

Welcome!



What do these numbers mean?

40

The current bridge has a condition rating of **40 out of 100** and is in significant disrepair. Replacement is a priority.

10

There is a community desire for **10' pedestrian and bicycle accommodations**.

2

The new bridge will need to include **2 vehicular travel lanes**.

What is different about this process compared to the past?

We have a clear path and process that includes extensive community outreach from the beginning to fully understand project constraints and local needs. The project is being guided by an appointed Steering Committee with ongoing participation with stakeholder groups including:

- Bicycle and Pedestrian Advisory Committee
- Board of Architectural Review (BAR)
- Downtown Business Association/Chamber of Commerce
- PLACE Design Task Force
- Tree Commission

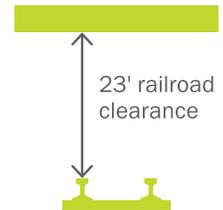
Emphasis is being placed on shared priorities and avoiding discord on items identified by the community as lower priority design elements.

Project Funding Summary

Funding Source	Amount
Federal	\$6,390,524
State	\$12,413,617
Local	\$5,983,258
Total	\$24,787,399

Design Considerations

Required vertical railroad clearance: 23' from the top of the high rail



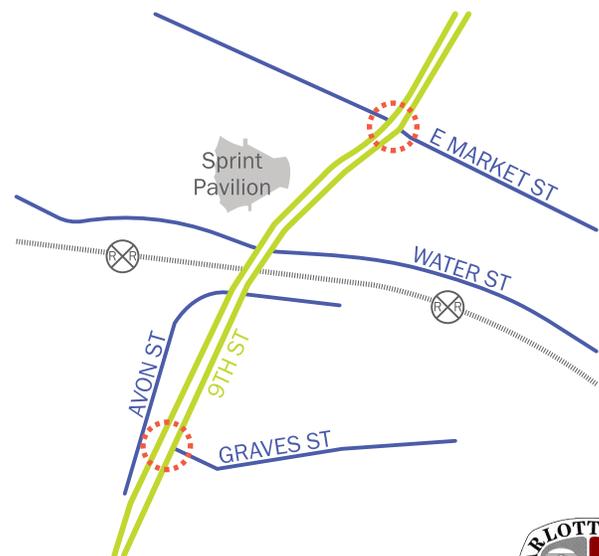
Minimum vertical clearance over Avon Street and Water Street: 14.5'

Budget: Approximately \$25 million

Railroad right-of-way: Encroachment is prohibited

Underpass and at-grade options: Determined not-feasible

Bridge touchpoints: Need to fit between the existing E Market Street and Graves Street intersections (circled on the map below)



Learn more and follow our progress at

www.BelmontBridge.org

How does this process fit in with other planning efforts?

Our process considers a variety of initiatives that are focused on enhancing the vibrancy and quality of life including our City of Charlottesville Comprehensive Plan, the Bike Master Plan, and the Strategic Investment Area.

Outcomes of the public process

To date, outreach has generated 3,500+ touch points with the community, 30,500+ individual data points, and 1,250+ written comments. Community input influenced key elements of the preferred conceptual design:

- Protected bicycle lanes and pedestrian lanes on both sides
- Enhanced landscape
- New pedestrian underpass under 9th Street
- Simple, elegant bridge architecture
- Opportunities for public art

Project Timeline



QUESTIONS OR IDEAS?



The Belmont Bridge Replacement Project is being managed by the City of Charlottesville Department of Neighborhood Development Services.

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To share your thoughts with the Steering Committee, please email

BBSC@charlottesville.org



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