Belmont Bridge Replacement

Board Of Architectural Review Meeting

September 18, 2018
Corridor Plan

Contact Information

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REMOVE PARALLEL PARKING TO ADD SIDEWALK CONNECTION FROM PARKING LOT TO OLD AVON ST. AND TO PEDESTRIAN PASSAGEWAY
The combination of landscaping, engineering, and planning is going in the right direction, but there needs to be more cohesion and an overall design philosophy. The seat walls, rails and lighting seem too disparate. CSX screen needs to be integrated more.

The furniture color must be black like the Mall street furniture. Furniture could be more creative design, but must fit more into the design and character of the Downtown ADC.

Reduce the amount of concrete with more stone, wood, green space, planters, or possibly different materials such as gravel. Green screens may not survive the hot and exposed locations.

Fix the “kinks” in the most attractive feature – the continuity of line, gracefulness of curve that connects the pedestrian way into the bridge.

Pavement colors could look dated quickly. Consider more muted colors or textured variations.

Look further into a dual purpose for the parking area.

Integrate more of the senses (touch, sound, sight, etc.) Introduce bright colors under bridge.

Supportive on the tunnel underpass, but wished the circulation was more fluid in the design; streamline approach to it.

Keep pedestrian crosswalk for now until future development changes current pedestrian patterns.
Shade trees added to the west side public parking lot.
Little Gems by stairs and bridge abutment on west side: replaced with river birch.
Site Furnishings: Powdercoat furnishings will be specified dark gray (will match West Main and East High)
Vertical Concrete Color to contrast /compliment cladding and concrete flatwork (provide samples for review)
Stairs on east side: expanded in width and add middle hand-rail
Pedestrian path on east side: Removed parallel parking spaces and relocated pedestrian path out of street
Bridge Piers: Crash wall to be same material/finish as piers. Pier forms will express to the ground plane through the crash wall.
Studied the width of path at west terminus above Water Street, next to Pavilion. Due to the structural engineering that relies on existing walls and new column supports it is not feasible to reduce the width in this area.
Public Art Locations: limit to tunnel locations
Pedestrian Underpass: Final plans will address possible cyclist & pedestrian conflicts with locations of bollards
Handrail lighting will be used throughout – recessed lighting in parapets will only be used to reach required lighting level. LED will be 3500k – not 4000k.
Obtain Samples for vertical concrete color, mesh fencing material underpass lighting,
Pedestrian Underpass: Provide cut sheets for proposed lighting. Provide lighting on both sides of underpass vs. lighting middle
Precast Modular Wall Panels to be applied to bridge walls and wrapped around abutments
Uplight piers, but not outside of bridge.
GENERAL VEGETATIVE SELECTION CRITERIA

Adhere to Charlottesville Master Tree List
Tough, rugged, not susceptible to drought
Tolerant of salt, roadway + urban environments
Not shallow-rooted
Ecologically sensitive (native where possible)
Historically significant (where achievable)
Disease-resistant
Seasonal interest
High aesthetic quality
Provide psychological benefits

Approaches: High-canopy shade trees with upright branching to provide filtered or dappled shade during warmest months; heat-tolerant, contextually appropriate, most tolerant of urban environments.
Single species, 3- to 4- season interest, to provide unified look as you approach the bridge from either side.

Plazas: Vegetative emphasis on aesthetic quality, ecologically-conscious specimen plantings, diversity of species, mixed textures and growth habits, canopy and understory trees.

Support Streetscape: Fits into contextual environment of existing and proposed vegetation; supplemental plantings to match surrounding aesthetic quality.
Supportive streetscape plantings located in areas such as parking lots, side streets, etc.
Corridor Planting Trees

NOTE:
All plants shown are referenced from Charlottesville Master Tree List (10/2016) and/or existing vegetation currently on site.
Corridor Planting Trees

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All plants shown are referenced from Charlottesville Master Tree List (10/2016) and/or existing vegetation currently on site.

- **Hightower Willow Oak**
  *Quercus phellos* ‘Hightower’

- **Bloodgood London Planetree**
  *Platanus x acerifolia* ‘Bloodgood’

- **Dura Heat River Birch**
  *Betula nigra* ‘Dura-Heat’

- **Autumn Gold Ginko**
  *Ginko biloba* ‘Autumn Gold’

- **Little Gem Southern Magnolia**
  *Magnolia grandiflora* ‘Little Gem’

- **Hearts of Gold Redbud**
  *Cercis canadensis* ‘Hearts of Gold’
Corridor Planting Bio-retention

Itea virginica 'Little Henry'-Sweetspire
Iris versicolor- Blue Flag Iris
Sedum x 'Autumn Fire'- Stonecrop
Rudbeckia fulgida- Black Eyed Susan
Panicum virgatum-Switch Grass
Carex stricta- Tussock Sedge
Urban Design - Site Furnishings & Materials

NOTE:
1. All Site Furniture to receive a Dark Gray finish.
2. The current intent for the Belmont Bridge project is to use the same Site Furniture family as the West Main Street Streetscape and East High Street Streetscape projects.

