Department of Transportation
Project No. 60-151
Replacement of
Bridge No. 00625
Route 154 (Saybrook Road) over Candlewood Hill Brook
Haddam, Connecticut

7 PM - June 3, 2010
Higganum Youth Center

Minutes

Present:

CTDOT:
Julie Georges, PE – Principal Engineer
David Cutler, PE – Project Manager
Louis Bacho, PE Project Engineer
Derrick Ireland – ROW Agent
Yevgeniy Saykin – Traffic

Purcell Associates:
Steven Drechsler, PE – Project Engineer
Rohit Pradhan, PE – Project Manager

Town of Haddam:
Liz West – Town Planner

Presentation:

Mr. Cutler discussed that every bridge in the state is inspected at least once every two years. As a result of the inspection findings for Bridge No. 00625, the structure was recommended for replacement under the List 19F Bridge Program.

Reasons include:

- Poor condition of abutments and wingwalls
- Poor hydraulics at the bridge
- Channel erosion due to scour

Mr. Cutler also stated that the project goals are:

- Replace Bridge No. 00625
- Improve the hydraulics of the bridge
- Minimize disturbance to travelling public
- Complete construction in a timely manner
- Effectively use funds
- Address the above goals with consideration for context sensitive design

Mr. Cutler stressed that the proposed bridge replacement is 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. Drechsler to discuss the specifics of the Project.

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

- Superstructure consists of:
  Concrete Encased Steel I-Beams with Cast-in-Place Concrete Deck Slab
- Substructure consists of:
  Stone Masonry (Original) & Concrete (Widened Portions)
- Single span structure
- Structure Dimensions
  Total Length = 22 ft clear span
  Overall Width = 123 ft
  Roadway width = 45 ft
  1 Sidewalk = 6 ft
- Curved horizontal alignment (Radius = 570')
- 150' to the West of sag vertical curve
- Longitudinal grade of approximately 1.5%
- Carries one lane of traffic in each direction
  Estimated Average Daily Traffic (ADT) ~ 6300 vehicles (2006)

Mr. Drechsler 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 30' span galvanized steel rolled beams composite with cast-in-place concrete slab
- Deck will consist of 8.5" thick concrete slab
- Replace existing abutments with cast-in-place concrete cantilever abutments, supported on piles (to address potential for scour).
- Improve safety of approach roadways
- Curb modifications at the intersection of Route 154 and Route 82 to improve turning movements.
- Full depth pavement reconstruction will occur to the approach roadways approximately 50 feet to the west and approximately 100 feet to the east of the bridge.
- Bridge parapets will be constructed of concrete with a bridge rail mounted on top.
- The existing bridge geometry will essentially remain the same.
- The hydraulic opening of the existing bridge will be improved.
- Roadway drainage will be improved by installing new catch basins at intersection with Candlewood Hill Road.
- Streetscape elements to be replaced in-kind.

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

- Bridge to be open to traffic during construction
  - Stage 1 – One lane open in each direction
  - Stage 2 – One lane of alternating traffic

  - Two stage construction will allow the bridge to remain open to traffic during construction and minimize the disruption to traffic operations
  - Maintain existing illumination
  - Pedestrian traffic to be maintained at all times
  - Depot Road will be required to be closed during Stage 2 construction (proposed detour route presented).
- 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. Drechsler discussed the anticipated Rights of Way acquisitions that will be required for this project that include:

- A partial acquisition will be required at the NW corner of the bridge for the construction of a concrete barrier wall
- Impacts to private property consisting of temporary construction easements are anticipated.

Mr. Ireland then discussed the Department's procedure for the acquisition of property.

Mr. Cutler then discussed this bridge replacement is anticipated to be undertaken using 80% Federal funds and 20% State funds. The estimated construction cost for the entire project is approximately $3,500,000.

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

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

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

Public Comments and Questions:

- Prior to the meeting, members of the fire department expressed concern that their vehicles may have difficulties navigating the detour as well as making the turn from Route 154 WB to Route 82 SB during Stage 2 construction.

  Mr. Drechsler requested that the fire department provide the Department / Purcell with the catalog cuts of their vehicles specifying axle / wheel configurations. With

this information the feasibility of these vehicles making the turns could be evaluated.

- A resident inquired if the bridge has been investigated for historic value in accordance with Section 106 of the National Historic Preservation Act.

  Mr. Cutler stated that this has been investigated and no historic impact has been determined.

- A resident expressed his concern for the potential for damage to a monument located to the west of the bridge as a result of construction activities. The monument is in fragile condition.

  Mr. Drechsler stated that this could be addressed through Special Provisions limiting the amount of vibration from construction activity.

- The owners of Halfinger Farms stated that they have a sign located on the Town Green within the bridge limits which is critical to their business operations. They have requested that the sign be temporarily relocated during construction operations to another visible location so as not to negatively affect their business.

  Mr. Cutler / Mr. Drechsler stated that the relocation of the sign could be written into the project plans / specifications.

- A resident inquired that if utilities are being relocated as a part of the work, could they not be relocated underground?

  The Department explained that this is would be extremely costly and beyond the Scope of the bridge replacement project.

- A resident expressed the concern of closing Depot Road during the winter.

  The project team indicated that some measures may be taken to time the project such that Depot road is not closed during the winter. One option that will be considered is the reversing of the construction stages so that the stage with the detour begins at the start of the construction season, increasing the likelihood that the stage (and associated detour) will be complete before the onset of winter.

- A resident stated that the Town is investigating the future installation of Sewers in the area of the bridge and inquired if infrastructure could be installed as a part of this project.

  Mr. Cutler / Mr. Drechsler explained that this issue has already been discussed on a preliminary basis with the Town. Sleeves / supports could be incorporated into the design. It was noted that due to the relatively shallow depth of the steel beams, the size of pipe able to be carried across the bridge would be limited. The Department will keep in contact with the town regarding this issue.

- A resident inquired about the possibility of incorporating additional context sensitive design elements into the project, ie: more sidewalks.

  Mr. Cutler stated that the Department has discussed the possibility of introducing an additional sidewalk along the north edge of roadway.

The meeting was adjourned at approximately 8:30 PM