

**PT0137 Sheldon Road and Bradshaw Road Bridge Replacement and Intersection Improvement Project
Responses to 1/14 Open House Comments and Questions**

Last Updated: 02/16/2016

ID #	Public Comment/Question	Agency Response
Presented at the 2/16 Open House		
1	The houses on the south side of Sheldon are much closer to the roadway than the houses on the north side of Sheldon. Why can't the City shift the improvements more to the north?	The project can be shifted to the north. How much will need to be determined as part of the design
2	A large grove of trees is being removed. Can the project avoid these trees?	It's possible. We will know how much once we get into the design phase. We will report back at a future community meeting.
3	We want on-site tree mitigation not off-site tree mitigation.	The project will provide as much on-site tree mitigation as possible. We will report back at a future community meeting.
4	Large semi trucks will not be able to turn through the roundabout.	A 48 foot tractor & trailer will have room to turn as well as legal double trailers.
5	I've heard roundabouts can have more accidents than a signal especially for multi-lane roundabouts.	There are instances where a multilane roundabout replaced a signal and the total number of accidents were similar. However, the severity of crashes decreased significantly.
6	Motorists do not know how to drive roundabouts which will cause delay.	<ul style="list-style-type: none"> - 3,000 installations in the U.S. over the past 15 years - Concerns about roundabouts are common. Before and after studies show that the majority of motorists find them easy to use.
7	I have waited up to 15 minutes in traffic at this intersection during rush hour. How can the City calculate a delay of only 224 seconds?	<p>Traffic counts collected in 2013</p> <p><u>Existing Intersection Average Delay (AM)</u> SB Bradshaw = 126 Seconds NB Bradshaw = 316 Seconds EB Sheldon = 78 Seconds WB Sheldon = 88 Seconds</p> <p><u>Existing Intersection Average Delay (PM)</u> SB Bradshaw = 451 Seconds NB Bradshaw = 76 Seconds EB Sheldon = 47 Seconds WB Sheldon = 85 Seconds</p>
8	Why is the average vehicle delay used in design instead of the peak delay?	Designing a facility based on "peak flows" in the peak hour tends to result in an oversized facility, resulting in higher construction costs, higher maintenance costs, and larger right-of-way

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9	A roundabout cannot handle the high volume of traffic at this intersection. Install a signal.	<p><u>Signal - Opening Year Average Delay(AM)</u> SB Bradshaw = 24 Seconds NB Bradshaw = 27 Seconds EB Sheldon = 28 Seconds WB Sheldon = 31 Seconds</p> <p><u>Roundabout - Opening Year Average Delay (AM)</u> SB Bradshaw = 9 Seconds NB Bradshaw = 11 Seconds EB Sheldon = 11 Seconds WB Sheldon = 16 Seconds</p>
10	When does Sheldon and Bradshaw need to be widened?	4 Lane Bradshaw: 2050 +/- 6 Lane Bradshaw: 2080 +/- 4 Lane Sheldon: 2080 +/-
11	What are the interim improvements for both alternatives?	<p><u>Signal</u> Southbound right turn lane: 2028 Northbound right turn lane: 2033 East/West bound right turn lanes: 2036</p> <p><u>Roundabout</u> East-West roundabout lane: 2030 Southbound right turn lane: 2047</p>
12	Why would the City spend an extra \$1.8 million on the roundabout?	Roundabouts reduce traffic speeds. Roundabouts reduce the severity of accidents.
13	Why is the City not installing a single lane roundabout?	A single lane roundabout will not meet the required Level of Service D standard.
14	Does the Rural Roads Policy allow multi-lane roundabouts?	Yes.
Design		
15	The intersection is only congested a couple of times a day for short durations of times. This is not an issue for the residents in the area. Leave the intersection as a 4 way stop.	City of Elk Grove General Plan Policy CI-13: All intersections to operate at a minimum of Level of Service "D" at all time. As a 4-way stop, it is at a Level of Service "F". This has been discussed with the Public and Council since 2011 and is the basis for the project. There are also frequent public requests to improve the intersection.
16	What is the design speed through the roundabout?	It is 30 mph.
17	The City needs to reduce speeds on Bradshaw & Sheldon to accommodate the roundabout.	The vertical elements, splitter islands, reduced roadway section and horizontal curvature all work as cues to slow drivers in approach to the roundabout.
18	In relation to the roundabout in Galt, is this roundabout about the same size?	The Galt roundabouts are smaller by about 10 feet in diameter.

