

**Department of Transportation
Project No. 104-167
Rehabilitation of Flat Rock Hill Road
over Interstate 95
Town of Old Lyme
Public Information Meeting**

**Thursday, June 23, 2011, 7:30 p.m.
Old Lyme Town Hall, Meeting Hall
52 Lyme Street
Old Lyme, Connecticut**

Minutes

Present:

Scott A. Hill – Connecticut Department of Transportation (CTDOT)
Julie F. Georges – CTDOT
Louis D. Bacho – CTDOT
Carl E. Nelson – CTDOT (District 2)
Paul Andruskiewicz – CTDOT (District 2)
Timothy Griswold – First Selectman Town of Old Lyme
E. Allen Randall – Close, Jensen and Miller, P.C. (CJM)
Jeffrey J. Fontaine – CJM
State Police Representative
Local Police Representative
4 Representatives from the Local Fire Department
Approximately 5 Residents

Presentation:

A presentation was delivered by Mr. Louis D. Bacho from the Department and Mr. Jeffrey J. Fontaine from Close, Jensen and Miller, P.C.

The following items were included in the presentation:

- The project consists of the rehabilitation of the Flat Rock Hill Road bridge over Interstate 95 while minimizing disturbance to the traveling public.
- The existing Flat Rock Hill Road bridge is a 173' long, four span multi-girder structure with an overall width of 45'-7" and a minimum vertical clearance of 14'-2". The curb to curb width was originally 40', but has been reduced to 26'-5" due to the placement of concrete barrier curb along the eastern side of the bridge to prevent any live loads on the eastern fascia beams.
- The bridge has been recommended for rehabilitation due to structural deficiencies (damaged steel beams) and minimum vertical clearance (14'-2") deeming it functionally obsolete. The overall superstructure condition rating is "4" due to extensive vehicular impact damage to the fascia girders along the Southbound side of I-95 and moderate to heavy rust along each of the girders.
- The proposed bridge consists of a two-span continuous, multi-girder, high strength weathering steel superstructure with a concrete deck. The profile along the bridge will be raised 18 to 24 inches and the depth of superstructure reduced

to provide a minimum vertical clearance of 16'-3" over Interstate 95. The two intermediate piers will be removed and the central pier will be modified to form a pier wall. Recent review comments from the Federal Highway Administration have suggested reducing the curb to curb width of the bridge to 28' to match the existing approach roadways, allowing for 2 lanes with 2 foot shoulders as a possible means of reducing the overall cost to the bridge.

- Retaining walls, shown to allow for future widening along Interstate 95 in both directions, are being removed from the project. It was explained that the reason for their removal is because the proposed widening project is not anticipated any time in the near future. The retaining walls can be constructed in the future without concern.
- The construction of the proposed bridge will be performed in two stages, maintaining alternating one-way traffic with temporary illumination and traffic signals with emergency vehicle pre-emption.
- The proposed relocation of the utilities along the bridge involves moving the existing utility poles to the western side of the road during stage 1 of construction. The utility poles would then be moved to their permanent locations along the eastern side of the bridge during stage 2. A VMS cabinet exists northeast of the bridge. The cabinet foundation will need to be raised to avoid burial from the proposed fill slopes.
- The entire project is located within the state Rights of Way, and no impacts to abutting property owners are anticipated.
- The estimated construction cost of the project is approximately \$5,800,000 which will be undertaken using both Federal and State funds.
- Construction is anticipated to begin in the Spring of 2013 and be completed in the Fall of 2014, allowing for a full construction season for each stage.

Public Comments and Questions:

Comment:

Several residents provided their thoughts about the proposition of reducing the bridge width to 28' curb to curb. Concern was brought up that the current sight line along the bridge was dangerous for pedestrians. Many walkers and bikers use the bridge, and concern is that vehicles are not able to see them because of the crest in the vertical curve. Because the profile is being raised an additional 18 to 24 inches, there was concern that the sight line for vehicles to spot pedestrians may become worse. While it is not true that the sight line for vehicles will worsen, at its existing width, the 9' shoulder along each side of the bridge provides a safer zone for pedestrians to travel along the bridge than if the bridge was reduced to only provide 2' shoulders. The larger shoulder also provides an area to accommodate a snow shelf during the winter as plows clear the bridge. It was apparent that the wider shoulders were the preferred option. Resident's concern of pedestrian accommodation during construction requires further investigation.

Question:

A question was asked on how materials would be transported to the construction site.

Large items, such as the steel girders, would be erected from Interstate 95. The contractor and other trucks would use Hatchet Hill Road as a means of access.

Residents voiced their opinion that the two roads leading up to the bridge, Hatchet Hill Road and Flat Rock Hill Road, may be unsuitable for transporting any heavy materials and maintaining the additional traffic volumes. According to residents, both of these roads are heavily wooded and contain many curves and are very narrow, barely allowing for normal traffic in each direction. Concern was also given that the heavy loads of the construction vehicles and their supplies would damage the roads, making transportation even more difficult and dangerous.

Mr. Nelson suggested providing highway access to the site though a cul-de-sac located near the highway north of the bridge. The residents made it known that this option may prove to be unsafe for construction vehicles due to the high volume of accidents and lack of visibility along Interstate 95.

Further investigation is necessary to determine an adequate route for transporting materials to the site.

Question:

The representatives from the Old Lyme Fire Department questioned the type of emergency vehicle detection that would be provided for the temporary signal pre-emption.

It was noted that several different detection systems could be used including but not limited to siren detectors, optical detectors, or microwave detectors. Mr. Bacho asked if there was a preference to the kind of detectors that should be used.

It was requested that siren detectors be installed.

Comment:

The representatives from the Fire Department requested that a fire standpipe be installed on the bridge. They asked that the standpipe be a standard diameter of 5" and be located at the center of the proposed bridge.

The Department agreed to include a fire standpipe.

Question:

A resident inquired as to why the construction was expected to take 2 seasons.

It was explained that the predicted construction schedule was preliminary. An estimate of one construction season per stage was predicted to provide the contractor with a realistic amount of time for completion. It is possible that construction may not require two full construction seasons.

Adjournment: The meeting was adjourned at 8:30 p.m.