

Connecticut Department of Transportation

**State Project No. 136-0072
Rehabilitation of Bridge No. 02132
Route 14A over Cedar Swamp Brook
In the Town of Sterling**

**August 22, 2016 7:00 PM
1183 Plainfield Pike, Oneco, Connecticut
Minutes of Public Informational Meeting**

Present:

Russell M. Gray, First Selectman

Three (3) Private Residents

A representative of WINY Radio 1350am, Osbrey Broadcasting Company

Mary Baker, CTDOT, Principal Engineer, Bridge Design

Kevin Blasi, CTDOT, Supervising Engineer, Bridge Design

Sarwat Basha, CTDOT, Project Engineer, Bridge Design

Jonathan W. Kang, CTDOT, Design Engineer, Bridge Design

Ashley Heredia, CTDOT, Design Engineer, Bridge Design

Michelle Miller, CTDOT, Rights-of-Way Coordinator, Office of Rights-of-Way

Presentation:

The presentation began at approximately 7:00 PM with an introduction of the First Selectman and representatives of the Connecticut Department of Transportation (Department).

The following are the key points of the presentation:

- General information on the existing bridge (e.g. - structure type, dimensions, service, condition).
- Existing areas of deterioration and the purpose for superstructure replacement
- Proposed project scope:
 - Removal of the existing deck superstructure
 - Installation of precast deck panels
 - Deck pour
 - New rail system
- Temporary utility relocations
- 8-week closure of Route 14A and corresponding State route detour

After the presentation of the project scope, a Department representative presented the process of property acquisition, should any be necessary. Following this, the presentation continued with project funding and cost and a discussion on the detour. The floor was then opened up for any questions or comments.

Public Comments and Questions:

- The First Selectman inquired to the cost of rights of acquisitions for the project and the number of properties that will be affected by the project.
 - Response: The cost of any required temporary or permanent property acquisitions would be negotiated with property owners. There are currently three anticipated properties that will be affected by temporary aerial utility relocations for the project and corresponding temporary construction easements are anticipated.
- The First Selectman asked if the final elevation and grade of the roadway on the bridge would be changed from the existing.
 - Response: The final grade and elevation [i.e. – the roadway “profile”] will very closely match the existing while accommodating for future drainage considerations for the site.
- The First Selectman asked for clarification on the differences between the signed state detour and detours that local residents could utilize instead.
 - Response: It was explained that the State route detour would be signed primarily for the use of traffic volumes traveling through Sterling for individuals who are unfamiliar with the area, rather than for local residents familiar with more efficient routes around the project site and road closure. State routes are generally preferred for detours in order to minimize any increased traffic volumes through local routes and neighborhoods that may be a result of the road closure.
- A resident asked why there was a cost increase from one million dollars indicated in the abutter letter to one and a half million dollars indicated in the presentation.
 - Response: It was explained that the preliminary cost estimate developed in the early stages of the project is sometimes based on a scope of project that is not fully developed and that additions to the project scope that are found to be necessary as the design is further developed generally adds costs that could not be anticipated earlier in the design phase.
- A question was asked about why the detour is estimated to last 8 weeks.
 - Response: It was explained that the topping of the new superstructure will consist of poured concrete which requires a curing period of 28 days. In addition to the initial setting of the precast concrete members, preparation of the deck topping through the setting of wood forms will also be required.
- A resident inquired as to what loading in terms of tonnage the new structure would be able to support.
 - The bridge will meet current design code loading requirements.

- A resident asked what DEEP's involvement in the project was and if the Town of Sterling's inland wetlands commission would be involved in the review of the project.
 - All applicable permit applications will be submitted to Connecticut's Department of Energy and Environmental Protection during the design process and do not go through municipal inland wetland agencies for approval.

[A follow-up response was offered by DOT's Office of Environmental Protection:

State agencies submit Inland Wetland permits to the Department of Energy & Environmental Protection (DEEP) for authorization and do not go through Municipal Inland Wetland Agencies. However, Municipalities are notified when the DOT submits a permit application to DEEP. The notice follows the format stipulated in the application instructions for the different types of wetland permits issued by DEEP.]

Adjournment:

The project was generally well received by those in attendance although some concerns persisted about the anticipated cost of the project and duration of construction. The meeting was adjourned at approximately 8:00 PM.