

**State of Connecticut Department of Transportation
Project No. 15-363 (P.E. & Constr.)
Bridge Nos. 03761, 03762, 03764, and 03765 in Bridgeport
Route 8 NB and SB over Lindley Street and Parking Lot
Route 8 NB and SB over Capitol Avenue**

**Public Information Meeting
Wednesday, April 17, 2013
7:00 p.m. in the Council Chambers of the
Bridgeport City Hall, 45 Lyon Terrace
Bridgeport, Connecticut**

MEETING MINUTES

Present

David A. Cutler, P.E.	Division of Bridges and Facilities	CTDOT
Andrew J. Cardinali, P.E.	Division of Bridges and Facilities	CTDOT
Christopher G. Angelotti	Office of Construction	CTDOT
Scott R. Adkins	District 3 Construction	CTDOT
Steven L. Degen	Division of Rights of Way	CTDOT
Robert W. Ike	Division of Rights of Way	CTDOT
Aaron Ferraro	Division of Rights of Way	CTDOT
Bryan L. Busch, P.E.	Director of Structural Engineering	CME Associates, Inc.
Carol L. Rogers	Highway Engineer	CME Associates, Inc.

Presentation

By: Bryan L. Busch, P.E., Director of Structural Engineering, CME Associates, Inc.

Rehabilitation of the bridges is necessary to correct the structural deficiencies of the Prestressed concrete beams and maintain a safe crossing while minimizing disturbance for the traveling public. These bridges have been selected by the Department as possible candidates to be rehabilitated under a pilot Design Build (DB) project. The goal is to use the DB contracting method and accelerated construction technologies. The goal is to use this project as a demonstration of accelerated project delivery including ABC.

The current proposed scope of work for this project is the replacement of the existing superstructures combined with substructure rehabilitation. The proposed superstructures will consist of steel beams with a concrete deck and concrete parapets. The current spans and basic geometry will be maintained. The substructure elements will be modified to accommodate the new superstructure layout. In addition, any existing cracks, spalls or other damage will be repaired. Included in this project, will be modifications to Lindley Street at the intersection of US Route 1 (North Avenue). This will include adding a turning lane to Lindley Street and the off-ramp for Route 8 northbound.

The Department's goal is to begin construction in the spring/summer of 2015 and complete the project in the fall of the same year. The rehabilitation of these bridges is to be undertaken using

Federal and State funding sources. The current construction cost for this project is approximately \$40,000,000.

The construction will be performed in two stages to provide for two travel lanes southbound and three travel lanes northbound in each direction during each stage utilizing short-term lane shifts with crossovers and short-term local road detours. Based on the state highway boundary mapping, impacts to private property consisting of partial acquisitions, temporary construction easements, drainage easements and maintenance easements are anticipated.

Public Comments and Questions

The Public Information Meeting was scheduled to afford local residents and business owners the opportunity to view preliminary plans and voice any comments or concerns related to the proposed project. Block advertisements and notices of the Public Information Meeting were published in both Connecticut Post and in the La Voz Hispana on two separate occasions, and letters were sent to the abutting property owners. A few local stakeholders, including Paul Timpanelli, Bridgeport Regional Business Council (BRBC), Adam Wood, City of Bridgeport, and Jon Urquidi, City of Bridgeport Engineering, attended the Public Information Meeting. The proposal was generally well received and supported, except for two attendees who voiced their objection to the project. The following is a summary of the comments and concerns raised at the meeting.

The majority of the question and answer period revolved around the following issues:

- Property Impacts:

There are concerns regarding property impacts and the financial burden that the construction project will cause on surrounding property owners and businesses. Buses are currently parked and are stored under the Lindley Street bridges. It was asked if this parking was going to be eliminated. The response to this question was, "yes". Mr. Timpanelli, BRBC, expressed that he wanted to go on the record as being against the elimination of the parking. He further expressed concerns regarding minimizing development potential and revenues to the City due to the impacts to this property. The property owner was present and stated that he understands that the project could be done without taking so much parking. He further discussed how this project minimizes his ability to develop a sizeable building that would attract a business to the site and subsequently provide jobs and taxes to the City. An attendee from the City of Bridgeport stated that the State has taken a lot of property that has impacted businesses. He further stated that this project is a concern to the City and that he would like more communication with the Department.

