

Board of Selectmen Meeting - Tuesday, March 8, 2016. 7:01 p.m.
116 Main Road, Tyringham

Present-- Christopher Johnson, Matthew Puntin
Others present - Molly Curtin-Schaefer & (see attached list)

Mail was read, Treasury warrants were approved, previous minutes were approved.

PUBLIC COMMENT:

Mark Curtin is organizing a "town wide" tag sale. He asked if the Board had any issues with him organizing this event. There were no issues.

Don Puntin submitted a letter regarding the stumps of trees that have been cut. He suggests that the Board consider cutting the trees flush with the ground and leaving the stumps in place. (letter attached)

Noah Choquette stated he would like the stumps removed. It was decided that stumps near streams will be flush cut. The others will be removed.

Bill Roche asked to be put on the agenda with the finance committee regarding a raise.

VNA SERVICES:

The FY17 Porchlight contract was signed. (attached)

ANIMAL CONTROL OFFICER:

Christopher Johnson made a motion to appoint John Springstube as Animal Control Officer Matthew Puntin seconded.

CEMETERY MOWING: The Board agreed to extend Matt Roche's contract another 3 years for the Cemetery Mowing. Noah Choquette suggested the field that has no stones in it be mowed by "summer help" and the Board agreed to this.

GOOSE POND BOAT RAMP- Noah Choquette spoke to the Division of Capital Assets Management and Maintenance - Andrew Madden, Office of Fishing and Boating – regarding repairs to the boat ramp. The State has no money to make repairs but could pay for the permitting of this project. Noah was approved to repair the Boat Ramp as long as he does not go in the water, make no change in the drainage pattern and no widening of the gravel access.

BRIDGE REPORT

Gill Engineering submitted a bridge deficiency evaluation and repair recommendations report to the Town for the following bridges: T-10-002, Main Road over Hop Brook (near 144 Main Road), T-10-003, Jerusalem Road over Hop Brook and T-10-007, Monterey

Road over Hop Brook. Gill Engineering developed preliminary deficiency repairs, prioritized the deficiency repairs in order of urgency, provided preliminary cost estimates for each recommended repair, provided estimates of engineering and permitting expenses for each repair, and provided a listing of environmental permits with may be required. (see attached)

The Board agreed to tackle the highest priority on the list and continue in that manner each year. The Town voted \$100,000.00 into a fund for our bridges and this will cover the work on T-10-002.

Matt Puntin made a motion to bid out the scour repairs for T-10-002 Main Road over Hop Brook. We will obtain bids for the design, engineering, permitting, and repair, as outlined in our bridge report, Christopher Johnson seconded.

HIGHWAY DEPARTMENT:

McCarty Road Culvert:

Berkshire Engineering submitted the permitting paperwork to the Conservation Commission and DEP as soon as permitting is complete the Highway Department will start this project. Noah received bids on culverts from Lane Enterprises and Contact. The estimate for the highway to replace this culvert is \$27,218.00.

Matthew Puntin made a motion to add an article for \$30,000.00 to the annual budget for the replacement of the McCarty Road culvert. Christopher Johnson seconded.

TRANSFER STATION: –A discussion ensued regarding adding a roof off the Salt Shed to park equipment under. Matt Puntin will discuss using concrete blocks and no slab with the DEP in approximately two weeks.

TREES:

John Field will start cutting down town trees on Thursday March 10, 2016.

Adjourned 7:57.

ABSENT

Gerard Miller, Chairman

Christopher Johnson, Clerk

Matthew Puntin, Member

①

Mar 7, 2016

To: Town of Tyringham Selectboard

I have noticed over the past few weeks that trees have been cut by the town along Goose Pond Rd and George Cannon Rd. The stumps are still there and the tree bases are 18" to 24" high.

I suggest that you consider cutting the trees flush with the ground and leaving the stumps in place for several reasons:

1. At grade stumps will not hinder snow plowing or roadside mowing
2. removal of the stumps would necessitate excavation and disturbing stable earth
3. I believe it costs the town \$200 - a load to dispose of the stumps. (I would estimate 10 to 15 loads for these 2 roads) - are there any others?
4. I don't believe our excavator is large enough and could be damaged

(2)

Any financial savings by
eliminating not required stump
removal can be used in other
highway/building budgets.
(Like the \$2000 - \$3000 compactor.
that the highway department has
requested.)

