

**Department of Transportation
Project No. 158-208
Rehabilitation of Bridge No. 00732
North Avenue over Route 15 (Merritt Parkway)
Town of Westport**

**Wednesday, January 15, 2014, at 7:00 p.m.
Westport Town Hall Auditorium
110 Myrtle Avenue
Westport, Connecticut**

Minutes

Present:

Mary Baker – Connecticut Department of Transportation (CTDOT)
Stephen DiGiovanna - CTDOT
William Stark – Close Jensen and Miller (CJM)
Andrew Lessard – Stantec Consulting Services Inc. (Stantec)
James Marpe – First Selectman, Town of Westport
Barry Hammons – Deputy Town Engineer, Town of Westport
John Calka – Westport Police Department
Rep. Jonathan Steinberg – State Representative, 136th District
Michael Rea – Westport Board of Finance
Carla Rea – Westport Representative Town Meeting Member, District 8
Town Residents

Presentation:

A presentation was delivered by Ms. Mary Baker from CTDOT, Mr. William Stark from CJM and Mr. Andrew Lessard from Stantec.

The following items were included in the presentation:

- The existing bridge is a single span concrete rigid frame structure with a clear span of approximately 64 feet and a curb to curb width of 26 feet with a 4'-9" sidewalk on the east side.
- The bridge is in need of rehabilitation due to the condition of the concrete superstructure which has areas of severe deterioration.
- The bridge has historic significance and has been presented to the Merritt Parkway Advisory Committee and the State Historic Preservation Office for review. The project has been deemed as having "No Adverse Effect on Historic Properties" conditional that the rehabilitation is carried out in accordance with the Merritt Parkway Bridge Conservation and Restoration Plan.
- Proposed patching of the minor concrete deteriorated areas of the bridge and full replacement of the severely deteriorated west spandrel wall.
- Proposed safety items including protective fencing on top of the parapets on both sides of the structure and concrete end block extensions to the existing wing walls to safely anchor the approach metal beam railing.

- Proposed full roadway closure with detour of traffic from Mid-June 2015 to Mid-August 2015, during the school summer recess period.
- Reduced vertical clearance and periods of off peak lane closures on Route 15 (Merritt Parkway).
- Utility company impacts and coordination.
- Environmental permits and property impacts (None Required).
- Project cost of approximately \$2,600,000 to be 100% State Funded.
- Construction schedule for 2015 season of April 1, 2015 to November 30, 2015.

Public Comments and Questions:

- First Selectman Marpe noted that there was another CTDOT project that was proposing to utilize a portion of the same detour route as the bridge project and that coordination should take place to assure the projects did not intend to detour traffic in the same time frame.
 - The bridge design team was aware of State Project No. 158-201 and has been in contact with the CTDOT project engineer for that project. Further coordination would take place during the bridge design development. Proposed detours will not be allowed to be implemented at the same time.
- First Selectman Marpe noted the importance of the detour being of a limited duration and questioned how the project could assure adherence to the time frame.
 - It was advised that the construction contract would include incentive and disincentive clauses which would both financially reward the contractor for reopening the roadway to traffic earlier then required and financially penalize the contractor for any delay to the reopening of the road beyond the allowable time frame.
- Mr. Rea asked if there was consideration for the use of Town Police Officers to help with traffic flow while the detour was in effect and if so would this be paid for by CTDOT.
 - The design team noted that there were items in the contract associated with maintenance and protection of traffic including an allotment for the use of Municipal Police Officers and that the allocation of these funds would be at the discretion of the CTDOT forces administering the construction of the project.
 - It was also noted by Police Officer Calka that the detour route consisted of intersections controlled primarily by stop signs which effectively meter traffic.
- Representative Steinberg acknowledged the need to rehabilitate the historic structure and asked that the existing chain link fence be replaced with something more aesthetically compatible.
 - The Design Team advised that at the request of the Merritt Parkway Advisory Committee the Design Engineer was looking at options for

replacing the chain link fence with a less industrial looking protective fence than has been utilized on recent replacement bridge projects over the parkway. In any case the new protective fence would not be of chain link material and would be architecturally pleasing and look like it was a part of the original design concept.

- Representative Steinberg asked if there were any drainage improvements associated with the project.
 - The Design Team indicated that there were no drainage improvements proposed as part of the project.
 - Deputy Town Engineer Hammons noted that the project would have no effect on the headwaters of the Willow Brook watercourse located adjacent to the bridge site.

- Representative Steinberg asked about lane closures on Route 15 and the impact on safety during inclement weather conditions.
 - It was noted that the proposed project is intended to be completed in one construction season and therefore not encroach into the winter season. Further only daily off peak lane closures on the Merritt Parkway will be allowed and then only at the discretion of the CTDOT Engineer in charge of the project.

- A Town resident asked if there would be any issues related to Public Safety while the detour was in effect.
 - It was noted that the detour issue had been discussed with Town Emergency Management Officials and no problems are anticipated.

- A town resident asked if there would be night work.
 - It was noted that some night work was probable as the contractor will need to maximize his work window when constructing the support structure over the Merritt Parkway and that this window is generally from 8:00 p.m. at night until 6:00 a.m. in the morning. Further it was noted that in order for the contractor to meet the limited time frame for implementation of the full bridge closure and detour, the contractor may choose to work seven (7) days a week during that time period and this would be allowed by CTDOT.

Adjournment: The meeting was adjourned at approximately 7:45 p.m.