

Report of Meeting

PROJECT: 59-159

Replacement of Bridge #02481 Carrying State Route 77 (Durham Road) over Unnamed Tributary of the West River, Town of Guilford

DATE: June 06, 2013

PREPARED BY: Luke W. Cardone

LOCATION: Nathanael B. Greene Community Center

Conn. DOT

ATTENDEES: Bryan H. Reed – Transportation Supervising Engineer – Bridge Design
Bao K. Chuong – Project Engineer – Bridge Design
Luke W. Cardone – Bridge Design
David Tompkins – Traffic Engineering
John F. Dunn – Project Engineer – District 2 Construction

TOWN OF GUILFORD

ATTENDEES: Buster Scranton – Abutting Property Owner and Local Fire Official
Janet Testa – Guilford Chamber of Commerce
Anne Junradella – Guilford Resident

SUBJECT: Public Information Meeting

Discussion:

Prior to the beginning of the formal PowerPoint presentation, Mr. Scranton was the only member of the public in attendance. He expressed the following concerns to Bryan Reed and was given the following responses:

1. Southeast Approach Metal Beam Rail – Access to Mr. Scranton's property is restricted by the existing metal beam rail at the Southeast corner of the bridge. Some years ago, the previous cable railing allowed him access. Mr. Scranton asked if we could make a change to allow him access to his property from this corner of the bridge in the future.

He was informed that a request would be sent to the Department's Highway Design Unit to investigate the matter and determine if access could be provided.

2. Roadway Width – The roadway in the vicinity of the bridge is one of the narrowest on the road, 24' curb-to-curb. Mr. Scranton asked if the roadway would be widened.

He was informed that the bridge would be widened to approximately 28' curb-to-curb. However, the finished roadway width would match the existing roadway width. This is because the structure replacement is only a spot improvement, and widening only a small portion of the road would be confusing to the traveling public. However, the additional bridge width would allow for widening of the road over the structure, should the department deem it necessary in the future.

3. Maintenance and Protection of Traffic After Detour – Mr. Scranton asked how the traffic would be maintained after the detour is removed and the roadway is opened to traffic.

He was told that vehicular traffic would travel on granular material in one lane of alternating one-way traffic controlled by stop signs.

4. Contractor Laydown Area – Mr. Scranton asked where the Contractor's lay down area and field office would be located.

He was informed that the Contractor would be responsible for determining these locations.

The formal PowerPoint presentation began at approximately 7:40 pm. Mr. Scranton was the only person from the public in attendance, yet about five minutes into the presentation, the remaining two attendees arrived. Two pamphlets were available upon arrival, and large drawings were on display showing the detour, a preliminary general plan, and 3D visual aids.

Bryan began the presentation by introducing the members of the Department and the project. He then gave the floor to Bao Chuong, who introduced the project location as well as the DOT's role and the project goals. Next, Bao handed the floor to Luke Cardone to discuss project specifics.

Luke introduced the existing bridge and the deficiency that lead to this replacement project. The existing concrete slab bridge is located on a scenic road that the department considers suitable for biking. Its stone abutments are being undermined by scour, or erosion.

The new bridge, Luke explained, would be a four-sided culvert buried in one foot of natural streambed material. To the East, it would include flared wing walls with architectural treatment, and a rustic metal beam rail spanning the bridge. While to the West, it would include U-type wing walls with architectural treatment, and a parapet with rustic metal beam rail attached to each end. Also included in the project, would be a dissipater pool at the outlet of the culvert to help prevent future scour. The bridge's out-to-out width would be increased to accommodate a future road curb-to-curb width of 28'. We would only be able to lengthen the structure to the east, due to the necessity of major environmental impacts from expanding to the west. The structure could not have been lengthened any further to the east without taking some of Mr. Scranton's property. Prior to this bridge work, the low hanging utility lines located diagonally above the structure would be moved and raised. New taller utility poles would be installed to the east of the structure. Luke also informed the public that the scenic roads committee had determined this plan would not negatively affect the quality of the scenic road, and this spot improvement would not make the road any more dangerous for bicyclists. Luke then gave the floor back to Bao.

Bao informed the public that we anticipate to start the project in spring of 2014, and it should last about 5 months, costing approximately \$400k. He explained that we would utilize ABC techniques allowing us to close the road for only one weekend in the summer of 2014. Bao then briefly described the construction activities that would take place during the road closure while utilizing 3D visual aids. He also explained the ABC benefits to the public: minimal traffic impact, environmental impact, cost, delivery time, and improved constructability and work zone safety. Bao then handed the presentation off to David Tompkins to discuss the proposed detour.

David went over the detour route with the public, and indicated that trucks that do not follow the detour would need to turn around before the structure. To the south, trucks could turn around at Race Hill Road, while to the North, trucks could turn around at the fire department. At this time, Mr. Scranton voiced his concerns that pavement in front of the fire station would likely be damaged by the trucks, and

the overhead wires over the parking lot were low and would likely be damaged by high vehicles. Mr. Scranton then indicated that the fire house was not owned by the town, and that permission to use the property would have to be obtained by the Guilford Fire Department's chief.

In conclusion of the presentation, Bao gave our contact information to the public, and the floor was opened to questions. The following items were discussed:

Restricted Times for Road Closure – We informed the public that the road closure would be restricted to one weekend in the summer months, to avoid school traffic. We also indicated that we would be avoiding the Durham Fair dates. At this time, Ms. Testa indicated that the Hand Crafts Expo should also be avoided on the 3rd weekend of July. We agreed that we would avoid the Hand Crafts Expo as well.

Notify Guilford Chamber of Commerce Prior to Construction – Ms. Testa, a member of the Guilford Chamber of Commerce, confirmed that truck traffic on Route 77 had increased this spring due to a new trucking company in the area, Safety Zone Company. She asked that the Guilford Chamber of Commerce would be notified prior to beginning the detour, so they could notify the trucking company and other members of the Chamber. We informed her that the contract documents would require the Contractor to notify the Guilford Chamber of Commerce before the detour would be put in place.

Restrict Truck Traffic on Route 77 – Ms. Junradella, a Guilford resident, noted the increase in truck traffic on Rt. 77 this spring. She was under the impression that trucks were restricted from the road, and mentioned she had seen “no truck” signs. The other attendees from the town were not able to confirm the no truck restriction, and David Tompkins from Traffic Engineering was also unaware of any such restriction. However, many side streets in the area are restricted, and remaining local through ways would be restricted during the detour.

Roadway Width – Ms. Junradella asked if there were any plans to widen the road in the vicinity of the project in the near future. She mentioned poor sight lines and the absence of shoulders. We informed the public that there were no known Department projects to widen the road at this time.

The meeting adjourned at approximately 8:15, and the project appeared to be acceptable to those in attendance. On the way out, Mr. Scranton mentioned that we seem to be doing the best job we can, given the challenges surrounding this bridge; the remaining attendees were agreeable.