Respectfully suggested
Don Lentin



PORCHLIGHTSM

VNA/HOME CARE Life As You Know It™

February 25, 2016

Board of Selectmen
Town of Tyringham
PO Box 442
Tyringham, MA 01264

To the Honorable Board of Selectmen,

It has been our pleasure to continually provide public health services to the residents of Tyringham. We hope you have been pleased with our commitment to meeting the community's needs.

Please take the time to view our new website at www.porchlighthomecare.org and Friend us on Facebook. We are pleased to be keeping up with the ever changing community needs leading Home Care in technology.

For Fiscal Year 2017 we are not seeking an increase over last year's amount. We respectfully request the sum of \$1736.44.

Enclosed please find two copies of our annual agreement with the Town of Tyringham including our invoice. Please sign both agreements and return one with your payment at your earliest convenience.

The Commonwealth of Massachusetts has determined that all health care professionals who administer immunizations are responsible for reporting their vaccine administration data to the MIIS. We are sharing this information because Porchlight VNA holds flu clinics in your town and there is the potential that we will vaccinate individuals who are uninsured and qualify for a free State supplied vaccine. The process of reporting this data is time consuming, so although we did not request an increase for Fiscal Year 2017 we will be re-evaluating our rates for future fiscal years. Going forward, reporting of vaccine administration will be added to your quarterly reports.

Please note it is possible that we may need to contact you in the future regarding the number of communicable disease cases that require intensive time and services. We may need to determine how compensation can be obtained in some situations such as when intensive follow-up for tuberculosis cases is required. These services would not be included in the present contracted rate.

Thank you for allowing us to serve you. We look forward to continuing our contract and attending to the public health needs of the residents of Tyringham. If there are any questions or issues regarding our contract or the scope of services, please feel free to discuss them with me.

I can be reached at 413-243-1212 Extension 144 or Hchaffee@porchlighthomecare.org.

Sincerely,

Holly Ann Chaffee, RN, BSN, MSN
President, CEO

Enclosures

July 1, 2016

Agreement of Provision of Nursing Service by the Lee Regional Visiting Nurse Assn., Inc., d/b/a Porchlight VNA to the Board of Health of the Town of Tyringham for the period July 1, 2016 through June 30, 2017.

I. PURPOSE OF THE AGREEMENT

- a. To provide public health functions for the Town of Tyringham including health maintenance and screening devices, immunization, communicable disease reporting, teaching and follow-up, health maintenance, and assessment home visits.
- b. To make available Home Health services on an intermittent basis: Skilled Nursing, Home Health Aide Service, Physical Therapy, Occupational Therapy, Speech Therapy, Medical Social Work, Nutrition Counseling, and Clinics for the residents of the Town of Tyringham.

II. TERMS OF THE AGREEMENT

The Town of Tyringham agrees to pay Porchlight VNA the sum of \$1,736.44 for the above services for the period from July 1, 2016 through June 30, 2017.

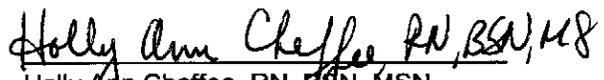
Board of Selectmen - Town of Tyringham


Signature

Bd of Selectmen
Title

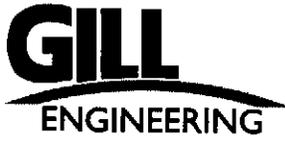
3/9/16
Date

Porchlight VNA


Holly Ann Chaffee, RN, BSN, MSN

President, CEO
Title

2/25/2016
Date



Gill Engineering Associates, Inc.
63 Kendrick Street
Needham, MA 02494
www.gill-eng.com
781-355-7100

February 19, 2016

Mr. Matthew D. Puntin, Selectman
Office of the Selectmen
Town of Tyringham
P.O. Box 442
Tyringham, MA 01264

**Re: Bridge Deficiency Evaluation and Repair Recommendations
Bridge T-10-002, Main Road over Hop Brook
Bridge T-10-003, Jerusalem Road over Hop Brook
Bridge T-10-007, Monterey Road over Hop Brook**

Dear Mr. Puntin,

Gill Engineering is pleased to submit the attached report containing our review of the deficiencies reported in the MassDOT inspection reports, the MassDOT Scour Critical Bridge Plan of Action (POA) reports, and the MassDOT Bridge Live Load Capacity Reports. We have developed preliminary deficiency repairs, prioritized the deficiency repairs in order of urgency, provided preliminary cost estimates for each recommended repair, provided estimates of engineering and permitting expenses for each repair, and provided a listing of environmental permits and which may be required.

