

**Department of Transportation  
Project No. 133-094  
Superstructure Replacement of  
Bridge N0 01550  
Route 207 (West Main Street) over Beaver Brook  
Sprague, Connecticut**

**7 PM - December 8, 2009  
Sprague Town Hall**

**Minutes**

**Present:**

CTDOT:

Julie Georges, PE – Principal Engineer

David Cutler, PE – Project Manager

Louis Bacho, PE – Project Engineer

Stephen Degan – ROW Agent

Purcell Associates:

Jeffrey Koerner, PE

Rohit Pradhan, PE

Town of Sprague:

Catherine Osten – First Selectman

**Presentation:**

Mr. Cutler discussed that every bridge in the state is inspected at least once every two years. As a result of the most recent inspection for Bridge No. 01550, the structure was recommended for superstructure replacement and substructure rehabilitation under the List 19F Bridge Program.

Reasons include:

- Structurally Deficient Superstructure
- “Poor” Rating

Mr. Cutler also stated that the project goals are:

- Improve safety at this crossing
- Rehabilitation of Bridge No. 01550
- Minimize disturbance to traveling public
- Complete construction in a timely manner
- Effectively use funds

Mr. Cutler stressed that the proposed repairs of this structure are only in the preliminary design phase and could be modified depending on the issues raised by the public at this meeting.

Mr. Cutler then turned the presentation over to Mr. Koerner to discuss the specifics of the Project.

Mr. Koerner presented a series of photographs to orient the audience to the site and gave a description of the existing bridge:

- Superstructure consists of:
  - Cast-in-Place Concrete T-Beams with Integral Cast-in-Place Concrete Deck Slab
- Substructure consists of:
  - Cast-in-Place Concrete Abutments
- Single span structure built in 1941
- Structure Dimensions
  - Total Length = 30 ft clear span
  - Overall Width = 42 ft
  - Roadway width = 30 ft
  - 2 Sidewalks = 5 ft each
- Straight horizontal alignment
- Minimal sag vertical curve
- Longitudinal grade of approximately 1.5%
- Carries one lane of traffic in each direction
  - Estimated Average Daily Traffic (ADT) ~ 3600 vehicles (2006)

Mr. Koerner then showed a series of photos illustrating the condition of the existing structure.

He then gave a description of the proposed construction:

- Replace existing superstructure with galvanized steel rolled beams composite with cast-in-place concrete slab
- Deck will consist of 8.5" thick concrete slab
- Repair spalls in existing abutments
- Improve safety of approach roadways

Mr. Koerner described the proposed staging of construction and the proposed impacts to traffic during construction:

- Bridge to be open to traffic during construction
  - Signalized alternating one-way traffic operations controlled by traffic signals
  - Two stage construction will allow the bridge to remain open to traffic during construction and minimize the disruption to traffic operations
  - One sidewalk to be maintained at all times
- Some limited night & weekend work may be required for proposed steel placement

The environmental considerations for the project include the following:

- Wetland or other regulated areas are within project limits
- The following permits will be required:
  - U.S. Army Corp. Permit
  - CTDEP Inland Wetland Permit
  - CTDEP Floodplain Management Certification
- No known contaminated and/or hazardous materials within project limits

- Best management practices will be utilized to handle sedimentation control during construction

Mr. Koerner discussed the anticipated Rights of Way acquisitions that will be required for this project that include:

- A partial acquisition for the construction of the SE corner of the bridge and an easement for the installation and maintenance of guiderail.
- Impacts to private property consisting of temporary construction easements are anticipated. Temporary relocation of driveways in the NE and NW corners of the bridge.

Mr. Degan then discussed the Departments procedure for the acquisition of property.

Mr. Cutler then discussed this bridge rehabilitation is anticipated to be undertaken using 80% Federal funds and 20% State funds. The estimated construction cost for the entire project is approximately \$1,100,000.

The project could be ready for construction starting in Spring 2012.

Project duration is estimated to be two construction seasons, approximately 16 months. The schedule is preliminary and is predicated upon the availability of funding, scheduling, and the receipt of all required property acquisitions.

Mr. Cutler then opened the meeting to questions from the public.

### **Public Comments and Questions:**

- The First Selectman asked if the Department would consider using the wood faced Merritt Parkway Guide Rail at this location.

Mr. Cutler responded that it is the Department's policy to only use the Merritt Parkway guide rail on the Parkway and on low-volume local roads. Mr. Cutler committed that the Department and Purcell would coordinate with the Town regarding the options for the open bridge rail on the bridge itself.

- The First Selectman also stated the town had recently rehabilitated sidewalks in the vicinity of the bridge and sleeves for flagpoles were incorporated. She requested that sleeves be provided in the sidewalks to be replaced as a part of this project.
- A resident commented that the construction staging for this project will make it difficult to get from the west side of town to the east for the duration of construction. He asked if converting High Street, which runs parallel to Route 207, to a two way roadway and closing Route 207 to shorten the construction time had been considered.

High street is a one way road with traffic heading in a westerly direction. It is a narrow congested roadway with parking on both sides of the road. First

Selectman Osten responded that there is an upcoming town referendum to limit parking on High Street. After the referendum she will be better able to judge if the residents along High Street would favor supporting a possible detour of traffic onto High Street in favor of a shorter construction schedule.

The Department will keep in contact with the town regarding this issue.

The meeting was adjourned at approximately 8 PM