

**Department of Transportation
Project Nos. 116-133 & 116-134
Rehabilitation of Bridge No. 01018 & 02390
Route 53 over Saugatuck River & unnamed brook
Town of Redding
Public Information Meeting**

**Thursday, January 9, 2014, 7:00 p.m.
Redding Town Hall Hearing Room
100 Hill Road
Redding, Connecticut**

Minutes

Present:

Timothy D. Fields – Connecticut Department of Transportation (CTDOT)
Mary E. Baker – CTDOT
Leon Karvelis – Redding Selectman
Jeff Hanson – Redding Highway Superintendent
Glenn Johnson – West Redding Fire Chief
Arthur DiCesare – A. DiCesare Associates (ADA)
Julie Georges – ADA
Robert Brickley – Close, Jensen and Miller, P.C. (CJM)
Michael Woods – CJM
Andrew Lessard – Stantec
11 Local Residents

Presentation:

A presentation was delivered by Ms. Mary Baker from CTDOT. Representatives from CJM provided a summary of the existing conditions at each bridge. The designer then outlined the proposed rehabilitation scheme for each respective project. The following items were included:

- The purpose and need for both projects is to address the corrosion and delamination occurring in the bridge decks.
- A short term closure of Route 53 has been proposed to replace Bridge No. 01018. Single stage construction will minimize the construction duration and does not require maintaining traffic on partially demolished existing masonry abutments. The proposed bridge will eliminate the center pier and increase the span to 70 feet. Precast integral abutments supported by drilled piles will carry precast concrete box beams. Route 53 will be raised 0.6 feet at the bridge. Approximately 450 feet of roadway will be reconstructed on Route 53 and approximately 100 feet along Umpawaug Road. The proposed structure will be 34 feet curb-to-curb to meet current design standards.
- Construction of Bridge No. 02390 will be performed in two stages. Trailer mounted temporary signals will control alternating one-way traffic throughout construction. Traffic signal preemption has been included to assist emergency vehicles during construction. Stage I involves removal and replacement of the deck on the west side of the bridge. This work shall be performed behind temporary barrier curb and traffic will be shifted onto the eastern portion of the bridge. Stage II involves replacement of the east side of the bridge with traffic shifted onto the newly constructed west side of the structure. The proposed structure will be 32 feet curb-to-curb to meet current design standards.

- Utility poles have to be relocated for both projects as a result of construction.
- No Rights-of-Way impacts are anticipated for either project.
- The estimated construction cost of Bridge No. 02390 is approximately \$720,000 and \$2,400,000 for Bridge No. 01018.
- Construction is anticipated to begin in the summer of 2015 for Bridge No. 02390 and the summer of 2016 for Bridge No. 01018.

Public Comments and Questions:

Both projects were generally well received and supported by those in attendance. The Town Selectman inquired about the detour route and public school coordination.

CTDOT stated that a State Route detour will be utilized. Roadway conditions on the detour route have been examined to verify turning radii are adequate and the additional loading can be accommodated. Variable message signs will be provided to notify and alert the traveling public. CTDOT also noted that the closure of Bridge No. 01018 would occur in the summer months when school is not in session and that coordination with schools shall be initiated.

A town resident wondered how much the Saugatuck River will widen as a result of construction and followed up inquiring whether velocity changes, both up and downstream, have been considered.

Stantec stated the proposed span will be approximately 70 feet long, but that the width of the normal flow channel would not increase to the full width of the structure. It was explained that a wider bridge opening will slow down normal flow velocities. CTDOT indicated that the project is at the 30 percent complete design stage and a preliminary hydraulic analysis has been performed; the hydraulic models will be reviewed further to ensure there are no impacts to private property at the subsequent review stage.

A town resident questioned the amount of roadway widening on Bridge No. 01018 and the extent of Umpawaug Road roadway reconstruction.

CTDOT explained that Route 53 is being widened at both bridge sites to meet current design standards. Bridge No. 01018, specifically, will be increased to 34 feet curb-to-curb. Route 53 will be raised approximately 0.6 feet at the bridge to accommodate the longer span length; roadway reconstruction on Umpawaug Road is primarily grade related to tie into the Route 53 profile increase.

A question was asked if there were any plans to include a traffic signal at the intersection of Route 53 and Umpawaug Road as part of the Bridge No. 01018 construction.

CTDOT responded that traffic signal improvements are not part of this project.

A question was asked whether a presentation could be made to the local Conservation Committee as the project progresses.

CTDOT agreed that it would be beneficial to meet as design progresses to hear the Committee's suggestions and ensure that the surrounding wetlands will be properly taken care of.

Concern was brought up by the town to see maintain the existing guide rail aesthetics at the bridge sites.

CTDOT understood that aesthetics are an important design consideration; however, the existing weathered guide rail does not meet current design standards. CTDOT explained that the Department is investigating a penetrating stain treatment to provide a weathered, more rustic rail appearance. If the treatment meets allowable standards then CTDOT would be happy to incorporate it into the project specifications to keep a consistent roadway appearance throughout the area.

Adjournment: The meeting was adjourned at 8:00 p.m.