We are prepared to discuss the content of this report and address any questions that you may have. We appreciate the opportunity to be of service to you, and we look forward to working with the Town of Tyringham on this important project. Please feel free to contact me at 781-355-7100 should any questions arise.

Sincerely,
Gill Engineering Associates, Inc.

A handwritten signature in black ink, appearing to read "Daniel S. Crovo".

Daniel S. Crovo, PE
Principal Engineer

A handwritten signature in black ink, appearing to read "Paul D. Moyer".

Paul D. Moyer, PE
Principal, Vice President

DSC/

Bridge Deficiency Evaluation and Repair Recommendations for the Town of Tyringham

1. Bridge Conditions and Deficiency Review

Bridge T-10-002, Main Road over Hop Brook

Bridge Description: The bridge superstructure consists of a single 25.5 feet long span of 6 steel beams that support a reinforced concrete deck and asphalt wearing surface. The bridge substructure consists of concrete abutments and wingwalls that are supported on shallow foundation footings. The bridge was constructed in 1935, and no original construction drawings are available. The asphalt wearing surface was estimated to be 7" thick per the 1982 load rating.

Bridge Load Rating: The bridge was last load rated in 1982, which is the basis for the current posted weight limit of 12 tons, 17 tons, and 25 tons for the 2 axle, 3 axle, and 5 axle trucks, respectively.

Deck Condition: Good per 2/10/2014 MassDOT Routine Inspection.

Superstructure Condition: Fair per 2/10/2014 MassDOT Routine Inspection.

Substructure Condition: Poor per 4/11/2014 MassDOT Routine Underwater Inspection.

Severe Deficiencies include abutment scour, abutment rip-rap, channel scour, and channel rip-rap and slope protection. The abutment foundations and channel are in poor condition as a result of scour. The main flow of Hop Brook impacts the left (North) abutment. The 2014 MassDOT Underwater Inspection Report found that both of the abutment footings and wingwall footings were exposed along their entire lengths indicating a decrease in the streambed elevation beneath the bridge. Additionally, the left (North) abutment footing was partially undermined for a length of approximately 8.5 feet. The undermining was reported to extend beneath the footing for a height of 0.4 feet and horizontally beneath the footing a distance of 2.5 feet. The bridge has also been deemed to be "scour critical". This designation means that the bridge foundations have been determined to be unstable for assessed scour conditions. The approach guardrail ends are missing at the south ends, are blunt ended at the north ends, and do not comply with current standards.

Minor Deficiencies include spalling (broken concrete) of the concrete curbs with loose armoring at the corners, a number of anchor bolts are missing where the steel beams bear upon the concrete abutments, the paint corrosion protection applied to the steel is failing with moderate rusting throughout with heavier corrosion at the ends of Beam 6, horizontal and diagonal cracks were reported in the concrete abutments and wingwalls, the bridge railings, approach guardrails, and their transitions and terminations do not comply with current standards.

Bridge T-10-003, Jerusalem Road over Hop Brook

Bridge Description: The bridge superstructure consists of a single 42 feet long span of 7 steel beams that support a reinforced concrete deck and asphalt wearing surface. The bridge substructure consists of concrete abutments and wingwalls that are supported on shallow foundation footings. The bridge was constructed circa 1938 per the original construction drawings. The asphalt wearing surface is approximately 5" thick.

Bridge Load Rating: The bridge was last load rated in 2012, which is the basis for the current posted weight limit of 14 tons, 16 tons, and 26 tons for the 2 axle, 3 axle, and 5 axle trucks, respectively.

Deck Condition: Fair per 11/16/2015 MassDOT Special Member Inspection

Superstructure Condition: **Poor** per 6/11/2015 MassDOT Routine Inspection.

Substructure Condition: **Satisfactory** per 6/11/2015 MassDOT Routine Inspection.

Severe Deficiencies include extensive steel corrosion. The bottom flange of Beam 5 has lost about 55% of its cross sectional area near mid-span. This section loss governs the carrying capacity of the bridge and is the reason for the current posted weight limit.

