

This Summarizes the answers to the AES Superintendent's questions on 6/9/2023 The town has attempted to collate responses from the entity that can best answer the question.

Fire Chief Response:

Hello

We can certainly work on the evacuation plans with your EOP. I believe this usually comes over for me to sign in early September at the beginning of the school year. As far as bringing a truck up to turn it around in the proposal area, that will not be done on the grass. The truck is too heavy to take off of a paved surface. If there's a vehicle parked there it would be tight but not impossible for the truck to get through.

Ron Mike

Andover Fire Chief

Fire Marshals Response:

Eric,

I measured the distance from the fire pond on Route 316 to the end of the parking lot at the town hall where the proposed Senior Center is being proposed, it's less than 3/10 of a mile or 1584 feet.

The layout of the SC looks good. Egress door sizes are not provided. Egress doors of 36" should be considered.

There are no mechanical or electrical drawings, in the prints I received. They will be needed for project sign off.

Access to the rear of the Elementary School appears to be adequate. A low or no curb should be considered, in the single handicap parking spot and the access to the garage under the school's gymnasium.

Access to this area will have to be monitored during construction.

A plan review will be performed when the permit for the project is submitted.

Mike Lester

Fire Marshal

Town of Andover

EA I then requested that he call the superintendent directly. After that conversation, the Fire Marshal sent the following:

Egress from the school to the Public Way, shall be maintained during all phases of construction of the Community Center. During the plan review process, all concerns shall be addressed, so both buildings can operate independently and safely after completion.

Regards,

*Mike Lester
Fire Marshal
Town of Andover*

Letter from BSC Engineering

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Environmental Scientists
Software Developers
Landscape Architects
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Response to recent comments from the school Superintendent

The new addition of the fueling station. Please offer the exact location, what will be located there (gasoline? Propane?)

Response: The proposed location for the temporary fueling of the construction vehicles is in the northeast corner of the fire department's parking lot. This location was chosen since it is a paved area that would help trap and support quick clean up of any minor spills that may occur. The contractor will deliver their fuel (mostly diesel fuel) with their own fueling/maintenance truck to refuel the construction vehicles. No fuel will be stored at this location during construction.

How long will our AES garage driveway be? Can a vehicle be parked in our driveway and not block the emergency access?

Response: The total length of the driveway leading to the AES garage is approximately 65 feet. A vehicle should be able to park there without blocking emergency access to the rear of the school.

Can the sign for the handicapped spot near the garage be placed on the building freeing up that area for a wider available leeway to the back yard?

Response: The handicap parking sign is required to be located adjacent to the parking stall. The location of this sign would not inhibit access to the rear yard of the school.

Response from Leading Edge Construction:

We need to see the timeline plan for the construction so that we can inform parents as well as to align timing with our school year. We need to see if staging area means we need to make adjustments to our school safety and security plans.

A project schedule cannot be developed until final construction documents are available, bidding/contract negotiations are complete, building permits are issued, etc. To provide a detailed timeline at this time that impacts the school safety and security plans is not possible since durations are contingent on factors beyond our control at this point in the process. To prepare such a schedule will only mean revising it once we know and have secured real commitments from suppliers and subcontractors. We recognize that once we have these phases complete, we will work with the designated school administrator (principal) to coordinate planned activities so adjustments to these plans can be made.

11. It is safer for construction to cease running/idling equipment during school drop off and pick up (8-830 and 3-320)

Our team will accommodate limiting the PIV traffic during the scheduled school drop off/pick up periods noted but construction activities will need to continue within the construction zone. Otherwise, we will need to make adjustments to costs/budget to make up for loss of productivity. We will include in our RFP that no deliveries can be made between 8:00 AM - 8:30 AM and from 3:00 PM to 3:30 PM.

12. Principal will need bimonthly updates on construction to share regularly with family (progress updates)

Our project manager/job supervisor will provide the necessary updates bimonthly. Level of detail of these updates and the amount of time needs to be reasonable and limited. A suggested reasonable estimate is 1.0 hrs per month or 30 minutes per session. Clarification: Are they looking for a written update or verbal in which they take their own notes? Also, will these updates be required during the summer break or just during the school year?