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19	We want to keep Sheldon Road east of Bradshaw a two lane road (ie...2 lanes - one each way).	<p>That is consistent with the current General Plan which also classifies Sheldon west of Bradshaw as a 4 lane facility.</p> <p>The General Plan is currently under revision and it is possible these designations could change. For further information on the General Plan revisions, please see the following website link:</p> <p>http://www.elkgrovecity.org/city_hall/departments_divisions/planning/a_brighter_future/</p>
20	Why are there crosswalks and connector paths for the signal alternative and the extremely long paths for the roundabouts?	The crosswalks are warranted due to the number of lanes and the volume of traffic at the intersection. The longer paths for the roundabout serve as bike bypass paths to allow bicycles to navigate the roundabouts as pedestrians.
21	I have concerns regarding the appropriate taper lengths to prevent a merging "bottleneck" from creating back-up on Bradshaw.	The roundabout alternative design is consistent with national guidance (NCHRP Report 672) and the configuration of the exit lanes of the roundabout is a typical configuration for two lanes to transition to one lane on the multilane exits from the roundabout. Traffic exiting the roundabout will be moving relatively slow speed (25-30 mph) and vehicles will be staggered to create a "zipper" effect for merges.
22	I have a concern about the vertical elements in approach to roundabout preventing drivers from seeing "through" the intersection.	For roundabouts, there is no need to see through the intersection to opposing traffic. By design, the vertical elements are meant as a visual cue to slow down because they can't go straight through the intersection.
23	One citizen stated he routinely rides his bike on Sheldon Road and he is glad the project is providing bicycle accommodations for both alternatives including the addition of the bike lanes.	Comment noted.
24	Will any parcels be landlocked by the project?	No

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25	I live on the south side of Sheldon and I have trouble getting out of my driveway and also getting my mail which is on the north side of Sheldon.	<p><u>Original Response Before the 2/16 Workshop:</u> Both the signal and roundabout should provide more frequent gaps in flow to provide better access in and out of driveways and across the roadway to the mailboxes.</p> <p><u>Response Updated After the 2/16 Workshop:</u> With traffic signal control – Relative to existing conditions (i.e., all-way stop control), traffic signal control will create more gaps in traffic on Sheldon Road (from the direction of the intersection), since the traffic signal will stop some movements at the intersection to serve other traffic movements. However, may be traveling at much higher speed, which may make driveway access more difficult (this depends on when vehicles arrive at the traffic signal). In addition, if a driveway is close to the traffic signal, vehicle queues may block driveway access during some portions of the traffic signal phase.</p> <p>With the roundabout – Relative to existing conditions (i.e., all-way stop control), the roundabout will have similar gaps in traffic on Sheldon Road (from the direction of the intersection), since the roundabout allows for more continuous movement through the intersection. However, roundabouts are designed to manage vehicle travel speed through the intersection, which results in reduced vehicle speed approaching and departing the intersection. Reduced speeds would improve driveway access and safety for residents.</p>
26	Street lights are needed along Bradshaw.	As needed per safety standards , the project will install street lighting in approach to and at the intersection. Modifications to the Bradshaw corridor past the limits of the intersection are beyond the scope of this project and also the Rural Roads Improvement Standards preclude general roadway lighting in the rural area.
Environmental		
27	If I lose my oleanders and redwoods this Project will impact my health. They provided needed screening and help clean the air from all the vehicle emissions.	The MND concluded that these air quality impacts are less than significant. There may be some air quality benefits associated with vegetation screening. As design progresses, the design will attempt to avoid impacts but if impacts occur, consideration will be given to replacing vegetation as close to the removal sites where feasible.

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28	What impact will the project have on the local otters?	Pre-construction surveys will be conducted to ensure no protected wildlife is in the project limits prior to the start of construction. Fencing around the project limits and other best management practices will be implemented to help exclude wildlife throughout construction. River otters are known to migrate through box culverts so there should be no impacts once the project is completed.
29	Culverts destroy biological continuity of creek. Can a bridge be used instead of a culvert? Can an open bottom culvert or box culvert with deepened foundation be used to enhance aquatic resources and provide natural bottom in channel?	A recessed culvert is being considered and will be further investigated as the design progresses. The bridge and bottomless culvert option are also possible but will likely be cost prohibitive due to the deep foundations required.
30	At the Open House, there was no discussion about the impacts on habitat. There are Swainson hawks and owls in those trees.	Impacts to nesting habitat were analyzed as part of the environmental document. If work will occur during the nesting season, preconstruction surveys will be conducted prior to the start of construction activities. If active nests are found, the appropriate no-work buffers will be implemented to ensure no impacts to the nests. A biological monitor will be onsite, if necessary, to monitor the nest during construction.
Project Costs		
31	Does the \$6.1M for the signal and the \$7.9M for the roundabout cover just the construction cost or does it include other costs such as Right Of Way?	The costs do include the entire project costs including Preliminary Engineering, Environmental, Right of Way and Construction.
32	There is a \$1.8mil differential in the signal vs the roundabout. Some have claimed there are maintenance costs associated with the signals that don't exist with the roundabout. Truly the signal costs for power, but the maintenance for most signals is fairly minor. \$1.8mil would buy a lot of long term maintenance. What costs are anticipated for the signal pertaining to power and repairs?	The maintenance cost difference is estimated to be approximately \$5,000 per year higher for the signal.