Minor Deficiencies include cracking of the asphalt wearing surface, cracking in the un-repaired areas of the reinforced concrete deck, spalling (broken concrete) of the concrete curbs with exposed reinforcing steel, concrete scaling along the west sidewalk, the stone masonry railing has several missing stones, the paint corrosion protection applied to the steel is peeling on approximately 30% of the surfaces, There is spalling (broken concrete) of the concrete abutment seats where the beams bear upon them, and the stone masonry bridge railings, approach guardrails, and their transitions and terminations do not comply with current standards.

Bridge No. T-10-007, Monterey Road over Hop Brook

Bridge Description: The bridge superstructure consists of a single 28 feet long span of 7 steel beams that support a reinforced concrete deck and asphalt wearing surface. The bridge substructure consists of concrete abutments and wingwalls that are supported on driven piles. The bridge was most likely constructed during 1939 per the 1938 original construction drawings. The asphalt wearing surface is approximately 5" thick based upon the curb reveals.

Bridge Load Rating: The bridge was last load rated in 1982, which is the basis for the bridge not currently being posted with weight restrictions.

Deck Condition: **Satisfactory** per 3/27/2014 MassDOT Routine Inspection Report.

Superstructure Condition: **Satisfactory** per 3/27/2015 MassDOT Routine Inspection Report.

Substructure Condition: **Poor** per 3/27/2015 MassDOT Routine Inspection and 6/23/2015 MassDOT Routine Underwater Inspection Report.

Severe Deficiencies include advanced scour and undermining of the right (North) abutment footing. This footing is undermined for a distance of 12 feet. Silt has filled the undermined area and the silt could be removed by hand. Probes indicated that the maximum height of undermining is 3.6 feet and maximum horizontal extent of the undermining is 6.5 feet. The left (South) abutment footing was not exposed but could be felt when probed. In addition, there are no approach guardrails, transitions to bridge rails, or approach guardrail terminations.

Minor Deficiencies include concrete scaling along both of the concrete curbs, a number of bolts are missing at the connections between some of the steel diaphragms and beams, the paint corrosion protection applied to the steel is blistering and the steel beams have corrosion at their ends and top

flanges with light corrosion in other areas. The metal bridge railing does not comply with current standards.

2. Recommended Repairs

Bridge T-10-002, Main Road over Hop Brook

Scour Repairs: This bridge was designated as "Scour Critical", meaning that the bridge foundations have been determined to be unstable for assessed scour conditions. The 2014 MassDOT Underwater Inspection Report for the Main Road Bridge found that the left (North) abutment footing was partially undermined for a length of approximately 8.5 feet. Recommendation: Repair the undermining of the left (North) abutment footing using grout filled bags and tremie concrete, followed by placement of crushed stone, filter fabric, and a layer of MassDOT Rockfill scour protection.

Estimated Construction Cost: \$65,000.

Estimated Design Engineering Cost: \$10,000.

Estimated Permitting Cost: \$10,000.

Estimated Construction Engineering & Inspection Cost: \$7,000.

Estimated Total Cost: \$92,000.

Anticipated Permitting Requirements:

- File a Request for Determination of Applicability (RDA) with the Tyringham Conservation Commission. If the Conservation Commission determines that the proposed work is subject to regulation under the Wetlands Protection Act, then it will be necessary to file a Notice of Intent (NOI) with the Tyringham Conservation Commission and MassDEP. It is assumed that an Order of Conditions will be issued following NOI submission allowing the work to proceed subject to certain conditions.
- Submission of a MESA project review checklist with supporting documentation for review pursuant to the Massachusetts Endangered Species Act Regulations (MESA) (321 CMR 10.18).

Remove Excess Asphalt Wearing Surface to Improve Weight Limit: Major corrosion of the steel beams has not occurred and 7" of asphalt wearing surface was present on the bridge deck in 1982 when it was last rated. Load capacity rating calculations would need to be updated to reflect proposed conditions. The weight limit posting could be improved or potentially eliminated through asphalt wearing surface thickness reduction if the town desires to improve the bridge capacity and posted weight limits.

Estimated Construction Cost: \$33,000.

Estimated Engineering Cost: \$10,000.

Estimated Permitting Cost: \$3,000.

Estimated Construction Engineering & Inspection Cost: \$3,000.

Estimated Total Cost: \$49,000.

