

**Department of Transportation
Project No. 37-99
Replacement of Bridge No. 06583, Route 17 (New Haven Road) over Brook
Town of Durham
Public Information Meeting**

**Wednesday, June 22, 2011, 7:00 p.m.
Durham Town Hall, Third Floor
30 Town House Road
Durham, CT**

Minutes

Present:

Scott A. Hill, Connecticut Department of Transportation (CTDOT)
Julie F. Georges, CTDOT
Louis D. Bacho, CTDOT
Mary E. Baker, CTDOT
Steve Degen, CTDOT, Rights of Way (ROW)
Laura L. Francis, First Selectman, Town of Durham
Robert Haramut, Jr. Midstate Regional Planning Association
E. Allen Randall, Close, Jensen & Miller, P.C. (CJM)
Jeffrey J. Fontaine, CJM
Armando G. Colantonio, CJM
Town of Durham Emergency Service Representatives (EMS)
Approximately 16 residents

Presentation:

A presentation was delivered by Ms. Mary E. Baker from the Department, Mr. Armando G. Colantonio from Close, Jensen & Miller, P.C., and Mr. Steve Degen from the Office of Rights of Way at the Department.

The following items were included in the presentation:

- The project consists of the replacement of the bridge structure while minimizing disturbance to the traveling public.
- The existing structure is a hybrid structure consisting of twin 24 inch reinforced concrete pipes at the inlet and a 6 foot span reinforced concrete arch at the outlet. The existing structure is 40 feet in length supporting 32 foot wide roadway.
- The bridge was recommended for replacement because of structural deficiencies in the concrete pipes, arch, and headwall.
- The proposed replacement consists of a 48 inch corrugated aluminum pipe culvert with a smooth interior. The culvert ends will be outfitted with wing type end walls.

- During construction, traffic will be directed along a detour expected to last no more than seven days. The detour will utilize Stagecoach Road. Appropriate signing will be placed to direct traffic.
- Only aerial utilities exist at the project site. Electric, cable, and communication will be able to raise their lines in order to provide proper clearance for construction vehicles. No utility pole relocations will be necessary.
- Minimal takes will be required for portions of the culvert and end walls that extend beyond the highway line onto private property. Also, rights will be required to slope for the support of the roadway and temporary work areas.
- No driveways are within the limits of roadway reconstruction, which are 60 feet to either side of the culvert.
- The estimated construction cost for the project is approximately \$500,000 and is expected to be funded utilizing state funds.
- Construction is anticipated for the summer of 2013, and will be completed prior to the Durham Fair.
- The schedule of the project is preliminary and predicated upon the availability of funding and the receipt of all environmental permits.

Public Comments and Questions

Comment: First Selectman Francis asked why the construction date was so far out.

Response: The project timeline for design, reviews, and the permit approvals is expected to take 18 more months. It is also advantageous for construction to take place in the summer.

Comment: An EMS representative asked if advance notice would be provided concerning the detour. He stated that Route 17 is a major artery for emergency response vehicles, and that Durham EMS is the primary responder for dozens of residents south of the project; the detour would add time to transport to Yale – New Haven Hospital. He also added that fire trucks would have difficulty using the detour route. He asked if consideration had been given to a staging alternative to construction.

Response: Consideration had been given to staging construction but rejected due to the greater cost and longer construction duration. The current plan offers a maximum detour duration of 7 days, but very well may be shorter. Construction would last 2-3 months versus one week of detour.

Comment: EMS stated that fire and ambulance service requests a significant amount of pre-planning be done to ensure the whole process is mitigated.

Response: Advance notice of the road closure will be provided. Construction staff will communicate with Town staff.

Comment: A resident asked if other bridge construction projects would take place concurrently.

Response: There will be no other bridge construction projects being done concurrently within Durham town limits.

Comment: First Selectman Francis asked if the structure would be declassified as a bridge and what the lifespan of the culvert would be.

Response: After construction, the structure would be declassified as a bridge and no longer inspected by the Department. The culvert life is approximately that of a concrete pipe, roughly 75 years.

Comment: A citizen asked when the bridge was first inspected and what the rating is.

Response: The bridge was first inspected in the 90's. The current bridge rating is a "3", which means poor, and the bridge was last inspected in April, 2011.

Comment: A citizen asked what the current water flow capacity is, and what it will be post construction.

Response: The current and proposed structures are both hydraulically adequate. The proposed structure will reduce headwater as well as velocity through the structure, and therefore improve hydraulic conditions.

Comment: A citizen asked how much higher the bridge will be raised.

Response: The profile will remain virtually the same as it is now.

Comment: A citizen asked how water would be handled during construction, and if weather will prolong the construction.

Response: A temporary pipe is proposed to direct water around the work area so work may be done in the dry. Construction is scheduled during the summer to best avoid weather conflicts that will delay the project.

Comment: A citizen asked if a box culvert had been considered to minimize ROW impacts.

Response: A box culvert has been considered but not chosen due to the increased construction costs, and the fact that a box culvert would be inappropriate for the amount of flow through the structure.

Comment: A citizen asked if there will be any pooling of water or if a dry hydrant was possible at this location.

Response: The distance from the roadway to the culvert is too far for firemen to draw from. A dry hydrant won't be possible because there is not adequate flow to support one.

Comment: A citizen asked what kinds of permits are needed.

Response: An Inland Wetlands permit from the State of Connecticut Department of Environmental Protection Agency will be obtained.

Comment: A citizen asked for follow-up from the CTDOT on a seemingly inadequately sized culvert on Route 17 near Saw Mill Road.

Response: CTDOT will review the concern and contact the resident.

Comment: First Selectman Francis asked if there will be adequate safety, signage, and police control during construction. She also requested that the project not rely on the one resident state trooper of Durham.

Response: Every effort will be made to ensure the safety of the public during construction. Uniformed flaggers in lieu of police will be used as required. Appropriate signs will be in place for the detour and duration of construction.

Comment: A citizen asked what will be done to prevent the road from sinking. He was also concerned about the quality of work being done in the short time frame proposed.

Response: Construction methods will allow for the road to be safely constructed within the time allotted. Compaction of the fill soils will be carefully monitored.

Comment: A citizen asked why a flat bottomed culvert (D-shaped) was not being used.

Response: Corrosion issues exist with D-shaped structures. Aluminum pipe can be placed in larger sections, speeding up the construction process.

Comment: A citizen asked if the side of the culvert was adequate and if clogging will be a factor.

Response: Maintenance will need to be performed to clear debris, silt, etc. as with any other culvert. The proposed pipe is designed for the 50-year storm, and will provide more than one foot of freeboard.

Comment: A citizen asked if abutting property owners have been contacted. It was also asked if there will be takes or easements and how much.

Response: Affected residents will be contacted by the Department's ROW section in the near future. Title searches to identify actual owners of property are in process. There will be both takes and easements, but neither of them significant areas.

Comment: A citizen asked if traffic volumes will increase in 2013 from 2009.

Response: Over the past few years, traffic volumes have decreased. The CTDOT believes that there will likely not be a substantial increase in traffic before construction begins.

Adjournment: 8:30 p.m.