Scored Concrete - City Standard: Omaha Tan Color*
Scored Concrete Crosswalks Bordered with High Visibility Striping, *CityMix 'Omaha Tan' Color Concrete
High Visibility Crosswalk Striping
City Standard Crosswalk Treatment

Metal Bollard

Landscape Forms - FG® Backed Bench
Forms and Surfaces - Dispatch Trash Receptacle
Landscape Forms - Multiplicity Bike Racks
Concrete Curbs @ Biofilters

* CityMix concrete formula is proposed for all sidewalks, flatwork, curbs, and steps on the project.
Alternative Pedestrian Connection – East Side
Corridor Roadway Sections
Corridor Roadway Sections

On Bridge: Looking North on 5th St.

South of Bridge: Looking North on 9th St. from Graves St. (Pedestrian Passage Way © Station 14+00)
Railings: Bridge Parapet and Approaches

2”x 4” Elliptical leaning rail on ½” tapered steel bar stanchions mtd. to embed plate in parapet wall

Axon View

View from mall approach
Railings: Bridge Parapet and Approaches

Section Elevation

- 2.5” x 6” powder coated steel top rail
- 1” diameter powder coated steel rod
- Painted steel plate
- Powder coated steel plate
- Steel base plate with anchor bolts
- Concrete parapet
- Sidewalk

Elevation

- 2.5” x 6” powder coated steel top rail
- 1” diameter powder coated steel rod
- Powder coated steel plate (rotate to align with parapet)
- Steel base plate with anchor bolts
- Sidewalk
Railings: Stairs, Ramps and Mezzanine

Perspective from Landing

Perspective from Water Street
Stock stainless steel tube and cable mesh system

$\frac{1}{2}''$ stl bar ptd. w/ railing and mounting brackets to be fabricated

Axon of Railing and Brackets

Stock ‘Jakob Rope System’ w/ Frame
Railings: Stairs, Ramps and Mezzanine

1 1/2" stainless steel

stainless steel chain link mesh
3mm dia. (.118"-8.7 gauge)

powder coated steel plate balusters

Axon of Railing and Brackets

Stock ‘Jakob Rope System’ w/ Frame

1 1/2" stainless steel

2" stainless steel hand rail

stainless steel chain link mesh
3mm dia. (.118"-8.7 gauge)

powder coated steel plate balusters

stair landing
CSX Fencing

EXPRESS BRIDGE PIERS TO GROUND PLANE THROUGH CRASH WALL

3D Rendering – Looking East from Water St. Street
CSX Fencing

- Cable Net – 98% Transparency
- Section
- View From Bridge Sidewalk
CSX Fencing:

Application of Jakob System w/ curved tube frame

Jakob Rope System w/ Frame
Walls

Formed Precast

Precast Concrete: Modular Panel System

Intermittent Shadows Produced by Convex/Concave Faceted Panels

Cladding - Color and Texture Contrast

Cladding - Color and Texture Contrast

Medium Finish

Fine Finish
Walls: South East Elevation

Accessible Ramp From 9th St. to Passageway

Pedestrian Passageway

Parking

Sidewalk to Old Avon Street

KEY PLAN
Walls: Abutment Elevations

South Abutment Wall
Walls: South West Elevation

- Parking
- Bio-Retention Planters
- Stairs To 9th St.
- Pedestrian Passageway
- Bio-Retention Planters
- Sidewalk from 9th St. to South St./Old Avon Street
Walls: North East Elevation

- Stairs to Mezzanine Level and 9th St.
- Brick Clad Wall (To Match Existing Brick Being Demolished)
- Existing Passageway
- Sidewalk from 9th St. to Water St.
Walls: Abutment Elevations

North Abutment Wall
Walls: Selective Mural Locations

West Elevation @ Pedestrian Passageway
Pedestrian Passageway: South of Railroad

Public Art Opportunity - Pedestrian Passageway

East Elevation @ Pedestrian Passageway

Key Plan

Passageway Lighting
Paving: Mall Access

Concrete Scoring Pattern
To mimic mall granite pattern

Scored Concrete Pattern
Lighting

Pedestrian Walkway

Lighting Types

Note:
The current intent for the Belmont Bridge project is to use the same Site Light Fixture family as East High Streetscape.
Lighting

Lighting Types

Recessed Wall Fixture at Parapet

Recessed Handrail Fixture
Lighting

Site and Accent

Perspective Views

View From Mall Looking South East
Thank you....