



FREDERICK COUNTY GOVERNMENT

Jan H. Gardner
County Executive

DIVISION OF PUBLIC WORKS

Department of Engineering & Construction Management

Charles F. Nipe, Division Director

Yau-Ming (Robert) Shen, P.E., Department Head

May 9, 2019

RE: REPLACEMENT OF HORNETS NEST ROAD BRIDGE (STRUCTURE NO. 05-22) PROJECT PUBLIC MEETING MINUTES

Meeting Minutes from the April 4, 2019, Public Meeting

The purpose of this mailing is to provide the attached meeting minutes from the April 4, 2019, Public Meeting for the Replacement of Hornets Nest Road Bridge (Structure No. 05-22) over Friends Creek project. Thank you to all who attended and provided questions and comments.

All comments and questions received by mail, email, phone, or during the Public Meeting have been read, documented, and answered.

For more information, please contact **Amanda Radcliffe, P.E., Project Manager, at 301-600-1959**, or aradcliffe@FrederickCountyMD.gov, or Jason Stitt, P.E., Office of Transportation Engineering Chief, at 301-600-2932 or jstitt@FrederickCountyMD.gov.

The Division of Public Works values your participation in the development of this bridge replacement project.

By: Frederick County Division of Public Works
Department of Engineering and Construction Management
Office of Transportation Engineering

Attachments

cc: Jan H. Gardner, County Executive, Frederick County Executive Office
Rick Harcum, Chief Administrative Officer, Office of the County Executive
Charles F. Nipe, Director, Division of Public Works
Robert Shen, P.E., Department Head, Department of Engineering and Construction Management
Jason M. Stitt, P.E., Chief, Office of Transportation Engineering

**Replacement of Hornets Nest Road Bridge (Structure No. 05-22) Project,
Public Meeting Minutes and Summary of Contents**

On Thursday, April 4, 2019, staff from the Frederick County Office of Transportation Engineering (OTE) conducted a public meeting concerning the design phase of the Replacement of Hornets Nest Road Bridge project.

The meeting began at approximately 7:00 PM and was held at the Emmitsburg Branch Library, 300 South Seton Avenue, Emmitsburg, Maryland. Approximately 18 community members attended. The following attendees represented Frederick County Government:

Division of Public Works:

Jason Stitt, P.E., Chief of the Office of Transportation Engineering (301) 600-2932
Amanda Radcliffe, P.E., Project Manager..... (301) 600-1959
Michelle Hurney, Facilities and Property Acquisitions Manager..... (301) 600-1494
David Stonesifer, Manager of the Office of Highway Operations..... (301) 600-1565

Questions regarding the project should be directed to Ms. Amanda Radcliffe, P.E., Office of Transportation Engineering, at (301) 600-1959 or aradcliffe@FrederickCountyMD.gov.

The purpose of the meeting was to provide a project summary, present concept bridge designs, and obtain valuable input from residents and other citizens for use in the engineering and design of the project.

Attendees began arriving around 6:40 PM. County staff was positioned around the room to welcome citizens, have them sign-in, and take handouts. Comment sheets were provided to each attendee to record comments and questions during and after the meeting. OTE requested comments within the two weeks following the Public Meeting, but no later than April 19, 2019.

The formal presentation began around 7:00 PM. Ms. Radcliffe introduced staff, described the project location, and outlined the meeting agenda. Ms. Radcliffe discussed the existing bridge, including its type, dimensions, current condition, and waterway crossing. She explained the proposed funding schedule, funding sources (Federal and County), the current design phase status, and next steps for the project.

A brief discussion of the hydrologic and hydraulics study report was followed by the alternative analysis of three bridge concept designs. Ms. Radcliffe presented a number of slides detailing three different examples of bridge designs that could be appropriate for the site, including examples of each type that has been utilized for other County projects. Two of the designs incorporated concrete riding surfaces, and one design offered an asphalt road riding surface. All of the designs were super-elevated bridges (the entire road cross section pitched to one side), with one design having support structures that intruded into the stream.

The project is proposed to be constructed under a full road closure, utilizing a detour. Details of the detour will need to be coordinated with local agencies, emergency personnel, and the Maryland State Highway Administration (SHA).

The last agenda item concerned rights-of-way, and these needs and impacts will be determined during design.

After the presentation, time was provided for questions and general comments from the group. A majority of the discussion revolved around the concepts that were presented and concerns regarding the existing Friends Creek Road Bridge (one-lane truss) located on the proposed detour route. Thereafter, staff was available to answer individual questions. The meeting concluded at approximately 7:45 PM.

Questions and Comments Received

The summary of questions and comments includes questions discussed at the Public Meeting, as well as questions or comments received after the meeting. Questions may have been edited or reworded for clarity. Answers follow each question.

Project Questions/Concerns

1. Is there a project website?

Yes, the Division of Public Works (DPW) project website is accessed using the following link:

<https://www.frederickcountymd.gov/7851/Hornets-Nest-Road>

The site will provide updates as the project progresses.

2. What are the weight restrictions for the new Hornets Nest Road Bridge over Friends Creek?

The existing structure has no weight restrictions. The new structure would also have no weight restrictions, be built to current standards, and be able to handle all Maryland legal loads, as well as the nine special permit loads.

3. What is the current weight restriction at the Friends Creek Road Bridge over Friends Creek?

This historic single-lane pony truss bridge is posted at 30,000 lbs. single vehicle and 30,000 lbs. combined vehicle.

