



Meeting Minutes

RBRP JV-273

Lancaster County Public Meeting (Bridge in Little Britain Township)
 Little Britain Municipal Building, 323 Green Lane Quarryville, PA 17566
 Tuesday, March 21, 2016, Public Officials 3:00-4:00 p.m.; Public Meeting 4:00 – 6:00 p.m.

Attendance:

Carol	Bower	Resident	717 548-2257	Bbower1@epix.net
Burton	Bower	Resident	same	same
Sue	Bullitt	Resident	717 548-3898	suebb@pa.net
James	Bullitt	Resident	same	jbullitt@pa.net
Susan	Cabot	ASC Group (PWKP)	717-564-5705	scabot@ascgroup.net
			717 529-2372	Lbtelittlebritain.org
Margaret	DeCarolis	Township Secretary	x1	
Frank	Donohoe	Resident	717 548-2009	Mtdccm@epix.net
Marguerite	Donohoe	Resident	same	same
Ethan	Eidson	Resident	717 548-3703	--
Jerry	Emling	Township Supervisor	717 283-6012	jemling@epix.net
Brian	Heher	Resident	717 529-3219	bheher@icloud.com
Richard	Heimbach	Walsh Granite (PWKP)	717 229-1563	rheimbach@walshgroup.com
Namory	Keita	Walsh Granite (PWKP)	914 327-7802	Namory.keita@gcinc.com
Morgan	McGlinsey	News (Ephrata)		morganjmcglinsey@outlook.com
		Rep. Bryan Cutler's	717 284-1965	snelson@pahousegop.com
Stuart	Nelson	office		
Kris	O'Malley	Resident	717 548-4632	Komalley1@comcast.net
Kerry	O'Malley	Resident	same	same
		PennDOT Eng. District	717 787-4861	ricreising@pa.gov
Richard	Reisinger	8-0		
Vernon	Ringler	Resident	717 548-2048	ediene324@aol.com
Ediene	Ringler	Resident	same	same
Gail	Tierney	Resident	717 548-2721	Jgtierney1126@gmail.com
Jack	Tierney	Resident	same	same
Jeff	Ward	Resident	717 548-2923	--
Pat	Wood	Township Supervisor	717 538-2666	--

Key Points:

JV 273: The principal concern among Township, County, and State officials is the historic Mill structure survey before during construction in coordination with township Engineer, the detour route (Brabson Road is a dirt road that cannot be used by school buses) and perceived public safety regarding speeding violations.

Follow-up includes further consideration of the historic resources in the National Register listed Kirks Mill Historic District, the overall size of the bridge, context-sensitive design/aesthetics, and possible traffic calming features in design.

Plans Display: A plans display was available for JV 273 (Reynolds Run). The TS&L, ROW and detour maps were displayed for public viewing. The TS&L and ROW plans remain at the township building for public information.

Meeting Highlights

- **INTRODUCTIONS:** Walsh-Granite presented the video and slide show. Following the presentation, all of the audience members introduced themselves and stated their interest in the project. Rich Reisinger, Rich Heimbach, Susan Cabot, and Namory Keita offered to answer any questions.
- **NEPA & NHPA PROCESSES:** Residents had a misunderstanding that all of the comments they had submitted through Project Path as Section 106 consulting parties had been considered and fully addressed and/or incorporated into the current design being presented. Rich Heimbach and Susan Cabot explained that pre-NEPA meetings are a different process than Section 106; that more issues are considered and all input and ideas are welcome; and the team is not ignoring any previous input provided. Several people were upset that we are apparently still early in the process and do not have more complete design information, yet they know this has been scoped and developing for years; especially in recent months.
- **KIRKS MILL:** Mr. Kerry and Mrs. Kristine O'Malley (Section 106 Consulting Parties) explained that there is a mill in a close proximity of the roadway. The interior of mid to late eighteenth century grist mill was rehabilitated in ca. 1940 and has served as a residence since then. Kirks Mill is at the bottom of two hills which residents believe encourages speeding. The buttress wall beside the front entrance of the mill was previously damaged by a car which was trying to avoid the guiderail.
 - The residents questioned the need for lengthening and widening the bridge and the need for shoulders on the bridge.
 - Heavy construction equipment and vibration damage concerns were expressed. A pre and post construction survey and vibration monitoring may be performed on the mill, other structures, and the mill's tail race.
 - Mr. Kerry O'Malley informed the present parties that a septic system was present in the North East quadrant in the required Right-Of-Way. A field survey will be scheduled to locate the septic system and incorporated in the plans.

