

**Department of Transportation
Project No. 73-186
Replacement of Bridge No. 02232
Town of Litchfield**

**Tuesday April 14, 2015 at 7:00 p.m.
Bantam Borough Hall, 2nd Floor
890 Bantam Rd, Litchfield Connecticut
Minutes**

Present:

Connecticut Department of Transportation (Department)

Rabih Barakat, Kevin Blasi, Sarwat Basha, Jonathan Kang

Town of Litchfield

Public works director Jack Healy

Property and Business Owners

Elizabeth Hoffman, 107 North Shore Road

Howard Fischthal/Quiet Zone, 738 Bantam Road

Bob Partridge, 56 Luzi Dr. Bantam Road

Jay Cherosnick, 725 Bantam Road

David Wilson, 760 Bantam Road

Presentation:

Kevin Blasi provided brief opening remarks and thanked all in attendance.

Jonathan Kang gave a presentation of the proposed project to replace Bridge No. 02232. The existing structure is a 62-ft. long combination structure consisting of a concrete slab over abutments supporting the roadway and an Asphalt Coated Corrugated Metal Pipe conveying the grass strip and sidewalk to the south of the roadway. The Department's condition rating of the steel pipe culvert is considered poor.

Photographs and Preliminary Plans of the site were presented:

- The deteriorated steel pipe and concrete slab over abutments will be replaced by a precast concrete box culvert with an opening of 5-ft. wide by 7-ft. high. The culvert will be embedded with 2-ft. of natural stream bed material.
- To minimize traffic and community impacts the proposed construction will utilize Accelerated Bridge Construction (ABC) methods. The prefabricated culvert units will be installed during a proposed one week closure of Route 202 at the bridge location. A detour comprised of State Routes 202, 63, 61, 109 and 209 will be used during the closure of Route 202. The construction project length is estimated to be 4-5 months.
- Construction is anticipated to begin in spring/summer of 2017. The estimated construction cost is \$1,500,000.

Public Comments and Questions:

- **Question:** What is the reason that the road is being closed and there cannot be alternating one-way traffic?

Response: Peak hour traffic volumes and Average Daily Traffic (ADT) volumes are used to evaluate the suitability of a route location to handle alternating one-way traffic conditions as compared to two-way continuous operations. Peak traffic volumes have been calculated to exceed the maximum volumes that can accommodate alternating one-way traffic conditions at the project site. Therefore, the traffic volumes along Route 202 at the project site dictate that two lanes remain open at all times. Providing two lanes at all times through the project site would require a substantial over-build of the structure during the first stage of a two stage project, so that two lanes of Route 202 could be temporarily shifted to the south to accommodate the construction of the northern portion of the bridge (carrying existing Route 202) in the second stage of the project. There are many limitations to the staged-construction option, including substantial relocation of utilities, both underground and overhead, and substantial temporary right-of-way acquisitions to accommodate the shift of Route 202 that would be necessary. The staged-construction option would extend two seasons and would certainly be a greater impact to the local residents and business owners than the shorter single construction season option.

- **Question:** The owner of 760 Bantam Road noted that the property is directly adjacent to the brook and that significant storm events have flooded the basement. He expressed concern that a storm event could occur while the proposed cofferdam system is in place, which could increase the volume of water to the basement. He asked if the water handling and pumping system would be effective in preventing that possible additional flooding.

Response: The Department's Hydraulics and Drainage unit will be consulted to determine an adequate size for the pipe and pumps to be used for the water handling system. The water handling system will be designed to sufficiently convey flow volumes for the 2-year storm (i.e. – the maximum storm that can statistically be expected to occur within a two year period). Should a higher storm event take place while the water handling system is in place, the system will be temporarily dismantled allowing the brook to flow undisturbed. It should also be noted that the water handling system is expected to be in place for no longer than one week, which significantly reduces the possibility of the 2 year storm event happening within that timeframe.

- **Question:** How far back from the excavation limits will the construction limits extend? What are the project limits? Will access to any businesses be closed?

Response: Some space will be needed for equipment mobility and material storage but the project limits will not close access to any business or residence. Coordination between businesses and residents adjacent to the project site will be required going forward to determine how far the limits of the project can extend without impact.

- **Question:** The owner of 760 Bantam Road noted that the lateral water service to the property runs under Route 202 very near the existing Bridge.

Response: The location of the water service to the property will be confirmed and will be supported as necessary during the project construction.

- **Question:** There was opposition to the installation of the chain-link fences at the headwalls and a recommendation was provided to review the bridge railing on the new bridge in Milton Center as a reference to a more aesthetically pleasing alternative.

Response: We will discuss possible alternative designs for the fence with Jack Healy.

Adjournment: The meeting was adjourned at 8:00 p.m.