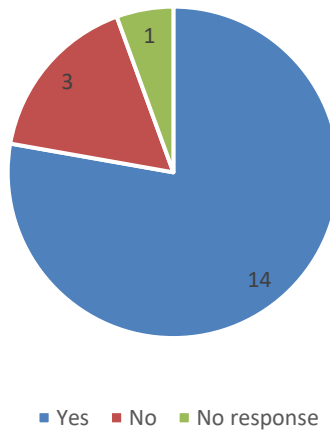


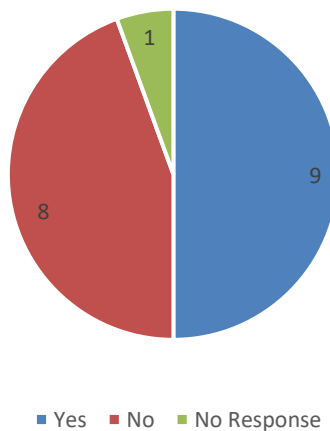


PROPOSED BRIDGE REPLACEMENT - RTE. 360 OVER MANCHESTER CANAL  
UPC NO. 113290 - VDOT PROJECT NUMBER: 0360-127-035, P101, C501, B613

Question #1 - Are you in Support of this Project



Question #2 - Concerns with Maint. of Traffic



Question 2a - Concerns

1. There needs to be a dedicated bike lane. There is currently not safe, protected bicycle access across the river east of the T-pot bridge. The Manchester Bridge crossing is not safe since it dumps riders onto the Semmes Ramp or an unprotected lane on Commerce. Northbound riders go straight into the maw of 9th and Canal, with cars flying off the bridge at 40-60mph both directions. Whatever else happens with this project is overshadowed by this stunning omission

*Response: This project scope and budget are constrained by limited State and Federal funding and working within the existing right-of-way. Having approximately 100 feet of dedicated bike lanes on the bridge with no other bike lanes creates an unsafe condition.*

2. We are not considering the businesses of Manchester on hull street in this plan.

*Response: The developments along Manchester Road have been considered and their entrances have been incorporated into the plans. The existing bridge over the Manchester Canal will remain open during construction while the new bridge is constructed in phases, which will allow continued access to the businesses along Hull Street.*

3. As opposed to closing the bridge, build a new bridge alongside the old bridge and keep it open during construction. This will protect the merchants in Manchester. The old bridge should be kept with green space be placed on it so that it can be part of our neighborhood and contribute to the amenities.

*Response: Adding a second bridge parallel to the existing bridge would have significant impacts on the adjacent property owners and would increase the project costs. The existing bridge over the Manchester Canal will remain open during construction while the new bridge is constructed in phases. Considerations will be made during the final design phase to add landscaping around the new bridge structure.*

4. I am opposed to closing the bridge and we propose keeping it open during construction. Am interested in green space to be placed on the old bridge so that it can be part of our neighborhood and contribute to the amenities.

*Response: The existing bridge over the Manchester Canal will remain open during construction while the new bridge structure is constructed in phases. Considerations will be made during the final design phase to add landscaping around the new bridge structure.*

5. The two year time period for construction is untenable for residents and businesses especially if Mayo Bridge is closed. Leave current bridge in place and build new bridge beside it. Then use current Mayo Bridge as expanded green space.

*Response: The existing bridge over the Manchester Canal will be phased construction allowing a portion of the bridge to remain open during construction. The Mayo Bridge is not part of this project. This comment will be forwarded to the Mayo Bridge Development Team for future consideration.*

6. On-street parking along Southbound Hull street, from 1st Street to 7th Street seems to be the cause of routine traffic backups (especially as traffic comes around the blind curve of the floodwall!). Why can this not be eliminated and have developers offer off-street parking as a condition of their development? Also,

on-street seems to block sightlines and create more visual "clutter" for both drivers and pedestrians, thus making it less safe for all parties trying to negotiate this area, both on sidewalk and roadway. This seems in direct conflict with Richmond's "Vision Zero" plan.

