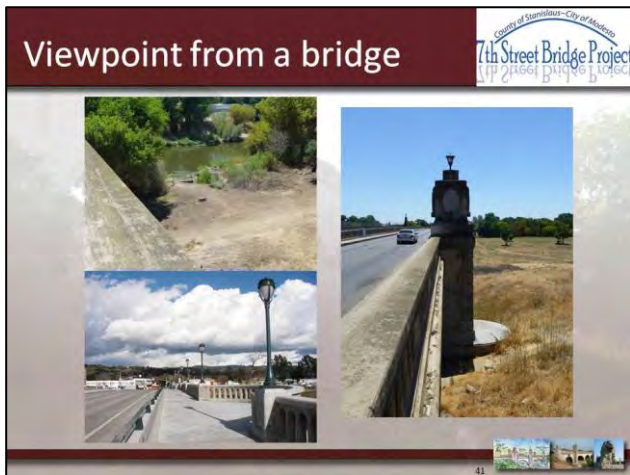




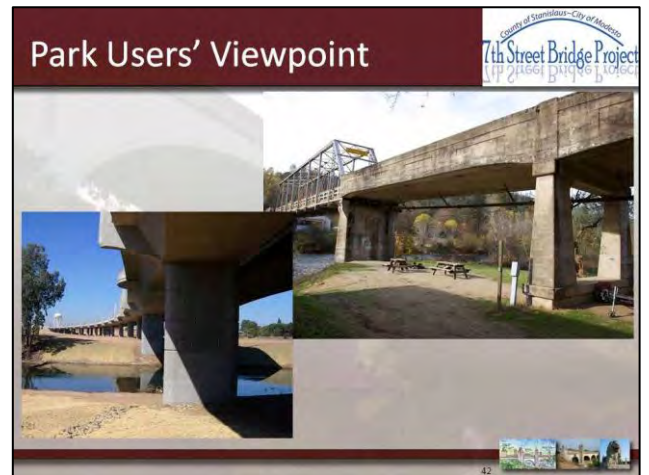
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Slide 40



Slide 41



Slide 42



Slide 43



Slide 44





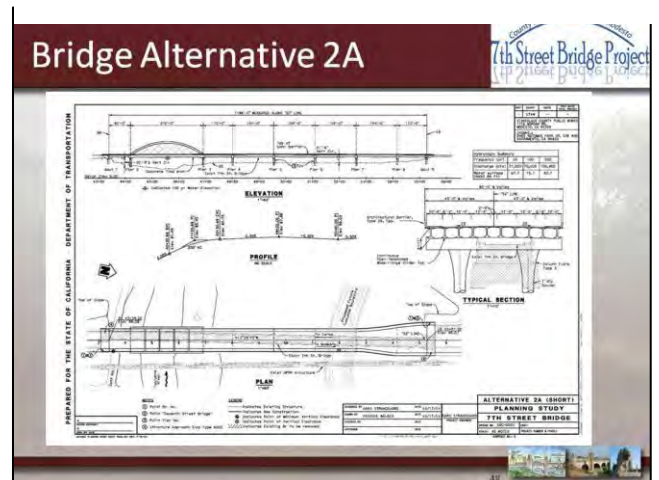
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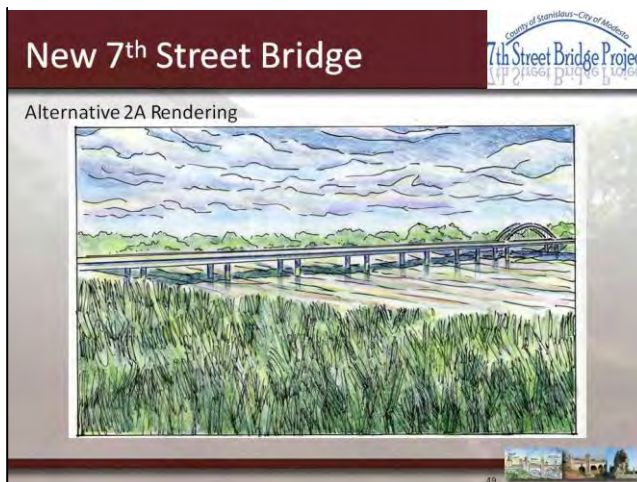
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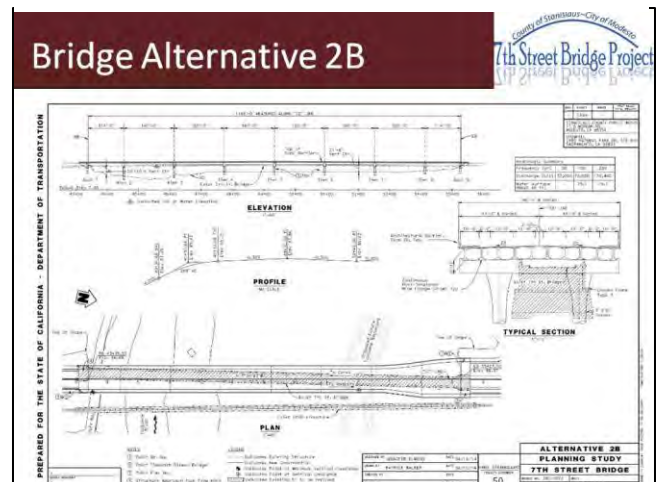
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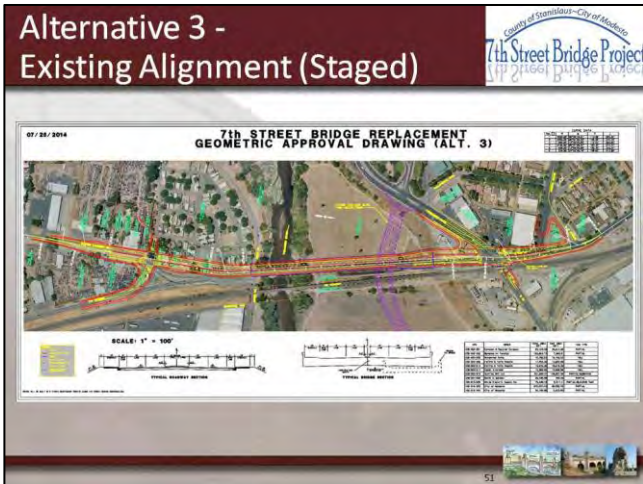