Anticipated Permitting Requirements:

- File a Request for Determination of Applicability (RDA) with the Tyringham Conservation Commission. It is assumed that the Conservation Commission will make a negative determination stating the work is not subject to regulation under the Wetlands Protection Act.

Cleaning and Painting of the Structural Steel: Recommended as a preservation activity to extend the service life of the bridge and minimize the need for potential future steel repairs.

Estimated Construction Cost: \$55,000.

Estimated Design Engineering Cost: \$9,000.

Estimated Permitting Cost: \$0 if filed concurrent with wearing surface removal RDA, otherwise \$3000.

Estimated Construction Engineering & Inspection Cost: \$5,000.

Estimated Total Cost: \$69,000.

Anticipated Permitting Requirements:

- File a Request for Determination of Applicability (RDA) with the Tyringham Conservation Commission. It is assumed that the Conservation Commission will make a negative determination stating the work is not subject to regulation under the Wetlands Protection Act.

Deferred Repairs:

Concrete Substructure Patching and Crack Sealing: Would be a preservation activity to extend the service life of the bridge and minimize the need for potential future substructure repairs.

Estimated Construction and Engineering Costs: Not estimated, as the repairs are not deemed critical at this time.

Replace Existing Bridge Railings and Approach Guardrails with Crash-Tested Railing Systems: Would improve traffic safety in accordance with current standards.

Estimated Construction and Engineering Costs: Not estimated, as the repairs are not deemed critical at this time.

Bridge T-10-003, Jerusalem Road over Hop Brook

Structural Steel Repairs: Recommended to address the advanced corrosion that has occurred to Beam 5 and 6. The section loss is most significant at Beam 5 with roughly half of the bottom flange lost due to corrosion near mid-span. This section loss is the basis for the posted weight limit. This posted weight limit could be eliminated through addition of bottom cover plates to Beams 5 and 6.

Estimated Construction Cost: \$58,000.

Estimated Design Engineering Cost: \$9,000.

Estimated Permitting Cost: \$3,000.

Estimated Construction Engineering & Inspection Cost: \$6,000.

Estimated Total Cost: \$76,000.

Anticipated Permitting Requirements:

- File a Request for Determination of Applicability (RDA) with the Tyringham Conservation Commission. It is assumed that the Conservation Commission will make a negative determination stating the work is not subject to regulation under the Wetlands Protection Act.

Cleaning and Painting of the Structural Steel: Recommended as a preservation activity to extend the service life of the bridge and minimize the need for potential future steel repairs.

Estimated Construction Cost: \$126,000.

Estimated Design Engineering Cost: \$19,000.

Estimated Permitting Cost: \$0 if filed concurrent with structural steel repair RDA, otherwise \$3000.

Estimated Construction Engineering & Inspection Cost: \$10,000.

Estimated Total Cost: \$155,000.

Anticipated Permitting Requirements:

- File a Request for Determination of Applicability (RDA) with the Tyngham Conservation Commission. It is assumed that the Conservation Commission will make a negative determination stating the work is not subject to regulation under the Wetlands Protection Act.

Deferred Repairs:

Deck Repairs: The condition of the full depth deck repair and the original concrete surrounding it should be monitored to verify that additional repairs are not needed. It is not uncommon that additional repairs are needed in the concrete around the perimeter of deck patches.

Estimated Construction and Engineering Costs: Not estimated as the previous repair limits and cost are not documented.

Concrete Substructure Patching and Crack Sealing: Would be a preservation activity to extend the service life of the bridge and minimize the need for potential future substructure repairs.

Estimated Construction and Engineering Costs: Not estimated as the repairs are not deemed critical at this time.

Replace Existing Bridge Railings and Approach Guardrails with Crash-Tested Railing Systems: Would improve traffic safety in accordance with current standards.

Estimated Construction and Engineering Costs: Not estimated as the repairs are not deemed critical at this time.

Bridge No. T-10-007, Monterey Road over Hop Brook

Scour Repairs: This bridge was designated as "Scour Critical", however, the scour vulnerability of this bridge is in the process of being changed to not scour critical. Nonetheless, extensive undermining along the upstream third of the right (North) pile supported abutment has occurred. Recommendation: Protect the undermined pile supported footing along the along the upstream third of the right (North) abutment by placement of crushed stone, filter fabric, and a layer of MassDOT Rockfill.

Estimated Construction Cost: \$60,000.

