

**Department of Transportation
Project No.138-228
Replacement of Bridge No. 02621, Route 110
Town of Stratford**

**January 25, 2011, 7:00 pm
Flood Middle School Auditorium
Minutes**

Present:

Julie F. Georges - Connecticut Department of Transportation (CTDOT)
Louis D. Bacho - CTDOT
Mary E. Baker - CTDOT
Derrick Ireland - CTDOT
Ajit S. Gokhale – Close Jensen & Miller, P.C. (CJM)
John R. Casey Jr. - Town Engineer
Three (3) Residents/Interested persons

Presentation:

Mary E. Baker opened the meeting and described the following:

- Purpose of the Meeting
 - To inform the public of the proposed project and afford local residents and businessmen an opportunity to view preliminary plans and ask questions
- Project Goals
 - Replace Bridge No. 02621
 - Divert traffic on temporary alignment for ease of construction and to minimize disturbance to traveling public
 - One season construction
 - Effectively use funds

Address the above with consideration for Context Sensitive Design
- Existing Bridge Description
 - Built in 1860, reconstructed in 1927
 - Located on Route 110, approximately 1.5 miles south of Route 15 (Merritt Parkway)
 - Carries two lanes of traffic, one northbound and one southbound with a sidewalk
 - Route 110 Average Daily Traffic (ADT): 14,100 (2009)
 - Total structure length: 13 feet (7'-0" clear span)
 - Deck width: 35'-6" out-to-out (31'-6" curb-to-curb)
 - Concrete Slab on the east in combination with a stone arch portion on the west
 - Rubble Stone Masonry Abutments
 - Concrete Abutments under sidewalk structure
- Reasons for Project
 - Structurally Deficient due to poor condition of the superstructure
 - Functionally Obsolete due to narrow roadway width

Ajit S. Gokhale described the proposed construction and the following:

- Proposed Bridge
 - Precast deck unit superstructure 28' clear span
 - Curb-to-curb 32' with a 6' sidewalk
 - 12' lanes and 4' shoulder in each direction
 - Concrete abutments built behind existing abutments
- Maintenance and Protection of Traffic
 - Two lanes of Route 110 traffic diverted on a temporary alignment
 - Temporary Bridge along the edge of Peck's Mill Pond
 - Traffic flow uninterrupted during construction
- Utility Impacts
 - Utilities at Bridge 02621:
 - AT & T poles and overhead wires
 - AT & T conduits in the fill over existing bridge
 - 8 inch water line under existing bridge
 - 30 inch diameter sewer on the downstream (east) side of bridge
- Environmental Permits
 - Connecticut DEP Inland Wetlands and Watercourses Permit
 - Flood Management Certification
 - Army Corps of Engineers Programmatic General Permit

Derrick Ireland described the following:

- Property Impacts:
 - Temporary and Permanent easements for the construction of wing-walls and bridge parapet

Mary E. Baker concluded the presentation with the following discussion:

- Project Cost
 - Estimated Project Cost \$ 3.6 million
 - Bridge replacement with 80% Federal and 20% State funds
- Project Schedule
 - Construction is anticipated to begin in the Spring of 2013 and end in the Fall of 2013
 - The schedule is preliminary and is predicated upon the availability of Federal funding and the receipt of all Environmental permits

Public Comments and Questions:

- Question: Why is the bridge being replaced?
 - Response: CTDOT responded that the existing bridge is structurally deficient and functionally obsolete. The Department's inspection has revealed that the superstructure of the bridge due to its age has deteriorated.
- Question: How long or what is the duration of the construction?
 - Response: CTDOT responded that the project will be completed in one construction season.

- Question: The intersection of Route 110 and Putney Street north of the bridge is questionable and seems dangerous due to the available sight distance while travelling north. Will this intersection and the left turn be improved?
 - Response: The Town Engineer responded that CTDOT had reviewed the existing intersection of Route 110 and Putney Street. CTDOT responded that the location of the intersection was outside the limits of Project 138-228 and will not be addressed under this project. The issue will be reviewed further by the Town and CTDOT if necessary.

- Question: Why can't the bridge span be longer than 28 feet?
 - Response: CJM responded that the span cannot be longer than the adjacent spillway, which was 35 feet long. Opening up the span to be longer than the spillway will jeopardize the stability of the spillway. Span had to be kept less than the spillway length.

- Question: How is traffic handled during construction and will this inconvenience the travelers on Route 110?
 - Response: CTDOT responded that a temporary bridge will be constructed on the west side of the existing bridge and will carry two lanes of Route 110 traffic. Existing Route 110 traffic will be diverted onto a temporary alignment and onto the bridge. This will provide smooth traffic flow away from the construction zone.

- Question: The temporary alignment along the west side as displayed in the power point slide and the PIM board seemed to be a better alignment than the existing Route 110 alignment in this area, as it eliminates a curve, so why not build a new , permanent road along this alignment?
 - Response: CTDOT responded that changing the existing alignment was not in the scope of the project particularly as this was a bridge improvement/replacement project. Realigning the route would necessitate a longer span and the bridge length needs to be less than the spillway length.

- Question: Will there be a pedestrian walkway on the temporary and the new bridge and how will this improve the existing sidewalk? Presently there is guide railing and one has to climb over the metal beam rail especially along the approaches?
 - Response: CTDOT responded that a new 6 foot sidewalk will be constructed along the new bridge on the west side and will have an open rail system along the west fascia. Upon completion of the new construction the guide railing will no longer be a barrier to the sidewalk.

- Question: The Town Engineer had inquired earlier if the sewer pipe and its supports on the downstream end of the structure would be impacted due to the new structure.
 - Response: CJM responded that at a first glance it seemed that the supports of the pipe would not be impacted however this could be better assessed at 60% design as the layout of the structure becomes more definite. The location of the pipe support and the flow direction from the new 28 foot span bridge will be coordinated to alleviate any impacts. CJM will review this further and revert back to the Town.

- Question: Will there be another Public Information Meeting as construction of the project approaches?
 - Response: CJM and CTDOT responded that there would not be another Public Information Meeting. Once a concept design is approved the project design does not divert from it. The Town of Stratford would be informed generally about the progress of the project.

Adjournment:

The project was acknowledged by all present as being needed and being proposed in the least intrusive manner possible for the neighborhood residents.

The CTDOT thanked those present for their participation and stated that it was the Department's position that the proposed bridge replacement project was necessary due to the condition of the structures and the proposed scope represented a viable and needed transportation improvement. The recommended plans provided a design for correcting the structural and functional deficiencies of the existing bridge while minimizing the need for future maintenance. CTDOT will send a copy of the Public Information Meeting PowerPoint Presentation to the Town of Stratford.

The meeting concluded at approximately 8:15 P.M.