

**Additional Questions and Ideas Related to the 3rd Street Bridge/Dam Design  
Compiled by Friends of Glen Providence Park  
August 9, 2011**

**We respectfully request answers in writing:**

- To the questions (previously submitted) dated July 31, 2011
- To all of the verbal questions asked at the Special Meeting on August 3, 2011
- To all of the questions in this document

It is our understanding that all three groups of questions will be included as part of the engineers' Special Meeting minutes and response.

**Public Involvement**

We are surprised that the August 3 Special Meeting is being used as the “public meeting” required for PennDOT funding. This was presented as a Borough Council Special Meeting, notice of which was only mailed to Media Borough residents within a 500-ft radius of the bridge/dam. Additional notice was posted by concerned citizens – not by Schnabel Engineering (SE), Larson Design Group (LDG), PennDOT or the DEP.

Consequently, this “public comment” meeting was only open to a small fraction of the community that uses the park. It would seem that notice of any such meeting, especially for such a large, complex and expensive project, would need to be advertised and indeed mailed to a much larger population. As taxpayers of the State of Pennsylvania, we do not agree that this Special Meeting meets a reasonable definition of a public hearing.

1. What exactly are PennDOT's and the DEP's standards or guidelines for public input in projects such as this?

*LDG: An official public meeting is not specifically required for this project since the project is being completed using Environmental Documentation (ED) to satisfy the requirements of PA Act 120. See Chapter 6.1 and 6.2 of PennDOT's Publication 10B (see [ftp://ftp.dot.state.pa.us/public/bureaus/design/PUB10B/Pub10B\\_Cover.pdf](ftp://ftp.dot.state.pa.us/public/bureaus/design/PUB10B/Pub10B_Cover.pdf)) for more information on public meetings and the process. However, PennDOT recommends having a meeting to inform the public, so the meeting was held on Aug. 3 after being advertised by the Borough in the newspaper. The Borough has agreed to a second meeting in October to further inform the public of the project.*

*SE: Once a permit is submitted to PADEP for review, it is advertized in the PA Bulletin to open a 30-day comment period. The advertisement contains information relative to the submission of comments or protests.*

2. At what point in the design process is it recommended that public meetings be held?

*LDG: The public meeting is completed before the Environmental Documentation is submitted and approved. The ED has not been submitted yet for this project.*

*SE: Projects submitted for PADEP permit are advertized in the PA Bulletin for a 30-day comment period. If significant comments are received, a meeting may be scheduled by PADEP.*

3. Please cite and quote the sections of PennDOT's and the DEP's standards and/or guidelines regarding public comment, public meetings, and public involvement.

*LDG: See answers to last two questions.*

**In fact, according to our conversation with PennDOT Portfolio Manager Tim Stevenson, there is no deadline for public comment. We are confused by this seemingly conflicting information, and would appreciate clarification of this issue.**

4. Should there be an actual official public comment deadline: we request an extension of that deadline, and a public meeting with PennDOT and DEP representatives, and the project engineers, with proper notice given to all residents of Media Borough and Upper Providence, and advertisement of that meeting throughout Delaware County.

*LDG: The Borough has agreed to meet with interested parties on August 23 and hold a second public meeting in October.*

## **Dam Footprint**

This park is a historical and natural resource, and **every foot of park saved is valuable**: to park users, native plants, and wildlife. Any change that can be made to the design to save more of the park from being filled in is worthwhile.

1. If the width of the roadway is reduced, will this reduce the footprint of the dam?

*LDG: Yes*

2. If the downstream dam slope is planted so as not to require mowing, can the slope be steeper, thus reducing the footprint of the dam?

*SE: Grass is required on the downstream slope to provide erosion resistance while facilitating visual inspection of the dam for depressions, sinkholes, seepage, or other irregularities indicative of problems within the earthen structure. In addition, the proposed slope of the dam is based upon the USACE recommended slope stability factors of safety of 1.5 and 1.4 for normal and surcharge pools, respectively.*

3. You indicated that eliminating the parking lane would "narrow it up a little bit" – would that reduce the footprint?

*LDG: Yes*

4. Are there any other changes that can be made to the design to reduce the footprint of the dam?

*LDG: No*

## Waterfall

It was indicated at the Special Meeting that PennDOT will pay to replace what is already there. There is an existing waterfall, which is an original structure and an important feature of this historical park. **We request that this waterfall be replaced** (also see *historical considerations*).

