

**Department of Transportation
Project No. 75-129
Replacement of Bridge No. 05466
Horsepond Road (SSR 450) over Huzzle Guzzle Brook
Town of Madison
Public Information Meeting**

**Thursday, May 10, 2012, 7:00 p.m.
Madison Town Campus, Meeting Room C
8 Campus Drive
Madison, Connecticut**

Minutes

Present:

Scott A. Hill – Connecticut Department of Transportation (CTDOT)
Mary E. Baker – CTDOT
Michael A. Washington – CTDOT District 2
Michael J. Ott – Town of Madison Director of Public Works and Town Engineer
Fillmore McPherson – Town of Madison First Selectman
Al Goldberg – Town of Madison Selectman
Thomas M. Ryan – Close, Jensen and Miller, P.C. (CJM)
David Miroslaw – CJM
Edward Saki III – CJM
8 Residents

Presentation:

A presentation was delivered by Ms. Mary E. Baker from CTDOT and Mr. David Miroslaw from CJM.

The following items were included in the presentation:

- The existing bridge is located on Horsepond Road, south of Kelsey Springs Dr.
- The existing structure is a corrugated steel pipe arch which was built in 1963. The opening of the pipe arch is 11.8 feet wide and 7.6 feet high. The structure has a total length of 67 feet and roadway width of 36 feet.
- The bridge has been recommended for replacement due to its structural deficiency as a result of the poor condition of the corrugated metal culvert.
- The proposed replacement bridge will be a 20-foot clear span precast concrete arch with precast concrete wingwalls founded on cast-in-place concrete footings. The roadway width at the bridge will be maintained and contain a 12-foot travel lane and a 6-foot shoulder in each direction.
- A 2 week detour will be utilized to construct the proposed bridge. The detour will not take place between Memorial Day and Labor Day. The proposed detour route will use Route 79 and Route 1. Following the detour, the roadway will be reopened to 2 lanes of traffic.
- There are overhead utilities at the site which will be relocated prior to the proposed construction.

- There will be no impacts to private property as a result of the proposed construction.
- The estimated construction cost of the project is approximately \$1,500,000 and it will be undertaken using both Federal and State funds.
- Construction is anticipated to begin and be completed in the Fall of 2014.

Public Comments and Questions:

Question: Michael J. Ott asked if the guiderail for the project is going to be weathering steel.

Response: *CTDOT responded that the guiderail will not be weathering steel. There is a new directive from CTDOT to no longer use weathering steel due to long term durability issues. Weathering steel has been proven to be a safety issue due to its degradation over time. Type R-B 350 metal beam guiderail will be installed at the site.*

Question: Michael J. Ott asked if steel backed timber guiderail or Merritt Parkway rail can be used.

Response: *CTDOT responded that those guiderails cannot be used. Merritt Parkway rail is reserved only for the Merritt Parkway. The steel backed timber guiderail is not appropriate for the project site because it is designed for unidirectional traffic only. The CTDOT endorses the use of type R-B 350 metal beam guiderail.*

Question: First Selectman McPherson asked if there will be penalties stated in the Contract if the State's Contractor does not have the roadway opened to one lane of traffic in each direction by the end of the allotted time for the detour.

Response: *CTDOT typically uses incentives rather than penalties to ensure that construction activities are completed in the required timeframe. This project appears to be a good candidate for incentives. The project will be reviewed by CTDOT Construction and Design to include language in the contract to limit the contractor to a two week road closure. The Town will receive a copy of the plans and specifications when the project is advertised.*

Question: A resident asked if there is anything that can go wrong during the detour that can make it last longer than anticipated.

Response: *CTDOT is confident that the two week detour time frame provides enough time for the Contractor to perform the required work to then have both lanes open to traffic. The project is still in the early stages of design and potential disruptions that may affect the detour duration will be investigated. The Town will be consulted regarding any changes to the anticipated detour time.*

Question: A resident asked what the typical hours of operation would be.

Response: *Typically, the working hours are Monday through Friday 7 a.m. to 4 p.m. These are the hours during which construction activities will take place following the detour. During the detour portion of the construction, the State's Contractor will be allowed to increase these working hours in order to get the necessary work done within the given two week timeframe. For example, if there are unforeseen circumstances such as a significant amount of rain that may cause the contractor to stop work, he would have to work overtime to make up for the delay. The CTDOT District Office and the contractor will discuss the hours of operation and keep the Town informed.*

Question: A resident asked what would be the impact of the detour on school buses.

Response: *CTDOT will coordinate with the Town of Madison, specifically the Board of Education, throughout the design and construction process so that the necessary planning is done. School buses will likely have to be re-routed during the two week detour. Prior to the end of the 2013-2014 school year, the Board of Education will be informed of the planned construction timeframe and then notified at least two weeks prior to the Fall 2014 road closure.*

Question: First Selectman McPherson asked what the utility issues are.

Response: *The proposed construction will require steel sheets to surround the proposed footings to dewater the area. The steel sheets and the equipment required to install them need to maintain a 10-foot clearance envelope around the power lines. Therefore, the utility poles and aerial wires need to be relocated prior to the start of construction. This will allow the contractor unimpeded access to the project site and reduce the risk of delays during construction. There are no underground utilities. Coordination is ongoing with the respective utility companies.*

Question: A question was asked by a resident as to whether there will be any interruption in utility service.

Response: *Typically utility transfer of power is seamless and there is no interruption of service. The utilities are efficient and this project will require a simple move. If there were to be a disruption there would be coordination on the part of the utility with the affected customer.*

Question: A resident asked if the project will proceed continuously once it has begun.

Response: *Yes, once the detour begins, work will continue until the road is opened to two lanes of traffic and then the remaining work will be done behind the installed concrete barrier curb. The contractor will be allotted a given amount of calendar days and will have to complete the work within the timeframe. The District manages those calendar days and makes sure the work is completed in the allotted time.*

Question: First Selectman McPherson asked if there will be times following the detour when the road is closed or only open to one lane of travel.

Response: *Two lanes of traffic will be maintained once the two week detour period is complete; however, off-peak lane closures may be necessary to perform such construction activities as paving, backfilling, and line striping. Additionally there may be brief stoppages of traffic required to bring in larger pieces of equipment. These stoppages would not last longer than 15 minutes.*

Question: A resident asked what the communication plan will be.

Response: *The CTDOT will coordinate with the Town of Madison Officials throughout the design process and Town Residents prior to the start of construction. There will be a pre-construction meeting once the project is awarded to which the Town will be invited. A press release will be issued to inform residents of the upcoming detour. Signs will also be set up in advance of the bridge closure to alert residents and travelers.*

Question: A resident stated that the roadway pavement adjacent to their driveway and nearby to the bridge is in rough shape and hasn't been paved in 23 years. The resident wanted to know if SSR 450 was scheduled for repaving.

Response: *Paving will only be performed for the subject bridge replacement project within the project limits. The CTDOT District 2 Office will check into the status of the paving projects scheduled in the area and will get back to the Town of Madison Officials. The roadway has to have a certain amount of distress to get work done to it. Roads that are less traveled and do not see very much truck traffic wear slower and have more time between paving projects.*

Adjournment: Approximately 8:00 p.m.