

**Department of Transportation
Project No. 130-TBD
Replacement of Bridge No. 06815
Town of Southbury**

**Thursday, December 11, 2014 at 7:00 p.m.
Southbury Town Hall, Room 205
501 Main Street South, Southbury Connecticut
Minutes**

Present:

Connecticut Department of Transportation (Department)

Theodore Nezames, Rabih Barakat, Kevin Blasi, Sarwat Basha, Jonathan Kang, Jacob Platt, Netania Durogean

Close, Jensen and Miller, P.C. (CJM)

John Miller II, Mark Levesque

Presentation:

First Selectman, Edward Edelson provided brief opening remarks and thanked all in attendance.

Rabih Barakat gave a presentation of the proposed project to replace Bridge No. 06815 which consists of a 50 year old, 86-ft. long, 7-ft. diameter corrugated steel pipe and carries an unnamed brook under Route 172 just to the east of Hollow Swamp Road. The Department's condition rating of the steel pipe culvert is considered poor.

Photographs and Plans of the site were presented:

- The deteriorated steel pipe culvert will be replaced by a precast concrete box culvert with an opening of 10-ft. wide by 7-ft. high. The floor of the culvert will be covered with 2-ft. of natural channel bottom material.
- To minimize traffic and community impacts the proposed construction will utilize Accelerated Bridge Construction. The prefabricated culvert units will be installed during a weekend detour of Route 172.
- Environment permitting is anticipated for CT DEEP Inland Wetlands, and for U.S. Army Corps of Engineers Programmatic General Permit.
- Construction is anticipated to begin in spring 2016. The estimated construction cost is \$800,000.

Public Comments and Questions:

- Will night work be involved?

Response: There may be night work during the weekend closure, but the Contractor will develop the schedule and it is unclear until a Contractor is selected and submits the schedule for the weekend closure whether night work will be involved.

- Is the Designer aware that there is an artisan well at the property located at the northeast corner of the bridge? It is 16-ft. deep with 6 ft. of water. Will water handling operations for the culvert project affect well?

Response: The Designer is aware of the well and will design the project and water handling to account for the well's location. The Contractor will follow Best Management Practices during construction to ensure the project does not adversely affect the well.

- Will the culvert have an open bottom - 3 sided culvert? Why not?

Response: Open bottom structures require deeper excavation for footings and possibly require pile foundations, so construction over a weekend may not be possible. The drainage area is small and only requires a culvert for hydraulic adequacy. In addition, scour could be a problem with an open bottom structure and is not a concern with a culvert.

- Will the river be dammed during construction?

Response: Sandbag dams will most likely be used, but the river will be pumped over the road to the other side of the culvert to ensure water does not back up onto private property.

- Is the proposed pipe the same length as existing?

Response: The proposed pipe length is very similar to the existing.

- Will the road be removed for construction or will all work be done from below?

Response: During the weekend closure, the roadway will be excavated, the existing pipe removed, the proposed box culvert will be installed and the roadway will be reconstructed over the new culvert.

- Will anyone from the Department be present during the work around the gas main?

Response: Department Inspectors will be on site throughout construction overseeing Contractor.

- Was the traffic count of 8,800 cars per day taken during the week or weekend?

Response: The traffic count was taken during the week; the weekend should have lower traffic volumes.

- What happens if there is an accident on I-84 during the weekend detour period and traffic is routed around I-84 onto the detour route?

Response: The Department cannot account for unforeseen events. The detour can be scheduled around town events or weather, but accidents cannot be predicted.

- The proposed detour uses two-way traffic on Hollow Swamp Road. Will there be any upgrades to this road prior to implementing the detour since it is very narrow, guiderail is inadequate and a culvert on the road is in poor condition?

Response: [Subsequent to the meeting, it was decided by the Department to use a State Route detour combined with the Town road of Main Street rather than detouring traffic onto Hollow Swamp Road.]

- Is the project bid through the town of Southbury? How and when will the Contractor be selected? Will residents be made aware of the selected Contractor?

Response: The project is bid through Department. Only prequalified Contractors may bid and the Contractor is selected through a low-bid process approximately 4 months prior to the start of the project. Residents can see bids on the Department website after bid letting.

- The First Selectman requested that this project be coordinated with the I-84 Exit 14 upgrade. He also noted that there is a school that is a major traffic generator near the culvert project.

Response: The Department will coordinate with the ramp project to ensure there are no conflicts. The detour will most likely occur when school is not in session, but coordination with the school can be made during construction.

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