

Questions from 8/11/21

1. What is the status of the Monticello Road reversal project?

There was a proposal to reverse one-way travel along Monticello Road between Levy Avenue and Graves Street from northbound to southbound. This was being proposed to aid internal neighborhood circulation by creating additional access to the signalized intersection at Levy Avenue and Avon Street; mitigate the removal of left turns out of Graves Street onto Avon Street due to safety concerns; and to reduce volume of through traffic on Monticello Road. A six-month trial period was proposed and City staff conducted a one day demonstration pilot to confirm all but the largest vehicles could complete a right turn from Monticello Road onto Levy Avenue. Due to public comments made from residents, the City determined to not move forward with the six-month trial project. If the neighborhood would like the city to revisit this issue, staff could institute the six-month trial project with proper public notification and minimal installation/removal of signs in the future.

2. How will traffic on Monticello Rd between Levy and Graves be affected?

The project includes both utility and sidewalk work along Monticello Road near the Graves Road intersection and within Graves Road. Traffic may be temporarily diverted and/or controlled with the use of construction flaggers. Lefts out of Graves onto 9th Street will be eliminated in the fall/winter of 2021.

3. Is there still a possibility of an at-grade pedestrian crossing at Graves?

As discussed and presented during the public phase of design development, the project will eliminate the at grade crossing of 9th Street for pedestrians near Graves Street due to safety concerns. The existing crosswalk and flashers is slated to be removed this fall/winter of 2021. The project includes many new pedestrian and ADA accessible routes that will improve the pedestrian flow and safety throughout the corridor.

4. How will pedestrian traffic be affected during the various stages of construction?

The Contractor is required throughout construction to provide a safe pedestrian space along 9th Street and Water Street. The project will require additional pedestrian diversion and detour routes on adjacent streets, all of which will be communicated through the City Communications Staff and on Belmontbridge.org.

5. I work at ExploreLearning (110 Avon Street). Will that always be accessible by car/pedestrian?

Yes, vehicular access and pedestrian access will be maintained at all times. There are eight planned weekend closures of Old Avon Road with a detour, so stay tuned to belmontbridge.org for updates as your typical walking or driving route may be temporarily changed. At the end of the project, a new sidewalk will be constructed along the western

side of Monticello Road between Old Avon and Graves Street as well as a new pedestrian underpass to South Street.

6. Will there be a way for pedestrians to cross the railroad tracks on the southeast side of the bridge? For instance, between 100 Avon and 700 E Water Street.

Pedestrian access across the railroad will continue through construction to be on the existing and/or proposed Belmont Bridge depending on the stage of construction. Stay tuned to belmontbridge.org for updates as your typical route may be temporarily changed. The project does not include any temporary or proposed at-grade crossings of the railroad tracks or railyard.

7. How and where can one apply for a job with Caton Construction Group, Inc. to work on the Belmont Bridge Project?
8. Visit the below website of Caton Construction Group, Inc. to see current job postings:
https://workforcenow.adp.com/mascsr/default/mdf/recruitment/recruitment.html?cid=b9658669-ff00-437f-8aab-f755959b2382&cclid=9200020278846_2&lang=en_US
9. Why is there a pedestrian passageway on the south side of the railroad?

The public process during design development highlighted the importance of improving connectivity throughout the project area to meet both existing as well as future needs. The proposed pedestrian tunnel south of the railroad was one such new connection identified to connect the areas east of 9th Street with the areas west of 9th Street. The passageway is one such safer option that replaces the existing at-grade crossing of 9th Street near Graves Street. The at-grade crossings at the signalized intersection of Levy Avenue/Garrett Street/Avon Street and the mezzanine connection north of the railroad provide alternative options to the pedestrian passageway to cross 9th/Avon Street. The passageway itself was designed with safety in mind to be as large as possible (10' tall, 20' wide) with enhanced lighting and security cameras.

10. How many are on this Zoom mtg? Are bike runnels on both sides of stair runs?

Approximately 50 to 60 guests attended the Zoom meeting live. Bike runnels are included on each of the stairs, but only on one side. The runnels are to aid pushing the bicycle up the staircases along its track.

11. Can you clarify "day time hours" for maintaining (1) lane each way on 9th Street?

The daytime hours are considered 7AM to 7PM.

12. Our community currently uses the at grade pedestrian crossing at Graves St very heavily. Is there any consideration of keeping a crossing there? I know this has been reviewed in the past for safety, but I think conditions may have changed since then, in part because of more work from home during the pandemic, which will likely continue, and I wondered if it could be reconsidered.

The project will be removing the at-grade crossing at Graves Street due to safety concerns as was referenced. One of the project's goals, as identified during the public participation process, was to create and improve connectivity through the project area. The heavy travel pattern seen today, and expected in the future, between the Belmont neighborhood and the Downtown Mall will be served by an improved, simplified signalized intersection at Levy Avenue/Garrett Street/Avon Street, a new pedestrian passageway under Avon Street south of the railroad with new staircases and a new mezzanine connection under 9th Street north of the railroad.

