

Beta Groups Comments forwarded by Sotoria Montanari 4/5/19

Responses prepared by Town of Vernon Engineering Department 7/2/19

General comments:

- Based on the drawings and Town GIS mapping, it appears the trail falls partially on private property and not on Town of Vernon owned land. Have all easements and rights been obtained?
No, during the development of preliminary design the path location will start to take shape and we will work with the appropriate private property owners to secure easements and rights.
- It appears sections of the trail may be within the limits of the 100 year flood and floodway of the Hockanum River. Will project decrease flood storage?
No, the design will specifically not decrease flood storage. If necessary to provide fill within the floodway, offsetting removals will be provided to an equivalent volume for flood storage
- BETA suggests the Town and/or their consultant review if local inland wetlands, CT DEEP (401 Water Quality, Flood Management Certificate) and/or Army Corps of Engineers permits are required for the stream crossing and/or the work within the limits of the 100-year flood. Permitting may impact project design schedule.
Understood, the Town recognizes that additional permitting may be necessary due to the proximity of the activity to the River, but that is also the key aesthetic features we would like to incorporate into this project.
- Work on Route 31 and Route 74 will require CT DOT Encroachment Permit. Letter from the District Engineer will be required stating there are no hindrances to the issuing of a permit.
Understood. That will be done at the final stages of the design.

Application:

- A.8. Standards: suggest referring to AASHTO - Guide for the Development of Bicycle Facilities 2012 and ADA / ABA standards. To what standards will pedestrian bridge be constructed? Lane striping should conform to the Manual of Uniform Traffic Control Devices.
The Town of Vernon will be hiring a consultant experienced in developing projects of this nature and all provisions and specifications will be in compliance with current engineering practices.
- B.1. ROW: As noted above, sections of the trail appear to be proposed on private property. Although not a roadway ROW, have all rights to construct the trail been acquired. All permanent easements and rights must be obtained prior to submitting Final Design to ConnDOT for authorization to Bid.
See above. Rights of Way and Easements will be in place before we seek Authorization to Bid.
- G. Traffic counts for pedestrian crossings are required.
Counts will be provided during the preliminary design phase.
- H.2. Stream crossings (pedestrian bridge, twin 42" culverts) are considered to impact wetlands.
The Local Inland Wetlands Commission will be involved in the review and approval of this design.

- I. Public Involvement: Please note that LOTCIP projects require some form of Public Outreach. Final Design Submission to ConnDOT will require documentation of Public Outreach.
The Town of Vernon will host a Public Information Meeting to present the project at the 70% level and invite input and comments from the community

Bicycle and Pedestrian Travel Needs Assessment Form:

- Map showing potential bicycle / pedestrian generators not provided.
If necessary, this will be done as part of the preliminary design phase.

Cost Estimate:

- Under “Sidewalk Improvements” the unit cost for Remove and Replace sidewalk is \$40/SY; under “Reduce Pavement at Court St. / Brooklyn St.” the unit cost for the same item is \$20/SY.
See revised schedule
- Removal of Pavement is usually measured by the square yard.
See revised schedule
- Review cost of Reset Granite Curb along West Main Street – appears high.
\$27/lf per CT DOT web site
- Concrete Sidewalk Ramp unit price appears low. Per CT DOT Weighted Unit Prices, the unit cost is \$18.60 / SY (typically ramps are 8” reinforced concrete as opposed to 5” concrete for sidewalk, hence the higher unit price).
See revised schedule
- Suggest including an item for Trafficperson (Municipal Police Officer) as a major item for work along State Routes. Town may want to consider including Trafficperson for work on Town roads as well.
See revised schedule
- Is parking area shown on Sheet 4 the paved parking lot included in the estimate?
Yes
- Estimate includes item for new 5” sidewalk on Tolland Avenue, none shown on plan.
Plans revised to show sidewalk
- Twin 42” culverts not shown on plans.
Plans revised to show culverts
- Suggest using \$7.00 / SY for Topsoil per 2018 Suggested Unit Prices.
See revised schedule

Plans:

- Suggest including fencing along river, especially when river is channelized with walls or there are steep slopes down to the river.

The need for fencing along the river will be determined during design

- Provide typical lane width dimensions (bike lane, travel lane, etc.).

Bike lane and other typical details will be provided as part of the preliminary design

- Suggest adding match lines to drawings.

Match lines and index sheets will be provided as part of the design plan set

- Provide typical cross section of multi-use trail.

Details will be provided as part of the preliminary design

- Verify limits of 100-year flood and floodway.

100- year flood and floodway will be shown on the preliminary design

- Will fencing be required where trail is adjacent to or in private property?

The need for fencing along private property will be determined during design

- Steep slopes along river on cemetery property? Has thought been given to the amount of excavation and/or fill required to construct the trail in this area?

To the extent practical, the trail alignment will be selected to minimize the volume of earth excavation and re-deposition.

- Suggest showing limits of clearing.

Limit of clearing will be determined as part of the preliminary design

- Where buildings have been demolished – are foundations left in place? Is storm drainage proposed in these areas that may require removal of old foundations?

Drainage and other subsurface work will avoid historic foundations to the extent practical to minimize the need to remove foundation remnants

- Right edge of Sheet 3 shown a striped bike lane, the left edge of Sheet 4 shows a gravel multi-use trail. Where is transition?

Plans have been revised to show transition area

- How are the parking spaces shown on Sheet 4 to be accessed? Are vehicles to be allowed on the multi-use trail?

The parking area will be accessed from Grove Street (CT. RT. 31). Multi-use trail will prohibit motorized vehicles other than emergency or maintenance equipment

- Sheet 5 – What work is proposed on existing bridge? What is its current use and has it been inspected / evaluated?

The existing bridge is within the Cemetery and presumed to be in good repair. The preliminary design work will evaluate its current condition and proposed upgrades if needed.

- Will flashing beacons be installed at mid-block crossings? Only 2 included in estimate. Only two are contemplated at this time, preliminary design phase will assess the appropriateness of additional units.

- Sheet 6 – Are ex. bituminous sidewalks on west side of East Main Street proposed to be replaced? Existing curbing? Per Google, cars park partially on walk, partially on pavement – will “No Parking” signs be placed along bike lanes?

The Town will have to review the scope and extent of the project compared to the available budget. Defective infrastructure will be given highest priority, rehabilitation of serviceable features will be considered if funds permit.

DRAFT