- Mr. O’Malley informed the present parties that the Mill was 31” from the white stripe (fog line) on the road and he believes that a replacement bridge shouldn’t require Right-of-Way via eminent domain. He wanted us to record that he believes that our proposed ROW fails an eminent domain reasonableness test.
 - Residents believe that quarry trucks use the road to avoid weight limit inspections on other major routes and bridges. They further say there is a safety concern with trucks speeding on Kirks Mill Road.
 - Several residents believe that widening the bridge will encourage speeding. They believe that the bridge should remain the same width, or made even narrower to restrict speeds. They went as far as to request a single lane with stop sign controls. Mr. Reisinger explained that PennDOT follows federal standards due to federal funding, and the department’s design manual which is used by the state (including on bridges on township roads) would not allow a single lane without a design exception.
 - Mr. O’Malley expressed concern on using concrete to rebuild the bridge which he believes will not blend with the historic district.
 - Mr. O’Malley disagrees that the bridge replacement would not be an “adverse effect” to the Kirks Mill Historic District. He feels it will negatively affect all seven National Register aspects of integrity.
 - Mr. O’Malley would like the designer to do a feasibility study for an alternate materials: wooden bridge – which was previously used in Drumore, Providence, and Logan Townships in southern Lancaster County.
 - The bridge parapet could also be incorporate faux stone walls similar to the form liners used on a bridge on Lees Bridge Road in West Nottingham Township.
- **KIRKS MILL RD. (TOWNSHIP ROAD) TURN-BACK & REPAVING:** Township officials (current and former), and the local residents discussed how Kirks Mill Road was a four-digit S.R. a number of years ago. The township accepted the road, in part because the bridges (over 7’ span) remain PennDOT’s responsibility. The road has low volumes and geometry issues. Residents claimed that there was support for the turn-back because nobody there wanted shoulders added to the road, or wider lanes that would have met state standards due to impacts widening would cause and the dubious benefits. With the money that the state provided, the municipality resurfaced the entire length (except for the bridges). Residents and a former township official from that time claim that the improved surface created conditions conducive to traffic exceeding the speed limits, whereas the poor conditions of the roadway previously required traffic to slow in the rough sections.

Therefore, the section at Kirks Mill is substandard in comparison with other sections of the road due to the (31”) setback of the mill from the fog line. So, the reasoning is that improving the section including the Reynolds Run bridge would interfere with a longer pinch-point that currently includes the bridge; confining the pinch-point to the east approach. To continue this thinking, there is a claim that safety concerns are not alleviated but exacerbated. The mill owners recounted that shortly after bridge rehabilitation occurred several years ago, a new guiderail confused a motorist and the driver’s reactions caused her to strike the mill building. Their concern is that the design we

present does nothing (in their opinion) to reduce the opportunity for confused or speeding motorists in the vicinity of the building with its minimal setback.

- **ROADWAY**: The detour uses Brabson Road which is a narrow dirt/gravel road with dips with low visibility (I believe they were talking about the dips on Kirks Mill Road creating a visibility/sight distance problem when turning onto Kirks Mill Road from Brabson Road). Brabson Road (T-978) is a single lane unimproved (dirt) road for most ~~part~~ of its length, and therefore we should ask our traffic control team to examine if other options are available for a detour. The next best detour could be to use Sleepy Hollow (T-979) north of Kirks Mill, the whole way to PA 272 (village of Little Britain) and then use Brown Road. Residents echoed this belief. Residents mentioned that there are some difficult sight distances; where school buses are hidden between hills on Kirks Mill Road.

- **ACTION**: A detour re-evaluation will be conducted to investigate condition of roads

Residents would like to reduce the speed limit to 15 mph on Kirks Mill Road and place a weight limit on the bridge. Rich Reisinger explained how existing speeds (85th percentile) are used to determine posted speeds, and that a new bridge would be built for full legal loads. He also mentioned that this is a township road so such signage would more likely be the township's responsibility.

- **HYDRAULICS/HYDROLOGY**: Residents shared that a flood has not occurred in the last 40 years. It was explained that the designers work to assure the structure can pass a 25-year storm event.

Residents claimed to have lived in the area during the Hurricane Agnes flood, a 500-year event, and said that the road/bridge did not overtop. They questioned the need to increase the span length. They say the information they received as Consulting Parties (the Section 106 Determination of Effects Report) cited a span length of 44', whereas the DFV report cites a span length of 48'; existing is 34'.

- **ACTION**: Rich Heimbach to find out what waterway opening is correct and inform Margaret DeCarolis (township secretary).

- **SEPTIC SYSTEM**: Mrs. O'Malley drew an oval on the ROW plans in a location where she says their septic system is located. She said it appears that Required ROW and guiderail would impact a portion of their drain field. Mr. O'Malley made comments that the surveyors had located his garage which is nowhere near the bridge but the plans do not seem to reflect the drain field in close proximity to the road/bridge (and could be within required ROW and TCE of the current design).

