

REPORT OF MEETING

SUBJECT: Public Information Meeting – Town of Branford

DATE OF MEETING: February 16, 2016

BRIDGE:

<u>Bridge No.</u>	<u>Project No.</u>	<u>Town</u>	<u>Route</u>	<u>Location</u>
01358	14-179	Branford	Route 139	Branford River

LOCATION OF MEETING: Branford Fire Headquarters - 45 North Main Street

IN ATTENDANCE:

<u>NAME</u>	<u>REPRESENTING</u>	<u>EMAIL</u>
James Cosgrove	First Selectman	jcosgrove@branford-ct.gov
Janice Plaziak	Town Engineer – Branford	jplaziak@branford-ct.gov
Louis Bacho	CTDOT - Bridge Design	louis.bacho@ct.gov
Michelle Miller	CTDOT – Rights of Way	michelle.miller@ct.gov
Jeffrey Knapp	CTDOT – District 3A Construction	jeffrey.knapp@ct.gov
Gene McCarthy	McFarland Johnson - Design Consultant	gmccarthy@mjinc.com
Jim Hall	McFarland Johnson - Design Consultant	jhall@mjinc.com
Nicholas Giardina	BL Companies - Liaison Engineer	ngiardina@blcompanies.com
David Cicia	BL Companies - Liaison Engineer	dcicia@blcompanies.com
Steven Fraysier	BL Companies - Liaison Engineer	sfraysier@blcompanies.com

Approximately 13 Branford residents were also in attendance.

PROJECT DESCRIPTION:

The project was presented using Microsoft PowerPoint and key project plans were on display. Handouts of the general project information were also available to the attendees. After the presentation, the meeting was opened to additional questions and comments. The following is a summary of the presentation and comments.

Replacement of Bridge No. 01358 – State Project No. 14-179

Bridge No. 01358 supports Route 139 over Branford River in the town of Branford and is located approximately 0.3 miles north of the U.S. Route 1/Route 139 intersection. The existing structure consists of a two-span concrete slab bridge supported on concrete abutments and a center pier. A 20-inch water main is supported on an existing utility structure downstream of the bridge. An 8-inch gas main is supported on the upstream fascia of the bridge. The existing lane configuration of Route 139 over the bridge consists of a 24-foot travel way which widens to two 12-foot travel lanes and varying shoulders away from the bridge.

The purpose and need for the project is to address the structural deficiencies and functional obsolescence of Bridge No. 01358. The bridge is structurally deficient due to the poor condition of the concrete deck, and functionally obsolete due to the insufficient bridge deck width. The bridge is also scour critical.

The proposed bridge replacement includes the reconstruction of approximately 950-feet of approach roadways. The proposed roadway approach width is 32-feet with two 12-foot travel lanes and two 4-foot shoulders. Proposed roadway improvements include a minor horizontal realignment as well as raising the vertical alignment of Route 139 by approximately 4-feet at the river crossing. The proposed bridge will consist of a single span precast concrete deck supported on pile-founded precast concrete abutments and precast concrete wingwalls. A utility support structure will be constructed adjacent to Bridge No. 01358 in order to carry two water mains across the river. A gas main will be supported on the upstream fascia of the proposed bridge in the final condition.

It is anticipated that the proposed bridge replacement will be constructed while traffic is detoured via School Ground Road and U.S. Route 1. The detour is anticipated to last no more than one construction season. Additional project-related work will occur while the road is open to traffic.

The Connecticut Department of Energy and Environmental Protection will require an Inland Wetlands General Permit, a Flood Management Certification, and a Storm Water Discharge Permit. The Army Corps of Engineers will require a General Permit (Category 2) in order for this project to be constructed.

The estimated construction cost for the replacement of Bridge No. 03993 will be between \$5-\$6 Million and the project is anticipated to be funded using Federal (80 percent) and State (20 percent) capital.

Work under State Project No. 14-179 is anticipated to begin in the fall of 2016. The schedule should be considered tentative as the start of construction activities is predicated on the availability of funding and the issuance of all necessary permits.

TRANSACTIONS AND DETERMINATIONS:

A representative of CTDOT – District 3 asked if rumble strips could be installed across the road at both approaches once the detour is in place as an additional warning to drivers that might drive through the road closure barricades. *BL Companies responded that this will be investigated.*

A representative of CTDOT – District 3 asked when the detour would be removed and the road reopened to traffic. *BL Companies responded that the detour is anticipated to be in place from July 2017 through November 2017 and the road would be reopened in December of 2017.*

A resident noted that a company west of the bridge near Commercial Street has deliveries via tractor trailer trucks. The trucks block Route 139 traffic while they back into Commercial Street. Is anything being done to resolve this issue? *BL Companies responded that the road width may*

be slightly widened to be 12-foot lanes and 4-foot shoulders in the area of Route 139 at Commercial Street, but the truck turning issue was not considered to be related to the bridge replacement project.

A resident asked if utility agreements are in place. BL Companies responded that the utility agreements are actively being pursued. Typically agreements are not in place until final design plans are submitted; however we are working very closely with all utilities to ensure that their work is coordinated with the bridge and roadway work.

A resident asked if there could be circumstances that arise requiring the duration of the detour to increase from the July 2017 to November 2017 timeframe stated in the presentation. BL Companies responded that there is adequate time between start of construction and July of 2017 for the temporary utility phase of construction to be completed. If a situation was to arise early on in the construction prior to the road closure where it is realized that it would be unlikely that the road would be ready to be reopened in December of 2017 two options could happen. Either the detour could begin earlier than July (say June or May of 2017) or the detour would be pushed off until the 2018 construction season, making the 2017 construction season devoted to utility work and any work the Contractor can perform without closing the road.

A representative of CTDOT – District 3 expressed concern with the anticipated construction schedule and asked if there is enough easements for temporary work. BL Companies responded that temporary easements have been acquired to allow the contractor to access and construct portions of the project associated with the temporary utility relocations. Easements for laydown areas are the responsibility of the Contractor to obtain.

A representative of CTDOT – District 3 asked if funding has been approved. CTDOT – Bridge Design responded that all funding is obligated for the project.

A resident asked if the ability to make a right turn on red going northbound on School Ground Road at the Route 139 intersection be removed, especially during use of the detour. BL Companies responded that signal timing adjustments will be considered for inclusion in the project. Additional signal timing adjustments are able to be performed by the District during construction, as needed.

A representative of the Town requested that the following intersections be investigated for potential signal timing adjustments and minor pavement marking re-assignments during implementation of the detour: Keetes Island & U.S. Route 1, Route 139 & U.S. Route 1 and Route 139 & School Ground Road. BL Companies responded that these will be investigated. Adjustments could also be made during construction as the need arises.

A representative of the Town noted that a development is anticipated to be constructed just north of the bridge, along Route 139. The development is in OSTA review and it anticipates outletting its drainage into the State's system. McFarland Johnson responded that the drainage design for the bridge replacement project does not account for additional drainage associated with this anticipated development. Additional design and possible increases in pipe sizes may need to happen if this additional drainage is to be incorporated into the project.

A representative of CTDOT – District 3 asked if any environmental investigation was made for this project, especially related to the water. *BL Companies responded that there is a waste stock pile area that will be needed for this project. The cleanliness of the water is unknown. BL Companies will forward the results of the Task 310 investigation performed by the Department's environmental on-call engineer.*

Any questions or comments regarding these projects or minutes should be directed to the Connecticut Department of Transportation, Attention: Theodore Nezames, 2800 Berlin Turnpike, Newington, CT 06111.

Submitted by: _____
Steven D. Fraysier

Date: _____

Approved by: _____

Date: _____