

# MINUTES TO PUBLIC INFORMATION MEETING

## Reconstruction of Route 111 Monroe Turnpike Bridge Over Beardsley Brook (Bridge No. 02629) State Project No. 84-105 Monroe, Connecticut

**DATE & TIME:** June 30, 2011 at 7:00 PM

**LOCATION:** Monroe Town Hall

### **TOPICS PRESENTED AND DISCUSSED:**

#### **ATTENDEES:**

ConnDOT - David Cutler, James Cavanaugh, Scott Hill, Derek Ireland  
WMC Consulting Engineers - Dennis Garceau, Eric Virkler  
Town of Monroe - Steve Vavrek

#### **PROJECT:**

- Reasons for project:
  1. Structurally deficient superstructure.
  2. Structurally deficient substructure.
  3. "Serious" condition overall.
  4. Bridge width inadequate.
  5. Hydraulically inadequate.

#### **EXISTING BRIDGE:**

- Single span structure built in 1914.
- Structure Dimensions:
  1. Total length = 12 ft
  2. Clear span = 6 ft
  3. Curb-to-Curb width = 23 ft
- Straight horizontal alignment.
- Slight downgrade to the south.
- Carries one lane of traffic in each direction
  1. Estimated average daily traffic = 15,400 vehicles

#### **PROPOSED ROADWAY & BRIDGE:**

- Horizontal & vertical geometry maintained.
- Roadway widened to 34 ft.
- Approximately 240 ft of full depth roadway reconstruction.
- Minor improvement to drainage.
- Upgrades to guiderail.
- New double precast concrete box culverts, 15'-0" x 5'-6" and 10'-0" x 6'-6".
- New precast concrete wingwalls.
- Improved hydraulic capacity.
- Re-establish / re-align stream channel.

## **MAINTENANCE & PROTECTION OF TRAFFIC:**

- 3 Alternatives were investigated
  1. Alternating one-way traffic (signalized).
  2. Maintain southbound traffic / detour northbound traffic.
  3. Full roadway closure - detour northbound and southbound traffic separately.

## **RECOMMENDATION:**

- WMC recommended full roadway closure - detour northbound and southbound traffic separately.
- Reasons for recommendation:
  1. Shortest construction time of all alternatives (closing roadway and eliminating staging of work)
  2. Safety of construction workers
  3. Less cost
  4. Maintain access to driveways near the bridge
  5. Split detour - less traffic on one route

## **UTILITIES:**

- Existing electrical conduits, gas lines, and overhead wires are to be relocated.
- Nighttime work likely, possible detour required

## **RIGHTS-OF-WAY:**

ConnDOT - Derek Ireland

- State explained Rights-of-way process.
- WMC Consulting Engineers - Dennis Garceau
- Rights-of-way easements needed for temporary construction, grading, drainage, and installation and maintenance of channel riprap.

## **COST AND SCHEDULE:**

- Estimated construction cost is approximately \$1,800,000.
- Project is anticipated to be paid for using State and Federal funds. No cost to the Town.
- Project is preliminarily anticipated to start construction in Spring 2014.
- Detour duration estimated to be 4-6 weeks.

## **RESPONSES TO PUBLIC CONCERNS:**

### **COST:**

- Despite the current State budget situation, it is anticipated that funding will be obtained for this project.
- Relocation of utilities to be in addition to the \$1,800,000.
- Detouring the traffic via Alternate III, and eliminating the need to construct in stages, will save the State a significant amount of money.

### **DETOUR:**

- A Detour Checklist will be performed to confirm the viability of the proposed detour routes.
- Detour route may cause roads to deteriorate faster than normal useage. State to investigate upgrades to detour route in accordance with the detour checklist.
- Signals may be necessary where detour turns onto Moose Hill Road.
- All bridges within the detour route including the Lovers Lane crossing will be checked for weight restrictions.

- Safety of public was considered when creating the detour.
- Closure of bridge only on weekends was another alternative that was considered and ruled out.
- Detour will not prohibit northbound traffic from entering Big Y.

#### **SCHEDULE:**

- Relocation of utilities may be done separately and could potentially result in another road closure or detour.
- It is anticipated that scheduling the detour during the summer will have the least impact on the public.

#### **MISCELLANEOUS:**

- Proposed roadway at the bridge is wider than the existing roadway in anticipation of Route 111 accomodating bike and pedestrian traffic in the future.
- It is necessary for the bridge to be replaced. Past inspections and condition ratings have been considered in making this decision. Inspection frequence has increased from every 2 years to every 6 months.
- The fact that this bridge may be replaced next does not mean that there are not other bridges in town also in need of repair.
- The type of bridge proposed accomodates widening in the future.
- It is anticipated that Right-of-way easements will be required for 4 properties.
- Once further investigations are complete, design team will proceed with the project without going back to the Town for review, unless significant changes are being proposed.

#### **ACTION ITEMS:**

- Extent and cost of detour route upgrade to be investigated.