

East Stadium Bridges Replacement Project – 2011

Public Information Meeting (March 23, 2011)

Q & A SUMMARY

Construction Plans and Details

- **How high are the retaining walls?**

Heights vary. The tallest retaining walls are located between the Ann Arbor Railroad bridge and the State Street bridge; in this area the wall heights are 26 to 27 feet. This height is necessary to ensure that the required vertical clearances can be provided over the Railroad and State Street. These walls are designed in two tiers with a planting area located between the upper and lower tiers to reduce the walls' apparent height and soften its appearance. The lower tiers are 11 feet high and the upper tier varies in height from 11 feet to 16 feet.

- **How much right-of-way (ROW) is required?**

Less than half an acre (.48 acres) of additional ROW is required in narrow strips along the UM frontages. In addition temporary easements will be needed during construction. The City has been in contact with all property owners from whom permanent ROW and/or temporary easements are required and is working diligently to finalize the needed agreements with the affected parties.

Construction Costs and Funding

- **Is the federal funding for the project in jeopardy because of the budget debates taking place in Congress?**

This is very unlikely. Nevertheless, the City is doing everything possible to get the money obligated as quickly as possible. Once obligated, the funding cannot be withdrawn.

Construction Schedule and Operations

- **Is it possible for the Contractor to work two shifts to construct the project faster?**

Yes, it is possible, but that is a decision for which the Contractor is responsible and, in our experience, they are reluctant to do so. The City has provided a reasonable amount of time for the Contractor to complete the project, but will include intermediate completion dates within the contract to help ensure that steady progress is made. In our opinion, this is the most prudent approach we can take. If the Contractor were to work two shifts each day, the City would also have to provide two shifts of qualified project inspection and management staff to supervise the work and maintain continuity. This would be difficult. As a result, we are not recommending a "two shift" approach on the project.

- **What is the City doing to mitigate dust issues within the surrounding neighborhood? Will there be any monitoring?**

Currently, the project specifications require the following:

“During the construction of the project, adequate dust control measures shall be maintained by the Contractor so as not to cause detriment to the safety, health, welfare, or comfort of any person or cause damage to any property, residence or business.”

We will also be installing temporary fencing and screening material to assist in the control of fugitive dust at the perimeter of the certain work areas.

As a result of this question, the City is investigating the possibility of requiring the Contractor to install monitors at certain locations to obtain qualitative data with regard to dust quantities and sizes of particulate matter that could be escaping from the jobsite. A final decision on this topic will be made in the upcoming months as the plans and specifications are finalized.

- **During the 2-week closure of S. State Street can some secondary signs be added to direct any traffic on State Street south of the Packard/State intersection to Granger and back to the detour route?**

We will look into this. It is our goal not to unnecessarily direct traffic into residential neighborhoods.

- **Is the UM going to notify season ticket holders about construction period detours and parking?**

Very likely, but the UM has not shared their formal plans with the City.

Other

- **Can the boards be made available for viewing on the project web site?**

The presentation, including all the boards, has been posted to the web site.