- **ACTION**: Rich Heimbach to mention this to John Hopper; see if Surveyors have any information not shown on plans or if additional location information is required.

- **ADDITIONAL RIGHT-OF-WAY:** Mr. O'Malley asked us to investigate if existing legal ROW can be enough; he's suggesting no required ROW.
 - **ACTION:** Rich Heimbach to speak with Mike Docherty and John Hopper to ask this question; in addition to drain field/survey question.

- **MILL TAIL RACE:** Evident on the plans, there is an old tail race that crosses under Kirks Mill Road to the east. Township Supervisor Jerry Emling said that it is the township's responsibility to maintain it because it is less than 7 feet in span length. Margaret DeCarolus asked if a preconstruction survey and post-construction inspection would include the mill race tunnel, which is a stone masonry arch structure; (to know if it gets damaged by construction). It was also mentioned that it may be possible to construct from the west side, avoiding the historic structures and the tail race on the east side. (This tail race may not be as deep as the one at JV 260 at Bowmansville). Mr. Emling said that PennDOT put an iron pipe in half of the tunnel but it was not installed well, and a private pump is needed to prevent the water from backing up behind the inlet of the culvert.
 - **ACTION:** Namory Keita / Rich Heimbach to touch base with HDR and see if design drawings and ECMTS have any mention of the tail race culvert.

- **TRAFFIC CALMING:** There's a curve in the roadway geometry/a narrowing at the old mill building due to the closeness of the building to the road. Several residents requested that measures be instituted to cause traffic to slow down. Further discussion is separated out into separate paragraphs below.

Some of their ideas for traffic calming include a single lane bridge (stop sign controlled), but Rich Reisinger predicted that PennDOT would never receive a design exception to replace a two-lane bridge with a single lane. Residents mentioned another bridge on Kirks Mill recently replaced, that does not include shoulders. They requested that the design team investigate a narrower bridge with no shoulders or narrower shoulders.

- **ACTION:** Namory Keita/Rich Heimbach to speak with bridge engineers to see what issues would prevent the bridge from being slightly narrower (not including two 5 ft. shoulders).

Other suggestions were a 'hump back' bridge, or a wooden bridge. Ms. Cabot said that all of their ideas had been submitted as part of the Consulting Parties process. Several residents claim that overloaded trucks use Kirks Mill to avoid a DMV weigh station on PA 272, and they believe that traffic moves at excessive speeds. While this is an enforcement issue, they asked about changing the posted speed and posting a weight limit. However, the replacement bridge would be capable of handling legal load limits. The O'Malleys did not believe that the example provided with the striping (in East Berlin, Adams County) to make the road appear narrower would work (although they didn't provide an explanation).

- **ACTION:** Rich Heimbach and Namory Keita to talk with CJV engineers (Chuck Z, etc.) to see what is possible; which ideas might work. This definitely needs some thought, and may appease some of the local resident's concerns. Rich Heimbach will also discuss this with Rich Reisinger to see what ideas District 8-0 might have in mind for this situation.

- **WOODEN KIT BRIDGE:** Mr. O'Malley mentioned that several townships in southern Lancaster County used wooden prefabricated bridges, and suggested that alternative be investigated for this location (not a covered wood bridge, but a wooden deck and superstructure; with faux stone abutments/walls). He claims that it is stated that the wooden bridges perform as well as concrete, would last 100 years, and are half the cost of a concrete structure. Mr. Ward said that those might be much smaller span lengths; that the research should first focus on whether the proposed span (44' or 48') could be accommodated.
 - **ACTION:** Joanne Keim/Susan Cabot will follow up with Kerry O'Malley to obtain information on the wood bridge manufacturers (he only had one print copy of the information). They will also follow-up with the townships. Rich Heimbach and/or HDR will determine if a span length between 40-50 feet can be accommodated. Rich Reisinger mentioned that without a truss, those lengths/loads would probably require a multi-span structure.

- **FARMING:** Mr. Heher operates Locust Glen Farm. He does not cross the bridge with farm equipment. He said that Amish farmers may infrequently use the bridge to share farm equipment; and one operator of custom farm equipment might also use it frequently (in season), but it is not an important route for farming equipment.

- **AMISH BUGGIES:** Both Heher and Mr. O'Malley mentioned that the bridge is located within an Amish church district, but neither has contact information for any church officials. They say that church buggy traffic is heavy on Sundays. They indicated Amish foot traffic or bicycles generally use do not use this road (no shoulders), and there are no Amish schools in close proximity.
 - **ACTION:** (Rich Heimbach will ask HDR traffic squad to examine both the previous detour to the south; and a new detour to the north, to determine if buggies can follow the 1.5 mile route including Brabson Road during construction; (this may be one where separate buggy detour signs make sense.) The issue may need additional outreach; or may not. We do not have a map of this particular church district if there is one; we have maps in Drumore and around Quarryville, but not this far east.