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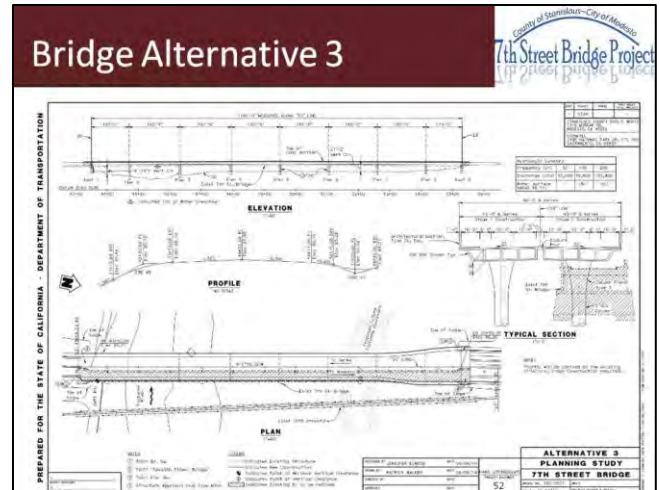


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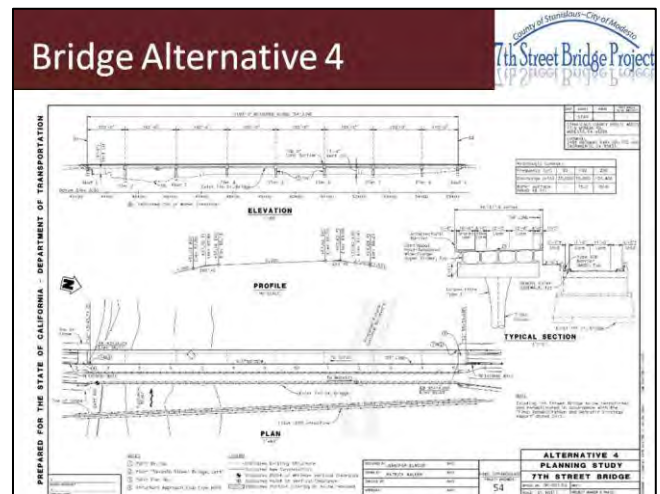
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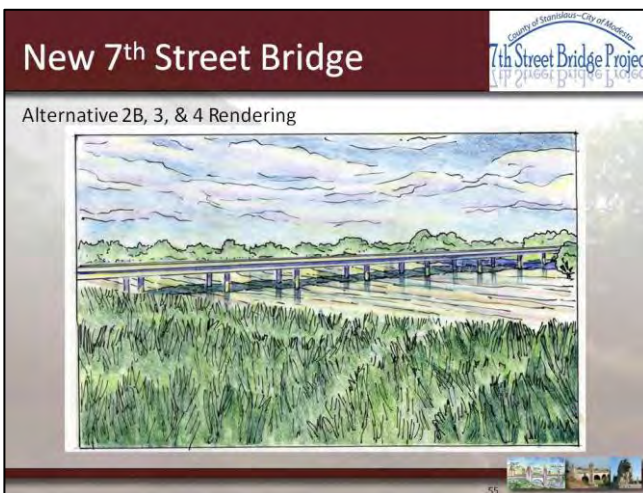
Slide 52



Slide 53



Slide 54



Slide 55



Slide 56



### How does cost impact aesthetics? What aesthetic elements would you prioritize?

Alternative	Bridge Cost	Project Cost	Staging	Type	Comments
2A	\$42.6m	\$55.6m	No	Arch Span, Precast Approaches	Temporary Pedestrian Bridge
2B	\$24.0m	\$37.0m	No	Precast Spans	Temporary Pedestrian Bridge
3	\$32.3m	\$50.0m	Yes	Box Girder	Built in two stages
4	\$33.8m	\$47.5m	Yes	Box Girder	Retrofit Existing Bridge

• Aesthetic improvements normally limited to 5% of bridge cost, so \$1-2million maximum

Slide 57

### What is the schedule?

• Alternatives Developed	2013-2014
• Environmental Studies	2013-2014
• Draft Project Report	Late 2014
• Environmental Doc complete	Late 2015
• Bridge Aesthetic Workshops	Jan and Feb, 2015
• Type Select Bridge	Mid 2015
• Final Design	2015-2016
• Right-of-Way Acquisition	2016
• Construction	2017-2019

Slide 58

### Public Involvement Opportunities

- Community Advisory Group Meeting Oct 3, 2013
- Public Scoping Meeting Oct 14, 2013
- Public Comment Period on the Notice of Preparation thru Oct 30, 2013
- Community Advisory Group Meeting Jan 9, 2014
- Public Outreach Meeting (Alternatives) Feb 24, 2014
- Bridge Aesthetic Workshops in January and February 2015
- Public Comment Period on the Draft EIR in Summer 2015
- [www.7thStreetBridge.org](http://www.7thStreetBridge.org)

Slide 59

### Public Input and Review

- What aesthetic details are appropriate for this bridge in this community?
  - Prominent or discreet
- Structure above and below the roadway
  - Use of the park by whom?
  - Use of the river by whom?
- Bridge spans over the park and river
  - Use of the park by whom?
  - Use of the river by whom?
- Bike/pedestrian pathway
  - Mixed or separated by curbs or traffic barriers
  - Transparency of the handrails and auto barriers

Slide 60

### Public Input and Review

- Location of pathways around outside or inside of the arches
- Patterns and colors on the pathways, piers, deck profiles, buttresses, and retaining walls
- Potential location of safety lights and decorative lights (no lighting under the structure)
- Signage and their support structures, light poles, and their relationship to the bridge's architectural vocabulary

Slide 61

### Public Input and Review

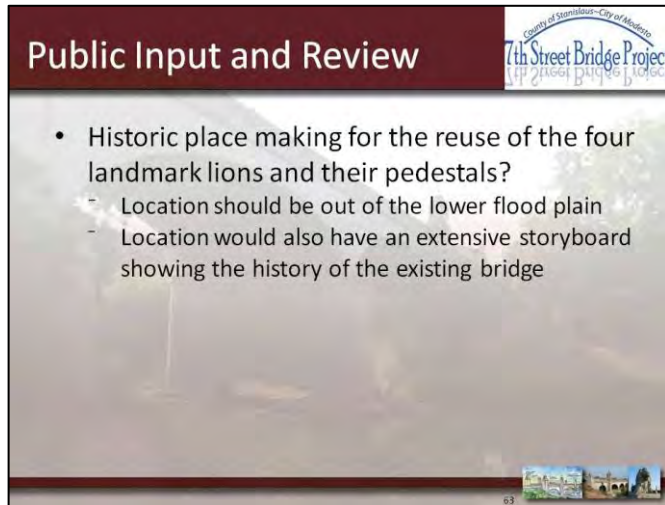
- What new image is important to the stakeholders?
- Use of modern bridge heads similar in concept to the lions?
- Location of the outlooks on the bridge and the entries?
- What manmade and natural forms could influence the design of this new bridge to regionalize its place in this environment?