14. Where will the dumpster be located during construction? This could be a hazard with loose materials...

Location of the dumpster will be within the construction zone secured by a temporary fence.

15. Loading zone—can the times be posted please to avoid issues?

Scheduled deliveries will be posted on the job board. Location of the job board shall be coordinated with the designated town representative (Eric Anderson or Adrian Mandeville).

Additional Response from Leading Edge

Hi Eric,

The only item to add to this would be for question number 11 per our discussions. We would recommend that the driveway that connects the school parking lot and the town hall be barricaded for the duration of the project with jersey barriers. This would alleviate the need for restricting any deliveries or work stoppage and further restrict access between school property and the town hall. I believe this would enhance the safety and security for all concerned.

Serge

Question to, and Response from Randazzo Design



Christine,

I have a question about a couple of mature trees that are near a proposed driveway for the community center parking area.

The first tree is a ~40 ft tall Japanese Maple. The limit of soil disturbance to the tree is around 32 ft from the base of the tree. I don't know what the other tree is it is about 60 ft tall Limit of soil disturbance is around 22 ft from the trunk of the tree. Starting 22 ft from the tree, the cut go from zero to approximately 1 ft by around 28 ft from the tree.

Is there any possibility that soil disturbance that far away from the tree will destabilize the tree?

Hi Eric,

The Red maple is a 'Crimson King' and the other picture looks like a Gleditsia/Honey Locust.

The rule of thumb is that the roots extend out as far as the canopy/diameter of the tree sometimes a little more (up to 1/5x the canopy) in hospitable soil and for very old trees.

If the canopy of the tree (or up to 1.5x the canopy) is out of the work zone currently then you do not risk damaging the tree. If the roots are not currently there then when they get to that area of compacted soil they'll grow toward soil that is more hospitable (even moisture), hence acclimating to the conditions.

Hope that helps,

Christine

Christine Randazzo
Randazzo Design & Associates LTD
Engineered Horticulture and Sustainable Landcare

Town Response's in red

We need to collaborate with the Fire Dept and first responders to create an evacuation route from the school.

The fire marshal's email is firemarshal@andoverct.org

The fire chief's email is firechief@andoverct.org

3. Please offer more documentation on the proposed septic tank and its exact location so we can see this in reference to our playground.

Plan sheet C-3. Note 12 There is no other documentation at this time. This plan notes the proposed location and size and specs of the Community Center septic tank. Namely, a 1000-gallon capacity, 2 compartment tank with the secondary tank compartment containing 1/3 of the capacity. It is designed to handle 490 gallons per day at maximum occupancy. The Community Center tank will be approximately 160 ft from the fence around the preschool play area. The plan also locates the existing Town Hall septic tank as well as the AES Septic Tank. The closest proximity to the playground is the existing AES tank which is 22 ft from the fence around the play area. That tank is designed to handle

5680 Gallons per day, approximately 12 times the volume of the community center tank. The existing tank is ~12 times the capacity and 1/8 the distance from the playground of the proposed tank.

The new addition of the fueling station. Please offer the exact location, what will be located there (gasoline? Propane?)

Answered by BSC above

EA The zoning regulations require that it be listed on the plan set, and the zoning agent brought this to the town's attention. Ideally fueling areas are designated on ground with an impervious surface such as pavement so that if there is a spill, it can be contained and kept from wetlands and ground contamination. This plan does so.

Construction equipment is generally refueled on site by a mobile fueling truck. The truck pulls up, refuels the excavator etc. and leaves. The site contractor may also use a smaller 75-100 gallon pickup truck mounted pump. Almost all equipment used on site utilizes diesel fuel. There will probably not be propane or gasoline equipment used.

The town assumes that AES maintenance personnel currently fuel their tractor and mowers on impervious surface, since AES fuel both diesel and gasoline equipment on site. If AES has a designated fueling area for their gas- and diesel-powered tractors and mowers, that could be noted on the plan set so any contamination that does occur can be attributed to the correct entity.