- **PLANS DISPLAY:** Rich/Namory left a copy of the TSL plans (full sheet size), and a half-size ROW plan. They did not leave a copy of the detour (TCP) because it needs to be re-investigated because Brabson Road can't accommodate Traffic ADT of 666 vpd (partially one lane, unimproved).
 - **ACTION:** Determine if it would be helpful to publish an ad for the plans display, or whether to wait for when updates are available. (Rich Heimbach). Very few NOITE recipients were not present or represented.

- **FOLLOW-UP SESSION WITH ATTENDEES:** Residents requested another meeting when their suggestions had been examined and either incorporated or dismissed for reasons we can provide at that time. Mr. Heimbach said it would probably be 4-6 weeks before that can occur, as much investigation needs to be done. The residents asked that the meeting be held (at least initially) in the field at Kirks Mill so that what they are describing is more easily seen than what the photographs show.

Ms. Cabot noted that most of the participating resident’s concerns had been submitted as part of the Section 106 Consulting Parties process. The residents requested that the questions they provided as part of the Section 106 process be answered by the project decision makers.

- **ACTION:** Rich Heimbach to monitor when appropriate information is available and when decisions are made on modifications/RFIs, then schedule meeting and notify. Rich Heimbach/Joanne Keim will make sure all project decision makers have copies of the Section 106 Consulting Party correspondence from the residents who responded.

ACTION ITEMS

	FOLLOW-UP ITEM	RESPONSIBLE PARTY	REPORTING BACK TO	TARGET FOR COMPLETION
1	Field Survey of Septic System location on Mr. Kerry and Mrs. Kristine O’Malley’s property.	Rich Heimbach / HDR	Walsh-Granite for HDR design squad	Week of 4/01/2016
2	A pre and post construction survey and vibration monitoring will be performed on the mill. Incorporate in contract document.	Rich Heimbach / WG	Walsh-Granite for HDR design squad	During final design
3	Re-evaluation of detour road before final design (Brabson Road).	Rich Heimbach / HDR traffic squad	Walsh-Granite for HDR design squad	During preliminary design if possible prior to 4/15-29
4	Request design team to investigate if bridge can maintain the same width as the existing bridge or eliminate shoulders (design modifications)	Rich Heimbach / HDR	Walsh-Granite for HDR design squad	During preliminary design if possible prior to 4/15-29
5	Request design team to explain why structure hydraulics must change	Rich Heimbach / HDR	Walsh-Granite for HDR	During preliminary design if possible prior to 4/15-29
6	Determine if avoidance of additional Right-of-Way is possible	Rich Heimbach	Walsh-Granite	During preliminary design if possible prior to 4/15-29
7	Determine if pre/post construction vibration monitoring is appropriate; and if vibration reduction measures can be instituted	Rich Heimbach / HDR	Walsh-Granite	During preliminary design if possible prior to 4/15-29

8	Tail Race structural assessment or avoidance of the race is possible (in contract)	Rich Heimbach / HDR	Walsh-Granite for HDR	During preliminary design if possible prior to 4/15-29
9	Investigate feasibility of wooden bridges	Rich Heimbach (Joanne Keim/Susan Cabot to collect information from Mr. O'Malley)	Walsh-Granite for HDR design squad	During preliminary design if possible prior to 4/15-29
10	Investigate form liner walls for parapet aesthetic treatment	Rich Heimbach / Joanne Keim	Walsh-Granite for HDR design squad	During preliminary design possible prior to 4/15-29
11	Investigate a wide range of traffic calming measures	Rich Heimbach / HDR design squad	Walsh-Granite	During preliminary design
12	Follow up with township secretary to see if anybody returns the survey forms.	Rich Heimbach / HDR	Walsh-Granite for HDR	During preliminary design 4/15
13	Discuss prospects of reduced speed limit and place a weight limit on other T-316 bridges	Rich Heimbach	Walsh-Granite for HDR design squad	During final design
14	Schedule a follow up meeting with interested parties to inform on resolutions Make sure all decision makers have copies of the Section 106 Consulting Parties correspondence.	Rich Heimbach Rich Heimbach/Joanne Keim	PI	Week of 4/11/2016 to 4/25; depending upon time needed to make determinations

Prepared by Namory Keita, Rich Heimbach, and Susan Cabot 3/22/2016; reviewed by Rich Reisinger.