*Response: The commercial businesses and residents along Hull Street have expressed concerns with a severe lack of parking in Manchester. Additionally, residents have expressed concerns with the traffic speeds. Parking along Hull Street can help reduce speed and improve safety along the corridor. For these reasons, on-street parking will remain except during peak periods. Corner clearance for adequate sight triangles is being addressed through other projects along the corridor.*

7. What consideration is being given to enhancing the Manchester Canal environs to create a pleasant amenity to the local residents and visitors to this area?

*Response: The project scope and budget are constrained by limited State and Federal funding and working within the existing right-of-way. Work along the Manchester Canal is outside the scope of this project, except the areas immediately adjacent to the bridge. Considerations will be made during the final design phase to add landscaping around the new bridge structure.*

8. Keeping the current bridge and building second beside it would seem to be a workable alternative

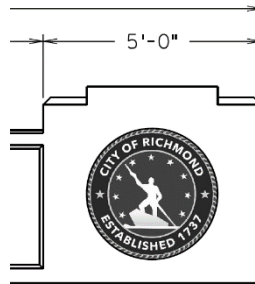
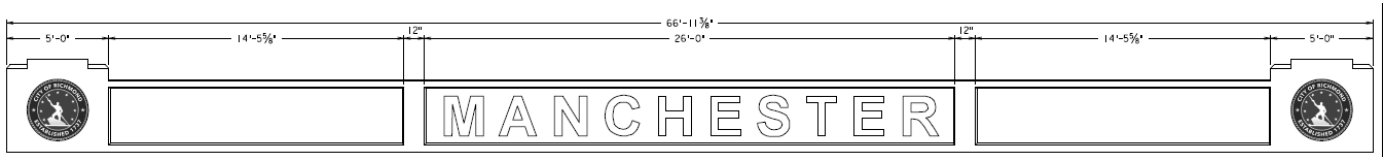
*Response: Adding a second bridge parallel to the existing bridge would have significant impacts on the adjacent property owners, create unsafe road alignment, and would increase the project costs. The existing bridge over the Manchester Canal will remain open during construction while the new bridge is constructed in phases.*

9. I am writing to submit my comments on the Bridge Replacement project plan over Manchester Canal. Overall, I am very supportive of the plan. However, improved active transportation is my top priority for street-level improvements and projects in the greater Richmond area, which I believe this plan fails. While I am pleased to see the wide, elevated sidewalks included in the plan, I am very upset to not see any dedicated bike-lanes. I understand the project is limited to just the bridge, but there is no better or more cost-efficient time to install a bike lane than now when the road is under redevelopment anyway. Even if it doesn't connect to anything at the time, it can be connected in the future. And it is inevitable that bike lanes will eventually be constructed along Hull St. one day, especially in order to connect neighborhoods to the Fall Line Trail which will cross Hull. Dedicated bike lanes are critical for achieving the Vision Zero goals and are also critical to relieving congestion in the city and reducing emissions. I urge you to seize this opportunity to timely and more cost-efficiently install bike lanes on this bridge now.

*Response: This project scope and budget are constrained by limited State and Federal funding and working within the existing right-of-way. Having approximately 100 feet of dedicated bike lanes on the bridge with no other bike lanes creates an unsafe condition.*

Question 3 – End Treatment:

- End Treatment (City Logo) = 7 Yes
- Alternate End Treatment = 1 Yes
- No Response = 10



*City Logo End Treatment*

Question 5 – Other information about project

1. How are pedestrians and cyclists being accommodated? The current situation is embarrassing.  
*Response: The existing bridge over the Manchester Canal will remain open during construction, which will allow for continued access by pedestrians and cyclists.*
  
2. Where is the bike lane?  
*Response: The existing bridge over the Manchester Canal will remain open during construction. Having approximately 100 feet of dedicated bike lanes on the bridge with no other bike lanes creates an unsafe condition.*
  
3. Other options available than the current plan.  
*Response: This project scope and budget are constrained by limited State and Federal funding and working within the existing right-of-way. The existing bridge over the Manchester Canal will remain open during construction while the new bridge is constructed in phases, which will allow continued access across the bridge.*
  
4. Traffic impact on surrounding areas of Manchester over to the 9th St bridge.  
*Response: A Work Zone Impact Study will be performed during construction to understand the impact of reduced travel lanes over the Manchester Canal. As part of this study, signal timing will be evaluated and adjusted to account for the change in traffic patterns.*
  