Slide 62



## Public Input and Review

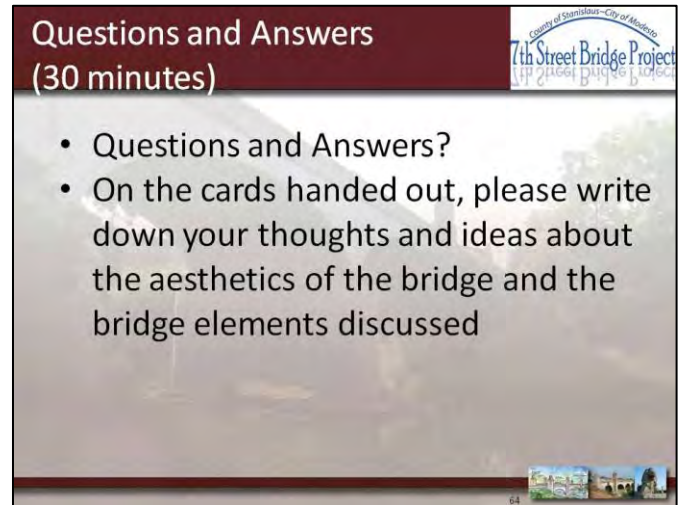
- Historic place making for the reuse of the four landmark lions and their pedestals?
  - Location should be out of the lower flood plain
  - Location would also have an extensive storyboard showing the history of the existing bridge



Slide 63

## Questions and Answers (30 minutes)

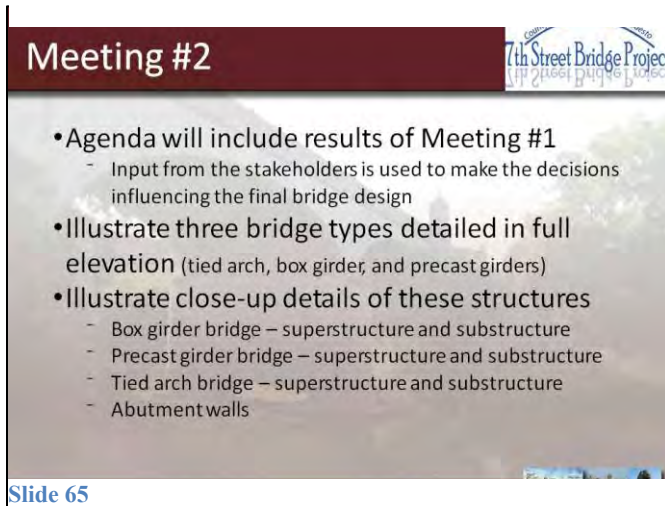
- Questions and Answers?
- On the cards handed out, please write down your thoughts and ideas about the aesthetics of the bridge and the bridge elements discussed



Slide 64

## Meeting #2

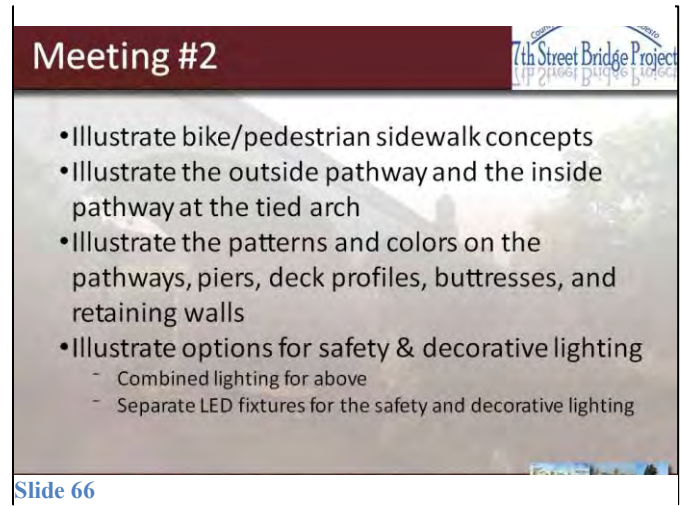
- Agenda will include results of Meeting #1
  - Input from the stakeholders is used to make the decisions influencing the final bridge design
- Illustrate three bridge types detailed in full elevation (tied arch, box girder, and precast girders)
- Illustrate close-up details of these structures
  - Box girder bridge – superstructure and substructure
  - Precast girder bridge – superstructure and substructure
  - Tied arch bridge – superstructure and substructure
  - Abutment walls



Slide 65

## Meeting #2

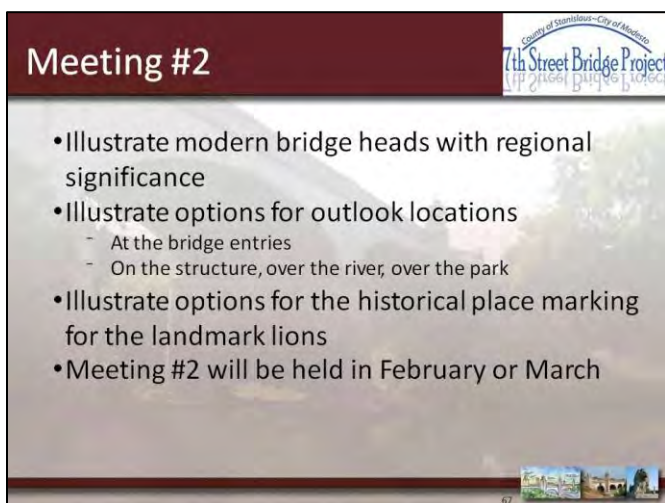
- Illustrate bike/pedestrian sidewalk concepts
- Illustrate the outside pathway and the inside pathway at the tied arch
- Illustrate the patterns and colors on the pathways, piers, deck profiles, buttresses, and retaining walls
- Illustrate options for safety & decorative lighting
  - Combined lighting for above
  - Separate LED fixtures for the safety and decorative lighting



Slide 66

## Meeting #2

- Illustrate modern bridge heads with regional significance
- Illustrate options for outlook locations
  - At the bridge entries
  - On the structure, over the river, over the park
- Illustrate options for the historical place marking for the landmark lions
- Meeting #2 will be held in February or March



Slide 67

## 7<sup>th</sup> Street Bridge Design



Slide 68

## Appendix C: Meeting Handouts

### Meeting Agenda

*Thank you for attending!*

- What We Need from You Tonight**
- Fill out and place a comment sheet in the comment box, or dictate your comments to the Public Stenographer.
  - Write to us about the aesthetics and scope of the project.
- Remaining Future Public Involvement Opportunities**
- Public input is appreciated throughout the environmental process. Opportunities include:
- Second Bridge Aesthetics Meeting
  - Public meeting on Draft Environmental Impact Report (2015)
  - Visit the project website at [www.7thStreetBridge.org](http://www.7thStreetBridge.org) for project updates as the study progresses.
  - Send your comments to David Leamon, Department of Public Works, Stanislaus County, 1010 10th Street, Suite 4204, Modesto, CA 95354, or by email to [leamond@stanislauscounty.com](mailto:leamond@stanislauscounty.com). Call David at (209) 525-4302.
  - For general information about the meetings, call (209) 464-4350, Ext. 101, or send email to [Hotline@buethcommunications.com](mailto:Hotline@buethcommunications.com).