1. As asked at the Special Meeting, can the culvert/spillway be raised higher, so that the water drop from the “outlet” is higher, creating a waterfall?

*See answers from Public Meeting*

2. As asked at the Special Meeting, if there is any reason precluding a high vertical drop for a waterfall, could there be a tiered or stepped waterfall?

*See answers from Public Meeting*

## Impact of the Construction Process

We are concerned about the temporary and permanent impacts of the construction on wildlife, plant life and park visitors.

1. At what water level will the lake be maintained during construction? How will you minimize and monitor the impact to the lake’s wildlife and to the park’s wetlands?

*SE: The required lake level during construction has not yet been determined. It is possible that for a short duration during construction of the drop inlet spillway, the lake will need to be completely drained. Construction fence will be required at the perimeter of the area of disturbance to limit impacts to the permitted areas. Wetlands within the area of disturbance will be mitigated elsewhere in the watershed.*

2. Prior to excavation, can you mark the excavation boundary, and provide us reasonable advance notice (one month or longer), to relocate native plants from the area of excavation?

*SE: Marking of the limits of work may be approved by the Borough.*

3. Will the park be accessible from this entrance during construction?

*LDG: Access during construction will not be permitted due to safety concerns.*

4. What will be the access route for construction vehicles to the base of the dam?

*LDG: A temporary access road is proposed in the vicinity of the existing path at the east side of the dam. The walking path will be restored at the conclusion of the project.*

5. Where will the construction vehicles be parked during the construction phase?

*LDG: Construction staging areas will be provided on the closed portion of 3<sup>rd</sup> Street.*

## Restoration

1. Will a landscape architect or designer be employed for native plantings and restoration?

*LDG: A landscape architect / design is not currently included in the project scope of work.*

2. What is the restoration process for impacted public land which includes native flora and fauna and wetlands?

*LDG: The restoration of the impacted construction areas will follow PADEP and Delaware County requirements.*

3. We request a one-to-one replacement of every tree (over 10' tall) that is taken down in the project. We request native trees of at least 8' be planted. We would prefer they be planted along the new entrance and walkway to the park – to restore the wooded feel to the entrance.

*LDG: The project team will discuss with the Borough and Delaware County (park owner).*

4. Additionally, a tradeoff for wetlands impacted at the park for wetlands elsewhere is not acceptable.

*Wetland mitigation locations have not been determined. A possible mitigation site is the pond area within Glen Providence Park. However, it should be noted that construction vehicles and associated access roads to the pond will affect additional areas of the park.*

## Current Dam Design

1. Can you put flags/markers in the ground showing exactly where the finished slope will end?

*SE: Borough Council will investigate installation of markers to approximate the finished slope.*

2. Can you put separate flags/markers in the ground showing the limits of the construction area? Is that synonymous with the "area of disturbance"?

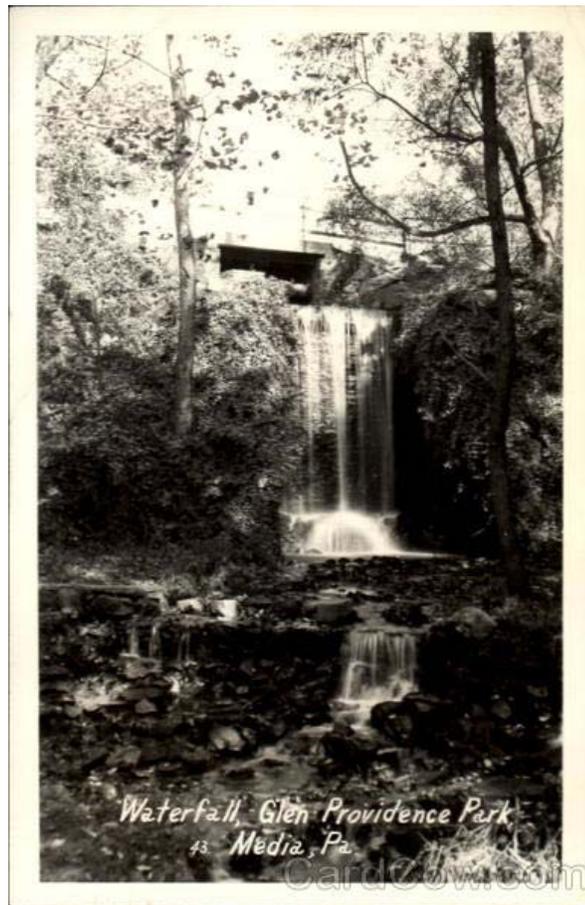
*SE: Borough Council will investigate installation of markers to approximate the area of disturbance.*