Questions were asked on the extent of the work at the Route 8 northbound Exit 4 to Lindley Street and the intersection of Lindley Street and North Avenue and the property impacts. It was explained and demonstrated on meeting displays that the Lindley Street off ramp will be widened to add a turning lane, Lindley Street will be widened to add a turning lane at the U.S. Route 1 intersection, the two traffic signals will be replaced, and the intersection of Lindley Street and U.S. Route 1 will be repaved and restriped. To accommodate the widening of Lindley Street for the turning lane and sidewalk, a wall will have to be removed on private property and full depth construction will be necessary for the widening.

- Project Duration:

There were questions regarding the project duration and that two weeks seemed like a short amount of time. It was explained that the entire process will take approximately one year which is the time to go through the Design Build (DB) process and construction. It was further pointed out that this project has been selected for Accelerated Bridge Construction (ABC) which decreases the project duration from potentially three years to one construction season. An example project in Massachusetts on Route 93 was cited as a project where fourteen bridges were replaced during one summer season. It was asked if this type of construction has ever been done in the State of Connecticut. Mr. Andrew Cardinali, Department's Project Engineer, cited a bridge project in Greenwich that used the same techniques; however, it was several years ago and techniques have improved since then. The contractor's construction duration will also be limited with financial penalties if the duration is exceeded. Mr. Christopher Angelotti, Department's Office of Construction, discussed the DB method of advertising the project and evaluating a team. This method does not necessarily mean that the project will go to the low bidder. One of the State's goals is to improve its selection process.

- Construction Equipment Storage:

There were questions and concerns regarding construction equipment storage. Property owners wanted to make sure their properties were not encroached for construction operations and equipment storage. It was explained that once the crossovers are in place that the entire roadway above Lindley Street and Capitol Avenue within the work zone can be used for equipment and material storage. Cranes will be able to reach from the top of Route 8, and crane work below the bridges will be the responsibility of the contractor. The contractor will not be allowed to encroach onto private property unless they have permission from that property owner. It was explained that if a property is encroached without prior permission, that the property owner should notify the on-site State Inspector.

- Noise and Air Pollution:

Concern was expressed regarding potential noise and air pollution from the proposed construction activities. Auto sale business owners expressed concerns regarding dust impacts to their autos that are stored outside. The question was asked how property owners will get reimbursed due to dust or possibly having to shut down their businesses during construction activities. Mr. Steve Degen, Department's Right-of-Way Agent, stated that the State does not reimburse for loss of business or have a mechanism in place for it. Mr. Degen stated that property owners could file a claim for reimbursement if necessary. It was explained that the Permit Need Determination Form for the project has been submitted to OEP and State and Federal permits that will be necessary have been identified. It was further explained that the use of ABC will help reduce both noise and air pollution. ABC is beneficial in that several of the construction pieces will be prefabricated, which will reduce noise and air pollution impacts. Mr. Angelotti discussed the Department's specification for the use of water or calcium chloride for dust control. State construction inspectors will be on site to monitor dust control. A female attendee requested a copy of the dust control specification.

Adjournment

It is the Department's position that the proposed scope of rehabilitation represents a viable and needed transportation improvement. The recommended plan provides a design for correcting the structural deficiencies of the existing bridge and minimizing the need for future maintenance. Accordingly, the Department intends to seek design approval for the proposed plan. The Department will continue to keep the City informed of any changes that may occur as the design is being completed. The City was thanked for their continued support and cooperation during the development of this project.

The meeting was adjourned at 8:45 P.M.