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33	Where does the money come from to build the more expensive project?	The added costs are paid with local roadway fee money that is collected from developers when the building permits are issued. This money is collected to mitigate the traffic impacts associated with growth per the General Plan and must be used for specified transportation upgrades (and excludes maintenance). The project budget includes enough funds for either option due to federal grants awarded the project.
Landscaping/Public Art		
34	In Sacramento, there are roundabouts for the so called "traffic calming" with center plantings and they are an eye sore most of the time. Would that be the case here or will the district keep them up properly? Or, will there be nothing green there?	The goal is to have drought resistance and low maintenance landscaping that fits the rural character of the area.
35	Roundabout needs to fit "rural" look - NOT what is on EG Blvd	The Open House in the Fall/Winter of 2016 will more closely focus on the project aesthetics including landscaping and these topics will be carried forward and further discussed at that time.
36	Really like the attention to rural aesthetics - please ensure least amount of hardscape - keep it natural looking	The Open House in the Fall/Winter of 2016 will more closely focus on the project aesthetics including landscaping and these topics will be carried forward and further discussed at that time.
37	Possibly include horse/foal as this represents this community/western days!	The Open House in the Fall/Winter of 2016 will more closely focus on the project aesthetics including landscaping and these topics will be carried forward and further discussed at that time.
38	Dry grass during summer is a fire hazard. Areas of non-irrigated drought resistant plants will shortly become unsightly weeds - guaranteed.	The Open House in the Fall/Winter of 2016 will more closely focus on the project aesthetics including landscaping and these topics will be carried forward and further discussed at that time.
39	If a roundabout is built on Bradshaw, it should not be identical to the Waterman roundabout, ie, place the windmill on the Waterman roundabout & put other rural type items on the Bradshaw roundabout. Variety would be better.	The Open House in the Fall/Winter of 2016 will more closely focus on the project aesthetics including landscaping and these topics will be carried forward and further discussed at that time.

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1/14 Open House Format, Content and Presentation		
40	Why can't the City provide response to all Open House comments to all citizens?	A log of all comments will be included with the Staff Report for the 3/9 City Council meeting and will also be posted at the project website: http://www.elkgrovecity.org/city_hall/departments_divisions/public_works/capital_improvements/
41	The presentation at the 1/14 Open House showed the City's favoritism towards the roundabout by spending so much of the presentation talking about the roundabout.	The intent was to cover both alternatives objectively and since the roundabout is a lesser known intersection control, more time was spent during the presentation explaining how roundabouts operate in general. That being said and in hindsight, it is understood how spending a majority of the presentation discussing the roundabout could easily be construed as staff showing favoritism towards the roundabout. That result was not the intent.
42	I live behind the high school and about a half mile from the intersection and I was never notified of the open house and I didn't see anything anywhere talking about it. I just happened to see it on Nextdoor and then I checked the city website. Then I posted it on my website, FB page and Nextdoor so more people would know.	Notices were provided to residents and property owners (1) within 2500 feet of the intersection (2) who live on Sheldon Road between Grant Line Road and Elk Grove Florin (3) who live on roads that only access Sheldon Road between Elk Grove Florin and Sheldon Oaks and (4) to Rural Area Community Members. This totalled over 800 notices. The City's website and calendar also advertised the Open House. Lastly, the Elk Grove Citizen ran an article on January 6th notifying the public of the Open House as well. The 2/16 Workshop will provide the same level of notifications as well as postings to Facebook, Twitter and NextDoor.
43	We were told that we could ask questions after the presentation. We were shut down! We want to be heard by everyone in the room. We were polite & listened for your part and you should have allowed us the same courtesy! (open forum).	This input has been taken into consideration and a second workshop (Feb 16th) has been scheduled so that an open forum can be held where the public can provide comment and ask questions.
44	I would like to know what the most impacted property owners prefer regarding the two alternatives under consideration.	This input has been taken into consideration and a second workshop (Feb 16th) has been scheduled so that the impacted property owners have the opportunity to express their viewpoints in an open forum if they so desire.