***Welcome to the Public Meeting to Review and  
Comment on Project Aesthetics***

Wednesday, January 14, 2015  
6:00 p.m. – 8:00 p.m.  
Basement Training Room  
1010 Tenth Street, Modesto, CA



### **Project Purpose and Description**

The purpose of the 7th Street Bridge Project is to improve movement and safety for vehicles, pedestrians, and bicyclists across the Tuolumne River along the 7th Street corridor. The proposed project would do the following:

- Correct structural and hydraulic deficiencies, including restoring full truck carrying capacity;
- Expand vehicular capacity of the 7th Street corridor; and
- Improve safety for vehicles, bicyclists, and pedestrians.

The proposed project will improve the intersections of 7th Street with B Street/Tuolumne Boulevard north of the river and 7th Street with Crows Landing Road south of the river and build a bridge between them.

### **Purpose of Tonight's Bridge Aesthetics Meeting**

Engineers, architects and other specialists have been studying a variety of bridge types. After a brief presentation, we would like to hear your ideas: What should the replacement bridge look like? Your ideas will help the design team develop the right bridge for Modesto. We will use them to prepare refined designs that we will present to you later in 2015.



### **Program**

#### **Housekeeping, Agenda Review, Introductions**

Judith Buethe  
Public Outreach Coordinator

### **Welcome**

David Leamon, P.E.  
Project Manager, *Stanislaus County Public Works*

### **Project Overview and Bridge Aesthetics Discussion**

Hans Strandgaard, P.E., Project Manager, *CH2M HILL*  
Don MacDonald, AIA and Will Henderson, *MacDonald Architects*

### **Staying Involved/Next Steps**

Judith Buethe

Comment Sheets



**Please share your thoughts tonight on these 7<sup>th</sup> Street Bridge aesthetics topics:**

1. Of the three different bridge types shown during the presentation for the replacement bridge which would you prefer and why? Should other types be considered?

- ☐ Single Tied Arch Span with Precast Spans (Alternative 2A)
- ☐ All Precast Spans (Alternative 2B)
- ☐ Box Girder Spans (Alternatives 3 and 4)

---

---

2. Given the history and setting for the 7th Street Bridge, should the new bridge be prominent (highly visible) or discrete (blend in)?

---

---

3. Should the new bridge have travel lanes for bikes and/or pedestrians that are barrier separated from the vehicle travel lanes?

---

---

4. After seeing some of the example aesthetic details during the presentation, which aesthetic details would you like to see on the bridge, for example, colors, textures, or shapes?

---

---

---

5. Please comment on lighting (safety or aesthetics) and signage (traffic, educational, or historic) on the bridge

---

---

---

6. What amenities would you like to see on the bridge and where, for example, overlooks, public art, barriers, or other?

---

---



7. What are the most important viewpoints for the bridge, and how should they be treated?

---

---

8. What natural or man-made forms could influence the bridge design to help it fit into its surroundings?

---

---

9. What are your thoughts about how best to re-use the landmark lions? Should any other parts of the old bridge be saved? If so, which pieces and how would you use them?

---

---

10. Given the planned Gateway Park to be constructed in the area below the bridge, what aesthetic details on the bridge should be considered for users of the park?

---

---

11. If you could spend the aesthetics allowance on only one feature or detail, what would you choose as the most important?

---

---

12. Other

---

---

If you would like to receive an emailed invitation to our follow-up 7th Street Bridge Aesthetics Meeting No 2, please provide your email address below.

Name

Address

Telephone


Email

***Thank you for your comments.***

Please send to [Judith@buethecommunications.com](mailto:Judith@buethecommunications.com) or fax to (209) 942-3080.



## Appendix D: Comment Sheets Received



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**Please share your thoughts tonight on these 7<sup>th</sup> Street Bridge aesthetics topics:**

- Of the three different bridge types shown during the presentation for the replacement bridge which would you prefer and why? Should other types be considered?
  - ☒ Single Tied Arch Span with Precast Spans (Alternative 2A)
  - ☐ All Precast Spans (Alternative 2B)
  - ☐ Box Girder Spans (Alternatives 3 and 4)

*basically did like to see the channel marked - could be purely aesthetic*  
*would a suspension bridge be too expensive?*
- Given the history and setting for the 7th Street Bridge, should the new bridge be prominent (highly visible) or discrete (blend in)?
 

*I would like to see a highly visible 21<sup>st</sup> century bridge with little or no reference to the present bridge*
- Should the new bridge have travel lanes for bikes and/or pedestrians that are barrier separated from the vehicle travel lanes?
 

*yes - separated if possible*
- After seeing some of the example aesthetic details during the presentation, which aesthetic details would you like to see on the bridge, for example, colors, textures, or shapes?
 

*over-looks - over the water channel*  
*minimalist piers*
- Please comment on lighting (safety or aesthetics) and signage (traffic, educational, or historic) on the bridge
 

*modern / contemporary safety lights & a changing colored lighting of the bridge*  
*I like the light poles on new bay bridge better than ones on 9th St. Bridge*
- What amenities would you like to see on the bridge and where, for example, overlooks, public art, barriers, or other?
 

*colored light show*



County of Stanislaus ~ City of Modesto  
**7th Street Bridge Project**

7. What are the most important viewpoints for the bridge, and how should they be treated?

---

8. What natural or man-made forms could influence the bridge design to help it fit into its surroundings?

*I don't want it to fit in, I'd like it to stand out - think Coltrane*

9. What are your thoughts about how best to re-use the landmark lions? Should any other parts of the old bridge be saved? If so, which pieces and how would you use them?

*I don't like a plays, either incorporate into design or remove to park somewhere*

10. Given the planned Gateway Park to be constructed in the area below the bridge, what aesthetic details on the bridge should be considered for users of the park?