5. We would like to see an emergency vehicle or fire truck turn around in the proposed area of the turnaround. Will the evergreen tree in the middle impede the use of this driveway? Can a vehicle still get by if there was a car parked in this area with a tree in the middle?

EA Both the Fire Marshal and Fire Chief have reviewed the plans and have no concerns with proposed access locations. See their comments above.

Please refer to sheet C1. This is a standard detail, and the turning circle has 24 ft width of pavement. This exceeds federal highway administration design standards for a mini round-about. CT DOT recommends 10 ft as the minimum roadway lane width so this is 2.4 times the minimum lane width. We have adjusted the plan to show that parking is not allowed in the circle. Even if a car was parked there, a second car or ambulance can safely pass the first car. A road legal car must be less than 8'6" wide, and average cars range between 5.8 and 6.5 ft wide. This detail and the radii exceed that of the AES upper parking lot.

Any fire apparatus would likely drive straight in and back straight out similar to other town and school locations.

7. We would like a tree expert to tell us if , with the cutting of the grassy knoll outside the gym, the two trees will still be safe and secure with the loss of grassy area, or will they have to be relocated?

EA If you feel more comfortable hiring your own expert to review, an arborist would be a good option. [CT-Arborists- \(ctpa.org\)](http://CT-Arborists-(ctpa.org)) .

This question was answered by Christine Randazzo of Randazzo Design consulting. She is a civil engineer as well as a landscaping design expert and town resident. In this case the area of disturbance is twice the distance to the canopy so neither tree should be affected.

Will there be parking designated to the CC? We do not wish to say that any and all of AES parking is also CC parking

EA The town has always mixed parking usage for all of the affected parking areas. That will not change. Any prohibition on parking would require a town ordinance.

Can the sign for the handicapped spot near the garage be places on the building freeing up that area for a wider available leeway to the back yard?

Answered by BSC engineering

EA The contractor will use a cape cod style curb or eliminate it entirely in this area so it is easier to drive over on access to the AES garage. Due to the grade change driving directly over the curb and straight back would not be practical at this location.

NO smoking on the school side of the construction site. And after the cc is built we want the town to alter its stance on smoking to align with school property rules during school session time.

EA This is not a zoning issue; it is a town ordinance issue. As the Town Administrator, I personally would support a ban on smoking and vaping on town property, but do not have the authority to institute it, without an ordinance passed at the town meeting.

Where will the dumpster be located during construction? This could be a hazard with loose materials...

EA Answered by construction manager.

15. Loading zone—can the times be posted please to avoid issues?

EA Answered by construction manager.

Other concerns to discuss

We still exert (as does our attorney) that we are, under the CGS 10-220 the Board controls our school property and would need an MOU that no further changes to this plan on our “property” occur without discussion of the BOE. We also want it recognized that we are not agreeing to “deed” the property over or move the property line. With this, we will have our attorney draw up an MOU to agree to allow the CC to use our property but not to give up our autonomy to make the decisions. This is important for precedent so that moving forward it is understood that we affirm our legal right to make decisions for the school property. We want to ensure that all of the school property is “safe” from this happening again where projects are planned without the proper BOE approval.

EA See the previous letter by Attorney O’Brien.

We know that the maintenance of the lower lot is expensive. We want to clearly establish the town will maintain this lot either entirely or agree to an equitable split. This will be the primary parking for the CC, and as such will have much more wear and tear.

EA the town owns and maintains all paved roads and municipal parking areas in the Town of Andover. The predominant factor in wear rate of a bituminous asphalt parking lot is the initial construction, than the weight of the vehicles and the speed of travel. I.E. school buses degrade the surface much faster than a car. An examination of the AES parking lot by the roadcrew foreman indicates the lot shows shrinkage cracks and moderate surface cracking, one area susceptible to frost heaves on the southwest portion of the lot but no major signs of pavement or sub base failure. The recommendation would be to crack seal the lot with PCRM crack sealant, followed a year later by chipseal. This would be done as part of the town’s routine pavement management.