3. Can you indicate how close to the new downstream slope trees will be permitted to be planted? Please explain the design of the future walkway into the park, and put markers where it will be.

*SE: Trees must be kept approximately 10 ft from the toe of the dam slope. The future walkway has not yet been designed; however, an attempt will be made to restore the walkway to its current condition.*

## Historical Considerations

1. Please see the attached photograph of the Glen Providence Park waterfall in the 1940s. This is the historical look of the waterfall when it was created, before the roadway was widened to 35 ft.



2. It was acknowledged at the Special Meeting that the dam is a potentially historical structure. What research, studies or analysis were done to determine the historical status of the dam, lake and park? What were your findings?

*SE: A historic resources survey was conducted in the early 2000s, resulting in the submission of Pennsylvania Historic Resource Survey Forms for Glen Providence Park, the Media Swimming and Rowing Club, and the Third Street Dam. Only one of these properties, the Glen Providence Park, was found to be eligible for the National Register of Historic Places. A Determination of Effect Report was performed by Cultural Heritage Research Services, Inc. (CHRS) in October 2003. The report found that the proposed work on the dam will have "No Adverse Effect" to the Glen Providence Park, as defined in 36 CFR §800.16(j).*

*A Phase I Archaeological Survey was submitted in March 2002, which found that the archaeological potential for the site was low, and no additional investigations were recommended.*

*A Section 2002 Evaluation, required when a transportation facility may impact public land, was completed in March 2004. The Evaluation concluded that "there is no feasible and prudent alternative that avoids Section 2002 Resources," and the proposed alternative "meets the project needs and is considered prudent."*

*The above reports issued by CHRS are located on the Borough's web site.*

3. As stated at the Special Meeting, Glen Providence Park is listed as an Historic Place in Appendix F of the FAA's 2009 air traffic redesign study. The appendix indicates that **Glen Providence Park is also on a Pennsylvania state historic list.**

## Roadway Options/Multi-Use

1. Can there be a weight limit for the bridge prohibiting large trucks?

*LDG: The bridge will be designed for all legal loads for safety reasons.*

2. Is there any legal reason the bridge couldn't be open only to emergency vehicles?

*LDG: As engineers, we do not comment on legal issues.*

## Aesthetics & Architectural Elements

1. Can an architect review the bridge/dam design? When will the design be submitted for peer review?

*LDG: Peer review by an architect is not in our current scope of work. The culvert design will be reviewed by PennDOT and dam design by PADEP.*

2. Looking at the side view of the concrete surrounding the water outlet, could this be terraced, or stepped down, to improve aesthetics?

*LDG: Any terracing or grading will need to be coordinated with dam safety requirements. Formliners may be used to give the appearance of stone masonry.*

3. Can any of the current stone be reused, for example to create a knee wall instead of curbing?

*LDG: The stone can be retained for use by the Park or Borough on future projects.*

4. Can we get cost estimates for:

- A. More attractive and artistic fencing for all fencing on the structure?
- B. A more attractive and artistic grate above the inlet?
- C. The cost differential to have all exposed concrete stamped, formlined, and/or etched to look like masonry?
- D. The cost differential to have all exposed concrete faced with stone?
- E. The cost differential to have all the walls along the roadway be masonry, to replace the existing masonry walls?

*LDG: Cost estimates will be prepared for potential aesthetic treatments as requested by the Borough.*