---

11. If you could spend the aesthetics allowance on only one feature or detail, what would you choose as the most important?

*some structure to mark the channel - use the lions or flags or lighting or whatever*

12. Other *incorporate lion motifs into some of the structural elements*

If you would like to receive an emailed invitation to our follow-up 7th Street Bridge Aesthetics Meeting No 2, please provide your email address below.

*BOB BARZAN*

Name

Address

*bbarzan@yahoo.com*

Telephone

Email

**Thank you for your comments.**

January 14, 2015



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**Please share your thoughts tonight on these 7<sup>th</sup> Street Bridge aesthetics topics:**

1. Of the three different bridge types shown during the presentation for the replacement bridge which would you prefer and why? Should other types be considered?

- ☐ Single Tied Arch Span with Precast Spans (Alternative 2A)
- ☐ All Precast Spans (Alternative 2B)
- ☒ Box Girder Spans (Alternatives 3 and 4)

this choice is based on my preference for  
saving & rehabilitating the historic bridge

2. Given the history and setting for the 7th Street Bridge, should the new bridge be prominent (highly visible) or discrete (blend in)?

The new bridge should be discrete

3. Should the new bridge have travel lanes for bikes and/or pedestrians that are barrier separated from the vehicle travel lanes?

yes

4. After seeing some of the example aesthetic details during the presentation, which aesthetic details would you like to see on the bridge, for example, colors, textures, or shapes?

for a new bridge ~~as~~ simple <sup>shapes</sup> and natural  
colors

5. Please comment on lighting (safety or aesthetics) and signage (traffic, educational, or historic) on the bridge

as unobtrusive as possible so design  
clutter doesn't impact the bridge design

6. What amenities would you like to see on the bridge and where, for example, overlooks, public art, barriers, or other?

overlooks



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7th Street Bridge Project

7. What are the most important viewpoints for the bridge, and how should they be treated?

underneath from the public parks & the  
bridge span from the water

8. What natural or man-made forms could influence the bridge design to help it fit into its surroundings? the river banks.

9. What are your thoughts about how best to re-use the landmark lions? Should any other parts of the old bridge be saved? If so, which pieces and how would you use them?

the lions should be used at the entry points  
to the bridge as they currently exist. The historic  
light posts also. See how the Alameda underpass in San

10. Given the planned Gateway Park to be constructed in the area below the bridge, what aesthetic details on the bridge should be considered for users of the park?

the type of finish on the sides &  
underneath.

11. If you could spend the aesthetics allowance on only one feature or detail, what would you choose as the most important?

the architectural details of the  
historic bridge

12. Other

If you would like to receive an emailed invitation to our follow-up 7th Street Bridge Aesthetics Meeting No 2, please provide your email address below.

Lorie Garcia

Name

408-391-8470

Telephone

216 West Morris Ave.

Address

Modesto 95354

loriesc@ix.netcom.com

Email

*Thank you for your comments.*

January 14, 2015



RECEIVED JAN 14 2015

Please share your thoughts tonight on these 7<sup>th</sup> Street Bridge aesthetics topics:

1. Of the three different bridge types shown during the presentation for the replacement bridge which would you prefer and why? Should other types be considered?

- ☐ Single Tied Arch Span with Precast Spans (Alternative 2A)
- ☐ All Precast Spans (Alternative 2B)
- ☒ Box Girder Spans (Alternatives 3 and 4)

Similar Design to 9th Street  
Bridge would give continuity to both  
projects.

2. Given the history and setting for the 7th Street Bridge, should the new bridge be prominent (highly visible) or discrete (blend in)?

Highly Visible Modern  
Structure.

3. Should the new bridge have travel lanes for bikes and/or pedestrians that are barrier separated from the vehicle travel lanes?

Barrier Separated would  
be better.

4. After seeing some of the example aesthetic details during the presentation, which aesthetic details would you like to see on the bridge, for example, colors, textures, or shapes?

Consistent with 9th Street  
Bridge in style and design.

5. Please comment on lighting (safety or aesthetics) and signage (traffic, educational, or historic) on the bridge

Consistent with 9th Street  
Bridge

6. What amenities would you like to see on the bridge and where, for example, overlooks, public art, barriers, or other?

Overlook, Public Art



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**7th Street Bridge Project**

7. What are the most important viewpoints for the bridge, and how should they be treated?

Views from OTHER BRIDGES  
AS WELL AS FROM PARK SIDE.

8. What natural or man-made forms could influence the bridge design to help it fit into its surroundings?

9. What are your thoughts about how best to re-use the landmark lions? Should any other parts of the old bridge be saved? If so, which pieces and how would you use them?

MONUMENT SQUARE, POSSIBLY IN  
PARK.

10. Given the planned Gateway Park to be constructed in the area below the bridge, what aesthetic details on the bridge should be considered for users of the park?

EUROPEAN DESIGN TO BE  
CONSIDERATE OF VIEWS FROM PARK.

11. If you could spend the aesthetics allowance on only one feature or detail, what would you choose as the most important?

OVERLOOK, PUBLIC ART.

12. Other

If you would like to receive an emailed invitation to our follow-up 7th Street Bridge Aesthetics Meeting No 2, please provide your email address below.

Name	Kristen Saezan	Address	240 E WEST RUMBLE ROAD
Telephone	209-765-0997	Email	DANAMERICK@YAHOO.COM

**Thank you for your comments.**

January 14, 2015

County of Stanislaus - City of Modesto  
**7th Street Bridge Project**

Please share your thoughts tonight on these 7<sup>th</sup> Street Bridge aesthetics topics:

1. Of the three different bridge types shown during the presentation for the replacement bridge which would you prefer and why? Should other types be considered?

- ☒ Single Tied Arch Span with Precast Spans (Alternative 2A)  
☐ All Precast Spans (Alternative 2B)  
☐ Box Girder Spans (Alternatives 3 and 4)

have ~~one~~ arches over river and  
at the end by two columns + 7<sup>th</sup>

2. Given the history and setting for the 7th Street Bridge, should the new bridge be prominent (highly visible) or discrete (blend in)?

blend in

3. Should the new bridge have travel lanes for bikes and/or pedestrians that are barrier separated from the vehicle travel lanes?

yes because it would be safer  
for bikers + pedestrians

4. After seeing some of the example aesthetic details during the presentation, which aesthetic details would you like to see on the bridge, for example, colors, textures, or shapes?

have arches underneath make texture look  
different beside looking like concrete. maybe  
paint palm trees or something on that line  
on the columns. save a column at the end  
maybe just for graffiti (taggers) so they make  
the rest of bridge look crappy.