13. Also wondering if there is a way to incorporate some family friendly infrastructure... a swing set, slide, or even a few small sculptures anywhere?

This project's primary purpose is to replace a failing bridge and the City has been able to incorporate many other transportation improvements along adjacent roadways. After the project, if the community wishes to install public art or playground equipment, please contact the City so it may be evaluated by the various, relevant departments.

14. What will happen to the temp parking lot after construction?

Once the proposed on street and surface lot along South Street and Old Avon is open to citizens at the end of the project, the temporary lot will be removed and the private property on which it sits will be restored to its existing conditions.

15. If work happen at night, are you trying to schedule loud work to happen at certain hours or weekend?

The City and the Contractor will take care to be a courteous neighbor, but some noise from the night work will occur. Most work will be conducted during the day with limited activities completed at night as approved by the Engineer and City Traffic Engineer mostly along 9th/Avon Street. Night work will be communicated to the public through the Traffic Advisories.

16. With nighttime construction, will there be noise?

There will be some night work on the project and there will be some noise, but it is relatively limited given the large scope of the project. For example, some utility relocation which would limit service interruptions or work on 9th Street itself (where one lane in each direction cannot be maintained) must occur at night. The City is trying to best balance the needs of the neighboring residents, neighboring residents, the traveling public and the Pavilion while still accomplishing the construction within a constrained timeframe.

17. I represent a business in Hubbard properties next to the Belmont Bridge. What kind of noise levels may we expect during construction and are there times during stages that would be most severe? Will there be any alerts to expected excessive noises to area businesses?
Thank you.

The Contractor and City staff will attempt to keep owners aware of planned work that might have noise impacts with adjacent owners. Similar to the impacts of traffic, construction noise is expected, but the team will seek to be a courteous neighbor where possible. Please reach out to the City project manager as construction progresses with concerns.

18. My neighborhood (Belmont Carlton) will greatly appreciate regular updates of web site, thank you.

The project team is committed to keeping the website, belmontbridge.org, updated and a good resource for citizens for the latest updates, photos and traffic advisories.

19. How do you anticipate the bridge construction to affect events at the Pavilion?

The Contractor will cease operations and not be allowed to close lanes on 9th Street, Water Street, and E. Market two hours before the start of a public event at the Ting Pavilion per the contract requirements.

20. What time in the morning will construction start during the weekdays and the weekend? How late will it go?

Allowable construction hours are 7AM to 9PM on Monday through Saturday except holidays when work will not be conducted. Currently, the contractor is expecting work to be conducted weekdays 7AM to 5PM (ending early on Friday at 3PM with Fridays After Five events). As work progresses, and certain activities require extended hours, it is expected that the workday will be extended. Some weekend and nighttime work is also expected as discussed in the above questions.

21. How will this project/project managers communicate/interact with the construction of the new apartment building in the Goodman/Douglas/Lyman.

City staff is currently reviewing this development and will require coordination by the developer. If there are specific concerns, please reach out to City staff.

22. Will there be protected bike lanes?

Yes, 9th/Avon Street will have a 3' wide, mountable median between the vehicular lanes and bike lane from roughly the Levy Street/Garret Street intersection to the East Market Street intersection.

23. Can you add Neighborhood Associations to your contact list for updates and alerts traffic changes/noisy construction?

Yes, 50 additional email addresses were added to the contact list.

24. Once the project is complete, will there be more or fewer parking spaces (and by how many)? And will parking garage charge for parking or will this new parking be free?

The portion of the project south of the railroad will see a net loss in available parking spaces from pre-construction to project completion. This was discussed amongst stakeholders and the Steering Committee during design and resulted from several key tradeoffs. Additional pedestrian space was created with the closure/conversion of Old Avon Street between South Street and Garret Street to a pedestrian plaza. The public parking lot under the bridge was removed to shorten the mainline bridge, and a new parking lot was established to the west of the new bridge. The City focused on maximizing the number of existing spaces by identifying new opportunities such as increased public parking along Monticello Road between the new pedestrian passageway and Old Avon.

Total on-street + parking lot spaces pre-construction (Along South, Old Avon & parking beneath bridge): 93

Total on-street + parking lot spaces post-construction (Along South, Old Avon & new parking areas): 73

On street spaces and public parking in the new (or temporary) lot off Old Avon are not currently planned to be paid parking or time restricted at this time. If this were proposed, the City's existing public process to change parking would be used.

25. I do not have a question. Just a thank you to the entire project team for the opportunity to listen and learn.

You are welcome.

26. How will vehicle breakdowns or accidents be handled when they occur in the northbound or southbound lanes?

During construction, the City and Contractor (if on site) will work closely together to clear incidents within the work zone as is done on roadways around the City. After construction, the design allows for emergency access by EMS using the bicycle lanes if needed to facilitate emergency access to and across the new bridge.