5. Neither this plan or the Manchester Canal bridge replacement plan give any consideration to having greenways along the Manchester Canal. This could be a notable amenity of the area, yet it seems to be completely overlooked.  
*Response: The project scope and budget are constrained by limited State and Federal funding and working within the existing right-of-way. Work along the Manchester Canal is outside the scope of this project, except the areas immediately adjacent to the bridge. Considerations will be made during the final design phase to add landscaping around the new bridge structure.*
  
6. Create plans that feature, instead of dismiss, the Historic Manchester Canal where it intersect with Rt. 360.  
*Response: Considerations for the placement of a historical marker will be evaluated. This request will be forwarded to the appropriate City department.*
  
7. There needs to be provision for bicycles. There is no good way by bicycle across the river east of the T POT bridge.  
*Response: Having approximately 100 feet of dedicated bike lanes on the bridge with no other bike lanes creates an unsafe condition.*

Question 6 – Environmental Concerns

1. Where is the bike lane?

*Response: Having approximately 100 feet of dedicated bike lanes on the bridge with no other bike lanes creates an unsafe condition.*

2. I would like to see accommodations for more green space.

*The project scope and budget are constrained by limited State and Federal funding and working within the existing right-of-way. Considerations will be made during the final design phase to add landscaping around the new bridge structure.*

3. Can not have enough trees in the Manchester area. Unfortunately, new development has not included maintaining or creating a tree canopy of any sort. Much to the detriment of the neighborhood on several levels.

*Response: This project scope and budget are constrained by limited State and Federal funding and working within the existing right-of-way. Considerations will be made during the final design phase to add some landscaping around the new bridge structure.*

4. See #3 above concerning the Manchester Canal and an opportunity lost.

*Response: This project scope and budget are constrained by limited State and Federal funding and working within the existing right-of-way. Considerations will be made during the final design phase to add some landscaping around the new bridge structure.*

5. What will the interface be with 'Diversity' Park where the floodwall observation tower is located?

*Response: The replacement of the bridge over Manchester Canal will not affect the interface with Floodwall Observation Tower/Diversity Park. Access to the parking lot will remain open during construction and will include connections to the sidewalk.*

6. See above; bicycle lanes can significantly reduce car traffic across the bridge.

*Response: Having approximately 100 feet of dedicated bike lanes on the bridge with no other bike lanes creates an unsafe condition.*

Question 7 – Additional comments

1. Where is the bike lane?

*Response: Having approximately 100 feet of dedicated bike lanes on the bridge with no other bike lanes creates an unsafe condition.*

2. I am excited to see the city respond to concerns on hull street as more traffic continues to come into Manchester. However, we need a plan that is supportive of the businesses on Hull street. If we close the Mayo bridge, we will dead end these businesses and kill them. Additionally, this makes it difficult for businesses like La Diff in getting through traffic business into Manchester.

*Response: The existing bridge over the Manchester Canal will remain open during construction while the new bridge is constructed in phases, which will allow continued access open during construction. The Mayo Bridge is not part of this project. This comment will be forwarded to the Mayo Bridge Development Team for future consideration.*

3. I would like to see bike lanes incorporated into this project, since Mayo Bridge is one of the few safe crossings for cyclists.

*Response: Having approximately 100 feet of dedicated bike lanes on the bridge with no other bike lanes creates an unsafe condition.*

4. Several streets in Manchester are conducive to vehicles racing for several blocks at a time. It is dangerous, period. B/c of street parking it is difficult to see vehicles approaching at many intersections in this area. The high speed of vehicles combined w/ a lack of stop signs or lights, makes for a dangerous situation. Would like to see this addressed by speed bumps or other approaches

*Response: The City will consider traffic calming for future projects along the Hull St. corridor.*

5. Build a second bridge next to the current one, then turn the current one into a bike/pedestrian crossing. An 8 1/2 sidewalk on both sides certainly is better than the current arrangement but inferior to using the whole of the old bridge for bicycles and walkers

*Response: Adding a second bridge parallel to the existing bridge would have significant impacts on the adjacent property owners, create unsafe road alignment, and would increase the project costs. The existing bridge over the Manchester Canal will remain open during construction while the new bridge is constructed in phases, allowing for continued access by pedestrians and cyclists.*