5. Please comment on lighting (safety or aesthetics) and signage (traffic, educational, or historic) on the bridge

I would like to see the lights  
that are on the old bridge put on  
the new bridge

6. What amenities would you like to see on the bridge and where, for example, overlooks, public art, barriers, or other?

I think overlook over the  
river is great. so people can stop and just  
enjoy the ~~scenery~~ scenery.



County of Stanislaus ~ City of Modesto  
**7th Street Bridge Project**

7. What are the most important viewpoints for the bridge, and how should they be treated?

treated with respect of others  
listen to peoples concerns + comments

8. What natural or man-made forms could influence the bridge design to help it fit into its surroundings?

make it look more country style  
try and go do away with plain style.

9. What are your thoughts about how best to re-use the landmark lions? Should any other parts of the old bridge be saved? If so, which pieces and how would you use them?

Lions put 2 on the overlook on the new  
bridge and 2 put on each of the Lions market  
save the lights on old and put somewhere on  
new

10. Given the planned Gateway Park to be constructed in the area below the bridge, what aesthetic details on the bridge should be considered for users of the park?

maybe do archways underneath but in rock  
if possible. make it look authentic, more country  
style instead of plain

11. If you could spend the aesthetics allowance on only one feature or detail, what would you choose as the most important?

make merials (drawings) on the columns  
about modesto's History

12. Other maybe do sidewalks + bike lanes in  
brick as well as the overlook.

If you would like to receive an emailed invitation to our follow-up 7th Street Bridge Aesthetics Meeting No 2, please provide your email address below.

Leandro Colomo

Name

(209) 523-4433

Telephone

Sunrise Village MHP

Address

fancy face 198886@yahoo

Email

com

*Thank you for your comments.*

Please send to Judith@buethecommunications.com or fax to (209) 942-3080.



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County of Stanislaus - City of Modesto  
7<sup>th</sup> Street Bridge Project

Please share your thoughts tonight on these 7<sup>th</sup> Street Bridge aesthetics topics:

1. Of the three different bridge types shown during the presentation for the replacement bridge which would you prefer and why? Should other types be considered?

- ☒ Single Tied Arch Span with Precast Spans (Alternative 2A)
- ☐ All Precast Spans (Alternative 2B)
- ☐ Box Girder Spans (Alternatives 3 and 4)

2. Given the history and setting for the 7<sup>th</sup> Street Bridge, should the new bridge be prominent (highly visible) or discrete (blend in)?

I think highly visible.

3. Should the new bridge have travel lanes for bikes and/or pedestrians that are barrier separated from the vehicle travel lanes?

yes

4. After seeing some of the example aesthetic details during the presentation, which aesthetic details would you like to see on the bridge, for example, colors, textures, or shapes?

I think they should incorporate lions in Honor of the Existing Bridge.

5. Please comment on lighting (safety or aesthetics) and signage (traffic, educational, or historic) on the bridge

It needs to be well lit.

The area is not the greatest, so Bright lights may deter crime

6. What amenities would you like to see on the bridge and where, for example, overlooks, public art, barriers, or other?

Access to the River for Recreational purposes

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7th Street Bridge Project

7. What are the most important viewpoints for the bridge, and how should they be treated?

The center over the River, and  
the Entrance.

8. What natural or man-made forms could influence the bridge design to help it fit into its surroundings?

They could use silhouettes of oak  
trees in the Design.

9. What are your thoughts about how best to re-use the landmark lions? Should any other parts of the old bridge be saved? If so, which pieces and how would you use them?

The Lions should put in my front  
Yard. For Real. 1231 Lauralee Ct. Modesto

10. Given the planned Gateway Park to be constructed in the area below the bridge, what aesthetic details on the bridge should be considered for users of the park?

Easy Access to Bridge. IN need of  
Security to illuminate Homeless People.

11. If you could spend the aesthetics allowance on only one feature or detail, what would you choose as the most important?

Incorporation of New Lions or  
Restoration of the old ones.

12. Other

If you would like to receive an emailed invitation to our follow-up 7th Street Bridge Aesthetics Meeting No 2, please provide your email address below.

Brad Lehman

Name

209-416-1212

Telephone

Address

Brad @ Never boring .com

Email

*Thank you for your comments.*

January 14, 2015



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County of Stanislaus ~ City of Modesto  
7<sup>th</sup> Street Bridge Project

Please share your thoughts tonight on these 7<sup>th</sup> Street Bridge aesthetics topics:

1. Of the three different bridge types shown during the presentation for the replacement bridge which would you prefer and why? Should other types be considered?

- ☒ Single Tied Arch Span with Precast Spans (Alternative 2A)
- ☐ All Precast Spans (Alternative 2B)
- ☐ Box Girder Spans (Alternatives 3 and 4)

2. Given the history and setting for the 7<sup>th</sup> Street Bridge, should the new bridge be prominent (highly visible) or discrete (blend in)?

Prominent

3. Should the new bridge have travel lanes for bikes and/or pedestrians that are barrier separated from the vehicle travel lanes?

Yes Indeed!

4. After seeing some of the example aesthetic details during the presentation, which aesthetic details would you like to see on the bridge, for example, colors, textures, or shapes?

I like Ordsall Chord

5. Please comment on lighting (safety or aesthetics) and signage (traffic, educational, or historic) on the bridge

Needs to be well lit & safe  
please

6. What amenities would you like to see on the bridge and where, for example, overlooks, public art, barriers, or other?

Public Art would be great.

County of Stanislaus ~ City of Modesto  
7th Street Bridge Project

7. What are the most important viewpoints for the bridge, and how should they be treated?

The water, Gateway Park

8. What natural or man-made forms could influence the bridge design to help it fit into its surroundings?

Maybe something the birds would enjoy?

9. What are your thoughts about how best to re-use the landmark lions? Should any other parts of the old bridge be saved? If so, which pieces and how would you use them?

Move the lions to Downtown Modesto

10. Given the planned Gateway Park to be constructed in the area below the bridge, what aesthetic details on the bridge should be considered for users of the park?

Some cool lighting  
Ord Sall Chord would look good from here

11. If you could spend the aesthetics allowance on only one feature or detail, what would you choose as the most important?

Basic Design and Shape.

12. Other

If you would like to receive an emailed invitation to our follow-up 7th Street Bridge Aesthetics Meeting No 2, please provide your email address below.