4. Will the approach coming from Hornets Nest Road to Friends Creek Road be improved with the new structure?

A proposed new structure will be raised vertically to minimize the flooding frequency resulting in improvements to the current vertical curve. In addition, the horizontal alignment will be

reviewed and designed to meet current design guidelines. A super-elevated cross section (road pitched to one side) is anticipated to be used.

5. What will be done with the sharp curve in the road that creates a blind curve going past the bridge? Will it be straightened?

Part of the design will evaluate and determine the horizontal curves for safe approaches to the new bridge.

6. What will the height of the proposed bridge profile be?

The project is still early in the design phase, so the actual height of the bridge has not been decided. Based on the proposed concepts presented, the roadway surface of the new bridge would increase the height as much as five feet above the existing roadway surface.

7. Has the County considered a covered bridge alternative?

A covered bridge is not being considered at this location. Adding a height restriction near one end of Friends Creek Road to the existing weight restriction near Friends Creek Lane could result in undesirable constraints for local residents.

8. Will there be lighting on the bridge?

Roadway lighting is not anticipated; however, lighting may be considered if warranted by the proposed roadway geometry for nighttime stopping sight distance. Lighting will not be installed to deter citizens from gathering at the project site. Residents are reminded to inform the Sheriff's Office of any illegal activities that are observed.

9. Will the new bridge have guardrails?

The new bridge will have bridge railings that transition to guardrail. The extent of the guardrail along the bridge approaches will be evaluated and installed based on current standards.

10. Will the new bridge be noisier?

No. A concrete road surface may emit a slight hum as cars traverse. An asphalt riding surface is quieter.

11. When will the bridge design be selected?

It's anticipated that the selection of bridge type will take place in the fall or winter of 2019, when the design studies are completed.

12. Can the Friends Creek Road Bridge accommodate vehicles heavier than the posted 30,000 ton while the detour is in place?

Staff will evaluate this structure and consider temporarily increasing the posted limit or issue special permits to vehicles that need to utilize this bridge during the detour time period. This could include vehicles such as emergency vehicles, trash or recycling trucks, snow removal equipment, and delivery vehicles.

13. Would residents' homeowner's insurance be impacted by the long detour route that may delay emergency response

The bridge closure causing a detour is considered a temporary condition and would not impact homeowner's insurance. Emergency personnel currently have designated alternative routes, given the frequent flooding of the existing bridge.

14. Do you notify Google Maps of the detour route?

Frederick County utilizes Maryland's Road Closure Reporter application, which notifies city, county, state, and Waze contacts when a road closure is entered into the system. When a closure is entered with a detour, an email is sent to the Waze contact for entry into its system. Waze is owned and developed by Google, so the information provided to Waze reaches Google.

15. Staff requested input from the attendees on the proposed detour route.

The residents had little comment regarding the proposed route. It was mentioned that the "posted" route did not preclude residents from utilizing Eyler Valley Road as a shortcut. Due to Eyler Valley Road being a gravel road, it is not recommended for the official posted route.

16. What is intended for the construction season?

The construction season will depend on a number of factors, including the construction start date and environmental factors like the weather and stream restrictions. The County would try to limit construction to one season to minimize the burden of the detour route.

17. Will there be impacts to a shared driveway located on the downstream side of Friends Creek? Might the driveway be elevated to meet the bridge access point?

Yes, this driveway is likely to be impacted as it falls within the proposed project limits. The extent of the impacts are still to be determined. Design of the project will include appropriate driveway tie-in details and construction staging to accommodate access needed during the construction phase.

18. There is downstream erosion along the streambanks. Will the design address this?

The new structure opening will be reviewed and evaluated to better align with the stream flow. The overall design will consider the erosion issues and determine if corrective action is needed.

19. How will the new bridge be positioned in the creek?

The flow of the creek will be taken into consideration, and drainage and washout issues will be addressed during the design phase and corrected during the construction phase.

20. Will the new bridge eliminate the Federal Emergency Management Agency (FEMA) flood insurance requirements?

The area is part of the FEMA flood map, which determines the need for flood insurance. It is unlikely that a new bridge would eliminate a property's requirement for flood insurance. During the design analysis, potential changes to flood impacts would be identified and discussed with property owners and the Maryland Department of the Environment (MDE).

21. A resident raised the concern that a wider bridge will cause people to go faster.

The widening would only take place within the project limits. The structure would be widened to accommodate two 11' lanes, 4' shoulders, and the roadway approaches from the bridge would tie in to the existing roadway at the project limits.

22. Residents mentioned an old structure, possibly a mill or sawmill, was located near the project site.

The project must be reviewed by various agencies, including the Maryland Historical Trust and several other environmental agencies, to determine any adverse impact. If warranted, during design, per Section 106 of the National Historic Preservation Act, archeological investigations may be incorporated as part of the design process for this project.

23. Residents were asked if they agreed the project was needed and if they were in favor of a new bridge.

By a show of hands, all but one attendee was in favor of the project. Many welcomed the improvements. Most residents preferred the presented bridge options over the box culvert option as it minimized impacts to the creek and allowed for abutment construction to start prior to the stream restrictions.

Thank you to everyone who attended the Public Meeting. We appreciate your input.

Please do not hesitate to contact Ms. Amanda Radcliffe regarding this public project, (301) 600-1959 or aradcliffe@FrederickCountyMD.gov.