

**Department of Transportation
Project Nos. 96-194 and 96-195
Rehabilitation of Bridge Nos. 04255 and 04256, I-84 over Center Street
Town of Newtown**

**December 14, 2010, 7:00pm
Town of Newtown, Municipal Building
3 Primrose Street
Newtown, Connecticut**

Minutes

Present:

Louis D. Bacho – Connecticut Department of Transportation (CTDOT)
Mary E. Baker - CTDOT
William R. Stark – Close Jensen and Miller, P.C. (CJM)

Presentation:

Mary Baker opened the meeting and described the following:

- Project Goals
 - Rehabilitate Bridge Nos. 04255 & 04256.
 - Minimize disturbance to traveling public.
 - Complete construction in a timely manner.
 - Effectively use funds.
 - Consideration for context sensitive design solutions.
- Existing Bridge Description.
 - Single Span Multi-Beam Structures built in 1977 & 1978.
 - Located on horizontal curved alignment and within a sag vertical curve.
 - Carry 2 lanes of I-84 in both East and Westbound direction (est. Average Daily Traffic of ~79,000 vehicles.
 - Identical span lengths of 100 feet.
 - Bridge No. 04255 (EB) curb to curb width 42 feet.
 - Bridge No. 04256 (WB) curb to curb width 60 feet.
- Reasons for Project
 - Structurally Deficient Bridges
 - Prestressed Concrete Beams in poor condition due to cracking
 - Over weight permit loads in excess of 140,000 lbs are restricted from using this section of I-84 due to bridge condition.

William Stark described the proposed construction

- Replacement of the existing concrete prestressed concrete beams with high strength weathering steel plate girders.
- Bridge No. 04256 (WB) to be reconstructed on the existing footprint.
- Bridge No. 04255 (EB) to be reconstructed on a widened substructure to accommodate I-84 traffic during construction.
- 2 lanes of I-84 traffic to be maintained at all times.

- Replacement of the beams to be accomplished in 2 Stages of Construction.
- Widening of Bridge No. 04255 to occur to the inside (median) side of I-84.
- Reduction in minimum vertical clearance on Center Street from 16'-2" to 15'-9" due to widening.
- Overhead utilities on Center Street to be placed underground to facilitate the removal and placement of the beams.
- Short term detour of Center Street traffic to be proposed during the removal and placement of the beams.

Mary Baker concluded the presentation with the following discussions.

- Right of Way
 - Based on the State boundary map, the width of I-84 at the site of the bridges is 350 feet, resulting in no impacts to private property due to the proposed construction.
- Project Cost
 - Estimated to cost \$6,600,000
 - Federal Funding at 90%
 - State Funding at 10%
 - No Local Funding required
- Project Schedule
 - Start of Construction Spring of 2012
 - Completion of Construction Fall of 2013
 - Predicated on availability of Funding

Public Comments and Questions:

- The Town Engineer asked if the Department could consider placing sidewalks along Center Street within the limits of the I-84 Right of Way as there is a school bus stop and restaurant on the west side of Center Street which generate a significant amount of pedestrian traffic passing under the bridges.
 - CTDOT responded that the installation of a sidewalk within the project limits along Center Street was possible under the project.
- Residents stated that they had for a long time petitioned the CTDOT to place noise Barrier at this site and that they should be installed as part of the project.
 - CTDOT responded that because no increase in the capacity of I-84 was being proposed by the bridge rehabilitation project, noise barrier analysis would not be a part of the proposed project.
- Residents cited debris leaving the I-84 corridor and ending up on their property and that CTDOT had attempted to mitigate this condition by providing a fence on one bridge. The residents requested that a similar fence to be added to the sister bridge.
 - CTDOT responded that this request appeared reasonable and that a debris fence could be installed on rehabilitated Bridge No. 04256 (WB I-84).
- Residents requested that signs be installed on I-84 prohibiting trucks from using exhaust brakes in the vicinity of the bridge crossing.
 - CTDOT responded that this was contrary to policy regarding highway signage.
- Residents questioned the use of weathering steel as the material of choice for the new beams.

- CTDOT responded that the use of weathering steel has become the standard practice for new steel bridges as it eliminates the need for long term maintenance associated with repainting of the steel over the course of the service life of the structures.
- CTDOT also noted that it was common practice to seek concurrence from the local authority and that the Town of Newtown would be contacted on this issue.
- Residents express concern for the use of a detour, citing the narrowness of the local roads.
- CTDOT responded that the use of the detour would be limited to off peak hours and only for those times when the Contractor was actively engaged in the removal and placement of the beams.
- Residents asked about other options that were considered for implementation at the site.
- CTDOT responded that replacement of the existing bridges with new pre-cast concrete arch structures placed beneath the existing bridges along Center Street was considered but was found to be more costly and would be ineligible for Federal Funding under the designated program for bridge restoration.

Adjournment:

The CTDOT thanked the public officials and residents for their participation stating that all concerns raised would be taken into consideration and that they would be kept informed of the progress of the project through the Town Engineer's Office as all interim design submissions would be forwarded to the Town Engineer for information and comment.

The meeting was adjourned at approximately 8:30 pm.