



## United Avenue Bridge Questions & Answers 7.27.2020

### Design & Construction

- 1. Q: Has ABI ever considered painting a solid double yellow line down the middle of the Beltline?**

**A:** 10 years ago, we decided that we would create a unique trail unlike the "norm". Instead of the typical yellow line, we elected to score a single center line on the Eastside Trail. After a few years of operation, we determined that that specific design was not working as we hoped, and we revised the design on the Westside Trail to be a double scored center line with the middle sand blasted. This design is our current standard.

- 2. Q: Hi, can the new bridge have a date marker [like the old 1914 one]?**

**A:** We have not done that elsewhere, but it is something we could consider. Our bridges are steel and granite, so it would not look the same.

- 3. Q: Did the engraved "1914" get saved from the demolition? Is there any way to incorporate it into a future design?**

**A:** As the marker was embedded in the concrete edge, it was not saved. Please see response above.

- 4. Q: is there any way to save the bridge supports (the two sides that currently remain) in the new bridge design to maintain some "heritage" or "history" from the century old bridge?**

**A:** The City of Atlanta has informed us that leaving the 2 panels in place is considered a hazard. We will discuss internally as to the efficacy of incorporating one or both into the access design at this location.

- 5. Q: Can we retain the steel trestles?**

**A:** See answer above.

- 6. Q: "Please design creatively to use the existing steel structure of the old bridge. It has instant recognition as an historical element, could be as sturdy as anything built today, and could be used with additional struts above it to reach desired heights. Save steel, maintain historic character."**

**A:** See response above.



**7. Q: Can the old support posts just be left as is? It could add a historical element and possibly be incorporated aesthetically into a final bridge.**

**A:** The final bridge will be much higher than the old support posts. We could ask the City of Atlanta to leave the old support posts as historical markers.

**8. Q: What coordination did ABI or the City of Atlanta have with the Georgia SHPO on demolition of the bridge?**

**A:** SHPO was informed as to the condition and agreed with the need to remove it.

**9. Q: What if the residents on United don't want the height of the bridge raised, because we prefer for this not to become a thoroughfare for large trucks. Make them go down I-20 to Moreland.**

**A:** The elevation of the bridge will be in accordance with national standards. The bridge will not be the same height as it was before to avoid trucks hitting the bridge.

**Q: With the bridge being higher, is there a way to prevent 18 wheelers from coming down United? They're loud, our homes are close to the street, most drivers speed...is there a weight limit for trucks or a way to keep them from using our street?**

**A:** The elevation of the bridge will be in accordance with national standards. The bridge will not be the same height as it was before to avoid trucks hitting the bridge.

**10. Q: Are any of the trucks that hit the old bridge liable for costs?**

**A:** We are not sure if the City of Atlanta has pursued anyone who has hit the bridge. The trucks sustain most of the damage.

**11. Q: Why are you designing the bridge to be 6 feet higher?**

**A:** The elevation of the bridge will be in accordance with national standards. The bridge will not be the same height as it was before to avoid trucks hitting the bridge.

**12. Q: Why not lower the road below the bridge as opposed to raising the trail bed for several hundred yards to either side of the bridge allow for it to be higher?**



**A:** We would have to lower the road 3 feet. This would interfere with storm drainage lines, sewer, fiber, and other things that would make this problematic.

**13. Q: What considerations will be made to protect either the interim bridge or the final installation from further truck damage, other than height increase? will a sacrificial crash beam be installed to protect the actual bridge?**

**A:** The underside of the bridge will be 15 feet or more from the road, making it impossible for a truck to hit it.

**14. Q: Will any of the original beams be retained as character elements for the Ormewood section of the Beltline?**

**A:** They were cut down to smaller pieces and sent to a recycling center.

**15. Q: Can you access the other side without the bridge?**

**A:** We are waiting for a set of rapid flashing beacons. These are appropriate for roads such as United Avenue that do not have high volume. You push a button and it will give flashing yellow lights to allow pedestrians to cross. These should arrive in the next 3-4 weeks. Once these arrive, we will construct a set of stairs that will connect to the trail. We will all be installing a crosswalk and the rapid flashing beacons to allow pedestrians to cross safely.

**16. Q: will the temp bridge be separated between ped and bike?**

**A:** No.

**17. Q: What is the height of the conduit?**

**A:** The smaller one is around 14 feet from the bottom of the conduit to the elevation of the road. The larger conduit is above that. Both are above the minimum to accommodate trucks.

**18. Q: Is there a working plan for the water drainage that flows on the trail from the Berne St SE bridge?**

**A:** That is part of the final design. Once the trail is built, the water that comes off our corridor will be contained and taken care of. Until then, there is a limited amount that we can do.

**19. Q: Will ABI address the sand dunes on the trail in the area of the Ormewood Bridge?**

**A:** We put ballast (stone) to improve the condition of the sand that fell out of the rail cars throughout the decades.



**20. Q: The two options for bridges appear to be strictly for pedestrian, bicycle, scooter type use. Where will the light rail go, and why not build it all at the same time?**

**A:** The permanent bridge does build it all at the same time. The cost estimate for the total combined bridge is over \$3 million dollars hence our agreement to install an interim bridge for approximately \$200,000.

**21. Q: Can we see a layout of the southside trail?**

**A:** Please visit [beltline.org/meetings](http://beltline.org/meetings). You can filter past meetings to see all design and public meetings regarding the Southside Trail. If you have specific questions, please contact us at [engage@atlbeltline.org](mailto:engage@atlbeltline.org).

**22. Q: I noticed there is a tree removal sign adjacent to the bridge area/Trestletree. Is it related to the construction of the new bridge?**

**A:** It is related to the construction of the crosswalk. There is one tree that will be removed to create a barrier free curb cut.

