

Bristol Town Administrator

From: Garrett Organek <gorganek@dubois-king.com>
Sent: Wednesday, May 15, 2019 2:36 PM
To: Bristol Town Administrator
Cc: Jeremy Stephens; Sylvia Miller
Subject: Bristol SW & Lighting - Meeting Minutes 5/13/19
Attachments: Selectboard Meeting Minutes 2019-05-13.pdf

Good afternoon Valerie,

Please see the attached meeting minutes from Monday's Selectboard meeting.

Since the meeting we've realized that the anchor plates and bolts for the Sternberg light poles are actually galvanized steel, not stainless. There is an additional material cost for stainless steel anchor bolts of \$300 per pole, or \$4200 total, which we feel is unwarranted for this application. Additionally, the light pole GFCI is lockable (when in use or not in use), but the bolt covers and handholes are secured with tamper proof, painted stainless steel hardware.

Please let us know if you have any additional questions.

Have a great day,

Garrett Organek, P.E. *
Design Engineer
DuBois & King Inc.
6 Green Tree Drive
So. Burlington VT 05403
(D) 802.728.7239
(O) 802.878.7661
*VT

Bristol Main Street Lighting & Sidewalk Improvements

Alternatives Presentation Meeting Minutes

Selectboard Meeting 7:00pm

Monday, May 13, 2019

Holley Hall

Q: The Town puts flowers on the light poles during the summer, can these new poles handle that?

A: With the new Sternberg light poles there is the option of including a double basket holder

Q: Currently some poles have been hit by automobiles - what about raising the light pole bases 12 to 18 inches off the sidewalk to prevent this in the future?

A: It is ultimately the town's decision, but our opinion is that this would significantly decrease the aesthetic improvements of the project and is not in line with a typical downtown installation. We have done taller light pole bases, but usually in larger parking lots.

Q: Are the proposed Sternberg light poles susceptible to vandalism?

A: The light pole GFCI receptacles only protrude 2 inches whereas others may stick out up to 5 inches, so they are less likely to catch the eye of vandals. They are also lockable, but may have to be kept open when in use (i.e. Christmas lights plugged in). Ian confirmed that in the four-year's time that similar light poles have been used in the park, there has been no vandalism.

Q: Can individual parts for the light poles be purchased?

A: Sternberg products are for commercial use so there are minimums on orders, but they have a good warranty and longevity. There is typically no maintenance required. Our specifications will include two or three options for light poles.

Q: What is the average life expectancy of the proposed light poles?

A: Approximately 30 years.

Q: Will the new poles be the same height as the existing ones?

A: Yes, they will match the existing 10-foot height.

Q: Would it be possible to just retrofit the existing light poles?

A: The existing light poles are at the end of their life and would ultimately cost more to retrofit than replace.

Q: How do we reconcile the taller curb reveal shown at The Bobcat Café and the shorter curb reveal at the Wallace Realty building?

A: We'll likely have a lot of transitions between different curb reveal heights, which will be further developed during the design phase. Coordination with the paving project may allow us to adjust the height of adjacent pavement in order to smooth the transitions more.

Q: If the roadway is raised, what about the 3-inch curb reveal at the Wallace Realty building?

A: There are a lot of moving parts here and we'll find a balance between tall curb reveal, low curb reveal, and adjusting the pavement height through coordination with the paving project.

Q: How many building entrances on the southern side of Main Street can be handicap accessible that aren't currently?

A: We don't know currently but that will be addressed during the design phase. Regarding the sidewalk replacement in Alternatives B and C, we want to provide better or equal access for businesses. This means stairs to ramps and not ramps to stairs.

Q: How durable is stamped concrete across driveways?

A: Across driveways the stamped concrete will be 8-inches thick to accommodate vehicle loads, compared to 5-inches thick everywhere else. This may present some chipping and maintenance issues if the town decides to move forward with this alternative, but also improves aesthetics.

Q: From the perspective of a daily user of the commercial driveways along southern Main Street, there is concern that pedestrians will be less aware that they're walking across a driveway if the town decides to install sidewalks across the driveways.

A: That is an understandable concern. The truth is that the risk of an accident is present whenever there is a vehicle-pedestrian conflict. Alternatives B and C emphasize the fact that this area is a pedestrian corridor, and sidewalks across driveways alert drivers that pedestrians have the right of way.

Q: The National Bank of Middlebury may potentially be closing the alleyway to the west of the building to through traffic. This may gain a parking spot.

A: We can look into this during the design phase, and in that case we would just continue the granite curb (and potentially sidewalk as well) through the alleyway.

Q: As the street narrows toward the eastern end of the project, the angled parking spots become choked. Is there something that can be done to address this?

A: This project's limits are essentially the curb line. Any roadway markings would fall under the paving project.

Q: When does the Selectboard need to make a decision in order to keep this project in line with the paving project?

A: ASAP. The paving project is aiming to construct during the spring and summer of 2020.

Q: What about the shading of the sidewalk on the southern side of the street from buildings during the winter?

A: Currently there are areas of sidewalk that drain towards the middle of the path, as well as pavers that have sunk below the adjacent curb. These scenarios produce a buildup of debris in these areas, which includes snow and ice during the winter months. Replacing the entire sidewalk would result in a more even surface that is easier to plow, with enough of a cross-slope to naturally drain water into the roadway.

Q: How long would the construction of each alternative take from beginning to end?

A: Alternative A may take approximately 3 months, while Alternatives B and C may be closer to 4 months.

Q: With the sidewalk replacement in Alternatives B and C, would the new sidewalk have similar panels to the existing?

A: That is up to the town to decide. A mono-slab would eliminate some organic growth that is currently existing in the sidewalk joints.

Q: Please construct during the spring and not in the fall and winter, in order to minimize disruption to businesses.

A: The original, planned sequence is for construction to follow the design phase, during the fall of 2019. This could be pushed to 2020 as long as it lines up with the paving project. During the design phase we'll continue to develop construction methods in order to minimize impact to local businesses.

Q: Will construction take place on both sides of Main Street simultaneously?

A: We will figure out the phasing during the design phase, and will coordinate the sidewalk and light pole construction with business operations.

Q: What would the sequencing be for Alternative C? Curb before paving, then stamped concrete, then sidewalk?

A: This will be clear in the plansets for construction, which will include strict traffic control and phasing plans.

Q: When can construction begin in the spring?

A: Weather-dependent, sometime between April 1st and May 1st (seems to get earlier every year).

Q: With Alternative A we would still have the same water drainage issues, correct?

A: Yes, that is correct.

Q: How will the parking spots in front of the Art on Main building be affected?

A: This is dependent on the paving project.

Q: Is it possible to get a screw cover for the light poles instead of a locking cover?

A: This is not an option with the Sternberg light poles.

Q: Is the light pole foundation susceptible to frost heave?

A: It is heavy enough and deep enough to resist heave.

Q: Can the light pole base plates and bolts be non-ferrous to prevent rust?

A: The base plate and 6 anchor bolts are stainless steel.

Q: What is the extent of the sidewalk grading issues?

A: The entire sidewalk along the southern side of Main Street.