Estimated Design Engineering Cost: \$10,000.

Estimated Permitting Cost: \$10,000.

Estimated Construction Engineering & Inspection Cost: \$6,000.

Estimated Total Cost: \$86,000.

Anticipated Permitting Requirements:

- File a Request for Determination of Applicability (RDA) with the Tyringham Conservation Commission. If the Conservation Commission determines that the proposed work is subject to regulation under the Wetlands Protection Act, then it will be necessary to file a Notice of Intent (NOI) with the Tyringham Conservation Commission and MassDEP. It is assumed that an Order of Conditions will be issued allowing the work to proceed subject to certain conditions.
- Submission of a MESA project review checklist with supporting documentation for review pursuant to the Massachusetts Endangered Species Act Regulations (MESA) (321 CMR 10.18).

Cleaning and Painting of the Structural Steel: Recommended as a preservation activity to extend the service life of the bridge and minimize the need for potential future steel repairs.

Estimated Construction Cost: \$81,000.

Estimated Design Engineering Cost: \$13,000.

Estimated Permitting Cost: \$3,000.

Estimated Construction Engineering & Inspection Cost: \$7,000.

Estimated Total Cost: \$104,000.

Anticipated Permitting Requirements:

- File a Request for Determination of Applicability (RDA) with the Tyringham Conservation Commission. It is assumed that the Conservation Commission will make a negative determination stating the work is not subject to regulation under the Wetlands Protection Act.

Deferred Repairs:

Concrete Substructure Patching and Crack Sealing: Would be a preservation activity to extend the service life of the bridge and minimize the need for potential future substructure repairs.

Estimated Construction and Engineering Costs: Not estimated as the repairs are not deemed critical at this time.

Replace Existing Bridge Railings and Approach Guardrails with Crash-Tested Railing Systems: Would improve traffic safety in accordance with current standards.

Estimated Construction and Engineering Costs: Not estimated as the repairs are not deemed critical at this time.

3. Repair Priorities and Cost Estimates

Table 1 presents our prioritized listing of recommended deficiency repairs ranked from most to least urgent, the estimated total project cost of each repair, and the priority classification of each repair. The repairs classified as High Priority would upgrade the poor condition rating for the bridge element in question and eliminate the Structurally Deficient designation for each bridge. The Median Priority repairs would increase the carrying capacity of the bridge to near legal capacity and substantially increase or potentially eliminate the current posted weight limit. The Low Priority repairs consisting of cleaning and painting the structural steel and would preserve and protect the steel from further corrosion for many years.

Table 1 - Prioritized Recommended Repairs

Repair Description	Estimated Project Cost	Priority
Main Road Bridge: Perform Scour Repairs	\$92,000	High
Jerusalem Road Bridge: Perform Structural Steel Repairs	\$76,000	High
Monterey Road Bridge: Perform Scour Repairs	\$86,000	High
Main Rd Bridge: Remove Excess Asphalt Wearing Surface, Update Rating	\$49,000	Medium
Jerusalem Road Bridge: Clean and Paint Structural Steel	\$155,000	Low
Main Road Bridge: Clean and Paint Structural Steel	\$69,000	Low
Monterey Road Bridge: Clean and Paint Structural Steel	\$104,000	Low

McCarty RD Culvert Replacement Cost Estamit

	Quantity	Unit Price	Total
4' 10" X 10' X 32' Open Bottom Box Culvert	1	\$ 13,500.00	\$ 13,500.00
Non woven Geotextile	1	\$ 300.00	\$ 300.00
Filter Fabric	1	\$ 300.00	\$ 300.00
Silt Fence	2	\$ 50.00	\$ 100.00
24" cuvert	60	\$ 17.00	\$ 1,020.00
Guard Rail	7	\$ 80.00	\$ 560.00
Guard Rail Post	16	\$ 45.00	\$ 720.00
Guard Rail Terminal End	4	\$ 35.00	\$ 140.00
Grass Seed and Hay	1	\$ 200.00	\$ 200.00
1 1/2" mimus Dence Grade	200	\$ 9.55	\$ 1,910.00
1 1/2" Crushed Stone	70	\$ 12.40	\$ 868.00
15 Ton Excavator Rental	2	\$ 3,800.00	\$ 7,600.00
		Grand Total	\$ 27,218.00

\$ 30,000 -

