

Lenox Road Complete Street Project Phase III

SR 141 Conn from CS 7005/Phipps Blvd to SR 237 - Phase III : PI# 0017981

Q/A Log (VIRTUAL MEETING)

Q: Will there be other options under consideration for the wire mesh barrier as seen in the concept images? Will the bridge be orange as shown in the concept images? Any consideration for green or blue to blend into the natural landscape?

A: We are in the concept phase, so we are not looking at specific materials yet but are trying to instead identify goals for the types of materials to be used. The goal is to have transparency, so you can see out, but at the same time not create a claustrophobic feeling on the bridge all while working within the restraints that GDOT will allow. The color has not been selected nor has the mesh, it is all open for input and we are still working through the actual details. The color and material were chosen strictly in order to create renderings and to use for a cost estimator. (Tyler Swanson)

Q: Are there plans to reduce road noise?

A: It is always a challenge in that corridor and to do it you need a significant amount of infrastructure to separate the noise from the roadway between the adjacencies. We want to activate this corridor as much as possible, so it is really a fine line between blocking off the entire corridor with how do we mitigate what is a very urban condition. It is a loud space so whatever we can do to alleviate that is always the goal. There are some sound walls now in that area and there will be some additional ones built on both sides of the bridge. (Andrew Khor)

Because of the constraints with this being a pedestrian and bicycle bridge, we do not have the width for solid walls, which are needed to block out the noise, and still make it a comfortable space. The experience on this part of the bridge will not have as much sound mitigation, but as we get further South in HUB404, we are looking at larger spaces with expanses for bigger walls that can start to separate your experience on the bridge from the traffic below. (Tyler Swanson)

Q: When will this be ready for use?

A: This is a big and complex project, and our goal is to minimize disruption as much as possible. Therefore, we are still working through the strategy of how this will happen. We are hoping to get the project to construction in two years, which is an ambitious timeline. Even if we hit that time line, it takes a lot of time to get a project like this under construction, which can be affected by a number of things such as who manages the construction phase of the project. The CID is managing it up to construction and we are having conversations with partners at the city and state levels to work on who will actually handle the construction, and for that reason it wouldn't be right of me to offer anything except that if we can get it to construction in that timeline (fiscal year 2025), I would expect a couple of years of construction based on similar

projects. As the project moves forward and closer to construction, the schedule will be clearer. (Matt Gore)

Q: What happens to the brick wall by PATH 400 that provides pedestrian access to Ivy Road? Where will the bridge be located relative to that access point?

A: On the Buckhead wall tail end going towards 400, there is a little bit of brick wall there, and you are able to access the neighborhoods back there and the PATH. There is no reason to believe that anything will be removed as far as access. As the project stand right now, we are not looking at removing anything. We are only adding, and for that reason we would not need to take away that access. If for some reason, we did we would absolutely look for a way to restore that access at another point. This whole project is what can we plug into what already exists. (Matt Gore)

Q: Who will maintain the bridge long term?

A: The Buckhead CID will maintain it from an operational stand point, and in case of major repairs the CID will work with appropriate government entity. (Matt Gore)

Q: Will there be images shown tonight of the bridge as it connects to HUB 404? (Continuation of HUB 404)?

A: We are not there yet but from a constructability perspective we are looking forward and thinking about how the project will link to HUB 404 however the actual design is not done yet. (Andrew Kohr)

Q: Any plans to connect the walkway over Phipps road to connect to the Wieuca Road signature street project?

A: Currently there are no plans to do so however both corridors can be retrofitted quite easily to make that connection. This will be better suited for Phase II of the Lenox Road Complete Street project. (Andrew Kohr)

Q: Will the bridge be lit up at night?

A: From a practical perspective, for safety and use reasons, you would want the bridge to be lit at night. Lighting on and under the bridge can be used to create a gateway to Buckhead. (Matt Gore)

There will be lighting on the bridge and a design strategy is being looked at now. The cost estimate will include lighting as that is part of the experience on the bridge. Lighting underneath the bridge has not been determined yet, but it would make sense so that it is contributing to the street scape as well as the experience on the bridge. (Tyler Swanson)