Name

Address

Telephone

Email

*Thank you for your comments.*

January 14, 2015



RECEIVED FEB 03 2015

County of Stanislaus ~ City of Modesto  
7<sup>th</sup> Street Bridge Project

Please share your thoughts tonight on these 7<sup>th</sup> Street Bridge aesthetics topics:

1. Of the three different bridge types shown during the presentation for the replacement bridge which would you prefer and why? Should other types be considered?

- ☒ Single Tied Arch Span with Precast Spans (Alternative 2A)  
☐ All Precast Spans (Alternative 2B)  
☐ Box Girder Spans (Alternatives 3 and 4)

2. Given the history and setting for the 7<sup>th</sup> Street Bridge, should the new bridge be prominent (highly visible) or discrete (blend in)?

Prominent and regarded as a cultural icon;  
Worthy of community support; ~~itself~~ something we  
can be proud of that adds to Modesto's aesthetic.

3. Should the new bridge have travel lanes for bikes and/or pedestrians that are barrier separated from the vehicle travel lanes?

Yes! This bridge is far more than a means  
of moving traffic from point A to point B. It needs to  
improve and enhance civic pride.

4. After seeing some of the example aesthetic details during the presentation, which aesthetic details would you like to see on the bridge, for example, colors, textures, or shapes?

Shapes and textures - the more design  
elements (wall-done, of course) the better.

Otherwise, it's nothing but an uninviting mass of  
concrete that is anything but memorable.

5. Please comment on lighting (safety or aesthetics) and signage (traffic, educational, or historic) on the bridge

Lighting = aesthetics. Just because  
lighting adds to the aesthetic does not mean it  
can't add to safety. Signage can accomplish  
all three goals. They are not mutually exclusive.  
Include seating areas as the old bridge did.

6. What amenities would you like to see on the bridge and where, for example, overlooks, public art, barriers, or other?

Overlooks encouraging bike and  
pedestrian travel use. No need for public art  
if the lions are part of an overlook and the  
bridge itself is worthy of being regarded as "art."



County of Stanislaus ~ City of Modesto  
7th Street Bridge Project

7. What are the most important viewpoints for the bridge, and how should they be treated?

All viewpoints are important: from above, below and from on-ramp to exit

8. What natural or man-made forms could influence the bridge design to help it fit into its surroundings?

Incorporate themes reminiscent of the existing, historically significant bridge (lions, period details)

9. What are your thoughts about how best to re-use the landmark lions? Should any other parts of the old bridge be saved? If so, which pieces and how would you use them?

The lions should be placed in a prominent place and treated like the landmark they are - and should have been regarded as

10. Given the planned Gateway Park to be constructed in the area below the bridge, what aesthetic details on the bridge should be considered for users of the park?

Again, period details, lion themed elements and lighting reminiscent of the amazing landmark we're losing.

all along. The "deck" where people can

11. If you could spend the aesthetics allowance on only one feature or detail, what would you choose as the most important?

Making sure the "new" 7th Street bridge in no way resembles the "new" 9th Street bridge which is an aesthetic zorro. A blight!

view and read about these landmarks would be an acceptable treatment

12. Other Design elements in the form of stamped or concrete or designs embedded in the concrete could be contemporary take on the lions. Columns and light poles need to be more than "poured concrete" which, going by the design of the 9th St bridge, can be a visual liability rather than a cultural and aesthetic liability.

If you would like to receive an emailed invitation to our follow-up 7th Street Bridge Aesthetics Meeting No 2, please provide your email address below.

Name Susan Richardson  
Telephone 209 480-3161

Address 406 Myrtle Ave.  
Email susiebohner@aol.com

Thank you for your comments.

January 14, 2015

RECEIVED FEB 03 2015

County of Stanislaus ~ City of Modesto  
7<sup>th</sup> Street Bridge Project

Please share your thoughts tonight on these 7<sup>th</sup> Street Bridge aesthetics topics:

1. Of the three different bridge types shown during the presentation for the replacement bridge which would you prefer and why? Should other types be considered?

- ☒ Single Tied Arch Span with Precast Spans (Alternative 2A)
- ☐ All Precast Spans (Alternative 2B)
- ☐ Box Girder Spans (Alternatives 3 and 4)

2. Given the history and setting for the 7<sup>th</sup> Street Bridge, should the new bridge be prominent (highly visible) or discrete (blend in)?

prominent

3. Should the new bridge have travel lanes for bikes and/or pedestrians that are barrier separated from the vehicle travel lanes?

yes.

4. After seeing some of the example aesthetic details during the presentation, which aesthetic details would you like to see on the bridge, for example, colors, textures, or shapes?

Lines should be incorporated into the design.

5. Please comment on lighting (safety or aesthetics) and signage (traffic, educational, or historic) on the bridge

An old depiction of the bridge with a brief description of its history would be awesome

6. What amenities would you like to see on the bridge and where, for example, overlooks, public art, barriers, or other? Public art not needed as long

as lines are predominant



County of Stanislaus ~ City of Modesto  
7<sup>th</sup> Street Bridge Project

7. What are the most important viewpoints for the bridge, and how should they be treated?

WATER & PARK BELOW

8. What natural or man-made forms could influence the bridge design to help it fit into its surroundings?

PUBLIC PARK & WATER EMAY BELOW

9. What are your thoughts about how best to re-use the landmark lions? Should any other parts of the old bridge be saved? If so, which pieces and how would you use them?

LIONS COULD BE PRESERVED IN MUSEUMS

OR RE-PURPOSED AS A BEACH AT THE FOOT OF THE BRIDGE

10. Given the planned Gateway Park to be constructed in the area below the bridge, what aesthetic details on the bridge should be considered for users of the park?

COMMISSIONED COMMUNITY GRAFFITI/MURALS

"PROVIDE THE ART, OR THEY'LL PROVIDE IT FOR YOU"

11. If you could spend the aesthetics allowance on only one feature or detail, what would you choose as the most important?

THE INCORPORATION OF THE "LIONS"

12. Other

If you would like to receive an emailed invitation to our follow-up 7<sup>th</sup> Street Bridge Aesthetics Meeting No 2, please provide your email address below.

NAME HAROLD AVILA

TELEPHONE (209) 681-6914

ADDRESS 2705 MARJORIE DR

EMAIL HAROLD@NEVERBOMING.COM

Thank you for your comments.

January 14, 2015



RECEIVED JAN 30 2015

County of Stanislaus - City of Modesto  
7th Street Bridge Project

Please share your thoughts tonight on these 7<sup>th</sup> Street Bridge aesthetics topics:

1. Of the three different bridge types shown during the presentation for the replacement bridge which would you prefer and why? Should other types be considered?