**23. Q: Did I understand Kevin correctly that there will be stairs up from United on both the east and west sides of the street to facilitate pedestrian traffic until the interim bridge is in place?**

**A:** The primary access will be in the NE corner of the corridor at United.

**24. Q: Regarding the Delmar access point that's being discussed with the developer of the Farmhouses - what is the ETA for that access point? Will this be an access point for the interim trail, or done as part of the final trail build?**

**A:** This access point will be built as part of this segment of the trail. Currently, funding has not been identified for this section, but we are working on an option to hopefully advance the construction within the next 2-4 years.

**25. Q: Is there anything in addition to the flashing lights that could alert drivers? i.e. temp speed bumps. The lights that were to warn of the bridge height weren't very effective. The trucks were mostly box type trucks that hit the bridge repeatedly.**

**A:** We explored installing a raised crossing, like we installed at Irwin Street on the Eastside Trail. We are not able to do this because City of Atlanta's policy is to not install speed bumps on collector streets. United is a collector street so we were not allowed to do this.

**26. Q: So, United is too busy for a speed bump/raised crossing but not busy enough for red flashing lights on the pedestrian crossing?**



**A:** The City of Atlanta will not allow speed humps or a raised table on a “collector street,” which United is. We will be installing a pair of Rapid Flashing Beacons (RRFBs) identical to the ones installed at the Irwin St crossing on the Eastside Trail.

**27. Q: Are you planning to put crosswalk beacons on both sides of the bridge (East and West sides)? There may be limited visibility to beacons for drivers coming down United from Blvd if there is only one set of beacons.**

**A:** Each beacon is double-sided.

**28. Q: As money is identified to create the permanent trail condition, what happens to the interim bridge?**

**A:** We will seek to find a neighborhood or another trail to donate or sell it for a small fee to reuse the bridge.

**29. Q: What about bike lanes on United Avenue? Are there any right now? If not, would the city be installing those?**

**A:** There are existing bike lanes, but they are very narrow.

**30. Q: Would you be able to charge MCI & Verizon for conduit on the new bridge?**

**A:** No, CSX retained the rights for all existing fiber utilities in the corridor.

**31. Q: Do you have any information on the new development at 680 Hamilton on the SST? Will that help move along the timeline of the trail?**

**A:** The project is a mix of commercial and multifamily housing. It has no impact on the development of the trail.

## Timeline

**32. Q: When can we expect rail?**

**A:** That is a question for MARTA, they oversee implementing transit within the corridor.

**33. Q: When can we expect a paved path?**

**A:** There is currently no schedule for construction of the paved trail in this area although we are working on options to expedite construction.

**34. Q: How will this change impact the overall timeline for the projects? Are any long-term projects going to be modified as a result of this change?**



35.

A: This will not impact the overall timeline. This was a rapid decision for a safety issue, it has no bearing on the overall timeline.

**36. Q: Is there an ETA of when the fiber will be removed?**

A: Not at this time.

**37. Q: what is the timeline for paving this section, including the bridge, from Glenwood down towards and through the southeast BeltLine?**

A: See response above.

**38. Q: when is work starting on the interim bridge? What is the projected finish date?**

A: We are targeting +/- February for the interim bridge to be completed.

**39. Q: What's a timeline for the SE trail paving on the University Ave side?**

A: See response above.

**40. Q: Is there a timeline to have the permanent bridge in place?**

A: See responses above.

**41. Q: When is the interim bridge work starting? 9 months to two years, or is that when trail construction starting?**

A: Once a decision is made on the bridge that will be used, our goal is to design, fabricate, and install the bridge in 6 months.

**42. Q: When will the new bridge be designed/installed?**

A: Design for the full bridge will be complete by late spring next year. Please see responses above for construction timeline.

**43. Q: Why does design take a year? That feels like a long time.**

A: This is a specific process that we must follow because there is federal money involved in the process. This process includes designing the trail, getting approval, our real estate must procure all easements needed to construct the trail, then finishing the design process. The timeline extended slightly when funding became available to construct the Southside Trail West, so the design team's energy shifted to finish those drawings. Now their focus is back to finishing the remainder of the corridor.

**44. Q: To confirm, interim bridge will be completed in about 6 months?**

A: Yes.



**45. Q: When will the decision about the type of bridge be made? How are you going to decide which temporary bridge to install? When will construction start and how long will it take?**

**A:** We will arrive at a decision soon regarding which bridge we will use. We will determine which bridge to install by the final cost and the time it will take to install. The installation will require the closure of the road, it is not expected to take more than one or two days to put the bridge in place.

**46. Q: What are the costs for the temporary bridge, and how much of that might be recovered by selling it once the BeltLine is ready for the permanent bridge?**

**A:** The decision will be a combination of the cost and how quickly the bridge can be installed. The cost is between \$160,000 and \$200,000. It depends on if we are able to find someone who needs a bridge at the time we are looking to relocate it. We are not looking to make an enormous amount of money from the bridge.

**47. Q: Can the community buy the used interim bridge?**

**A:** We would be happy to discuss that option with the community at the time we are looking to move it.

**48. Q: When is permanent bridge funding expected?**

**A:** We do not have funding at this time. We do not know when it will become available.

## Art

**49. Q: Are there plans to paint over the graffiti on the walls of the bridge?**

**A:** That would be something that the City of Atlanta would address.

**50. Q: Can we add local art to the temporary bridge to get more community engagement/buy in?**

**A:** We can consider this. This would be through our Arts & Culture department. You can contact Miranda Kyle at [mkyle@atlbeltline.org](mailto:mkyle@atlbeltline.org) for more information.