- ☒ Single Tied Arch Span with Precast Spans (Alternative 2A)  
☐ All Precast Spans (Alternative 2B)  
☐ Box Girder Spans (Alternatives 3 and 4)

have ~~set~~ arches over river and  
at the end by tuolumne + 7th

2. Given the history and setting for the 7th Street Bridge, should the new bridge be prominent (highly visible) or discrete (blend in)?

blend in

3. Should the new bridge have travel lanes for bikes and/or pedestrians that are barrier separated from the vehicle travel lanes?

yes because it would be safer  
for bikers + pedestrians

4. After seeing some of the example aesthetic details during the presentation, which aesthetic details would you like to see on the bridge, for example, colors, textures, or shapes?

have arches underneath make texture look  
different beside looking like concrete. maybe  
paint palm trees or something on that line  
on the columns. Save a column at the end  
maybe just for graffiti (taggers) so they make  
the rest of bridge look crappy.

5. Please comment on lighting (safety or aesthetics) and signage (traffic, educational, or historic) on the bridge

I would like to see the lights  
that are on the old bridge put on  
the new bridge

6. What amenities would you like to see on the bridge and where, for example, overlooks, public art, barriers, or other?

I think overlook over the  
river is great. so people can stop and just  
enjoy the ~~seer~~ scenery.

County of Stanislaus ~ City of Modesto  
**7th Street Bridge Project**

7. What are the most important viewpoints for the bridge, and how should they be treated?

treated with respect of others  
listen to peoples concerns + comments

8. What natural or man-made forms could influence the bridge design to help it fit into its surroundings?

make it look more country style.  
try and get away with plain style.

9. What are your thoughts about how best to re-use the landmark lions? Should any other parts of the old bridge be saved? If so, which pieces and how would you use them?

Lions put 2 on the overlook on the new  
bridge and 2 put on each of the Lions market  
save the lights on old and put somewhere on  
new

10. Given the planned Gateway Park to be constructed in the area below the bridge, what aesthetic details on the bridge should be considered for users of the park?

maybe do archways underneath but in rock  
if possible. make it look authentic, more country  
style instead of plain

11. If you could spend the aesthetics allowance on only one feature or detail, what would you choose as the most important?

make merials (drawings) on the columns  
about modesto's History

12. Other maybe do sidewalks + bike lanes in  
brick as well as the overlook.

If you would like to receive an emailed invitation to our follow-up 7th Street Bridge Aesthetics Meeting No 2, please provide your email address below.

pasmo Collino  
Name  
(209) 523-4433  
Telephone

Sunrise Village MHP  
Address  
fancy face 198886@yahoo.  
Email com

**Thank you for your comments.**

Please send to Judith@buethecommunications.com or fax to (209) 942-3080.



101 So. Seventh St.  
P.O. Box 3246  
Modesto, CA 95353  
(209) 527-6800  
FAX (209) 527-5872

432 No. Grant St.  
Stockton, CA 95202  
(209) 943-2441  
FAX (209) 943-7289

February 6, 2015

David A. Leamon  
Stanislaus County Public Works  
1010 10<sup>th</sup> Street Suite 4204  
Modesto, CA 95354

Re: Proposed 7<sup>th</sup> Street Bridge Aesthetics: Public Comment

Dear Mr. Leamon,

Thank you for taking the time to discuss the proposed 7<sup>th</sup> street bridge aesthetics. The purpose of this letter is to respond to your request for public comment that you made at the January 14, 2015, public meeting. I hope the bridge will be a prominent fixture in our community. I would like to see a single tied arch span with precast spans as the alternative chosen. The existing 7<sup>th</sup> street bridge has important historical and architectural features. I think the new bridge should have those same attributes. I would like to see the new bridge incorporate overlooks near the river and at the north side overlooking the future Gateway Park. Hopefully the overlooks near the river would be located outside of the arch. I would also encourage incorporating Bronze lions into the design whether or not they are part of the bridge or part of the entrance to the bridge.

Very truly yours,

Seth Neumann  
Vice President, Finance  
Wille Electric Supply Company, Inc.



## Appendix E: Sign-in Sheets



Date: January 14, 2015

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Jennifer Elwood	Chen Hill			
Matt Franck	u			
Hans Spanggaard	7			
Chris Sorens	y			
Ricardo Lora	Modesto Auto Weekend			
JUDITH BUEHE	JBC			
REX BUEHE	JBC			
Don MacDonald	MC DONALD ARCHIT.			

Thank you for attending. Gracias por su asistencia.



Date: January 14, 2015

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
WILL HENDERSON	MAC DONALD ARCH			
PHILIP SCARLETT	C.O.M.			
Dotty Salata	Saletta Sculpture			
Nancy Young	D.D.D.			
BOB BARZAN			bbarzan@yahoo.com	
LORIE GARCIA	Beyond Buildings		lorise@ix.netcom.com	408-391-8470
RICHARD BARZAN			Richard@RICHARDHILL.COM	209-765-0997
Seth Neumann	Wille Electric			
ROB ROBINSON	WILLE ELECTRIC			

Thank you for attending. Gracias por su asistencia.



Date: January 14, 2015

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Doug Highiet		909 Edgebrook 93754	DougCeresPipe.com	529-2690
Tom + Tamar Colis	Sunrise Village	433 S. 7th St	TomTamar31@Hotmail.com	573-24433
Jessamine Clark	Sunrise Village	433 S 7th St #68	—	828-9181
OSH BOUTA				
Lee Delano			leedelanoforeign@aol.com	
R. Moissier				
Burt Lipomi			barretheplanarchitects.com	
JANE WHITE	STANISLAUS BUSINESS ALLIANCE			

ARTIST

Thank you for attending. Gracias por su asistencia.





Date: January 14, 2015

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
E-CHASIE				
Jennifer Mullen	Modesto Community Center	1150 9th St 4th fl Modesto, CA 95354	Jennifer_E_williams@modesto.com	(209) 586-5588
Debra Ferine		433 S 7th St Sp23 Modesto 95351		
Hueyther Owens		433 S 7th St Sp23 Modesto 95351		
Muhammad Taha	South West Tires - Extreme Auto	513 Grand Landing Rd 451 S 7th St Modesto 95351		209-522-9786 (209) 595-6429
Cesar Alvarado	South West Tires - Extreme Auto	513 Grand Landing Rd 451 S 7th St Modesto 95351		
Arthur Fabela	West Modesto Resident *Tiaolunne River Champions	425 Neece Dr. Modesto CA 95351	artcfab@yahoo.com	209 996 9684
Dave Leamon				
Hans Stenborg				

Thank you for attending. Gracias por su asistencia.

## Appendix F: Meeting Photographs

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