

**REPORT OF MEETING**

**State Project Number:** 102-295  
**Project Title:** Median Reconstruction and Resurfacing of I-95  
**Towns:** Norwalk & Westport  
**Date & Time of Meeting:** January 13, 2016 at 7:00 pm  
**Location of Meeting:** Westport Town Hall  
**Subject of Meeting:** Public Information Meeting - Westport

**Attendance:**Connecticut Department of Transportation (CTDOT)

Andy Fesenmeyer, Highway Design  
Michelle Miller, Rights of Way  
Paul Dickey, Environmental Planning  
Caroline Kieltyka, Environmental Planning  
Robert Nowak, District 3 Construction  
Sowatei Lomotey, Bridge Design

BL Companies (BL) (CTDOT Liaison)

Brett Stark  
Tony Morelli

AECOM (Design Consultant)

Jeffrey Keefe  
Donald Costello  
Stephen Mitchell  
Ron Sacchi  
Shivani Mahajan

Town of Westport

Jim Marpe, First Selectman  
Peter Ratkiewich, Public Works  
Alicia Yoizian, Conservation Director

Public - Approximately 10 residents attended the meeting.

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**Project Description:**

The limits of work for Project 102-295 begin in Norwalk at the easterly end of the I-95 over the Norwalk River Bridge (Yankee Doodle Bridge) and extend approximately 2 miles to the eastern abutment of the I-95 over the Saugatuck River Bridge in Westport. The proposed scope of work consists of reconstruction of the center median and outside shoulders along with resurfacing of the highway mainline and the ramps of Interchanges 16 and 17. The median will be reconstructed consistent with other stretches of I-95 to provide a 6-foot wide capped concrete barrier section and 12-foot wide inside shoulders. In addition to the above, the following bridges will be rehabilitated as follows:

- Strawberry Hill Avenue over I-95 – Superstructure replacement with improved clearance over I-95
- I-95 over Saugatuck Avenue (Route 33) – Superstructure replacement with improved ramp lane widths
- I-95 over Saugatuck River – Concrete deck repairs and replacement of expansion joints

The Department is contemplating the use of Accelerated Bridge Construction technics for the Saugatuck Avenue structure. The proposed methodology would involve replacing the superstructure over 4 weekend

periods versus two years of sustained lane and shoulder closures along I-95. During the weekend periods, one direction of I-95 traffic will be reduced to two through lanes and Saugatuck Avenue will be closed at the bridge site. A temporary detour along State Routes will be signed during the closure periods.

Other proposed improvements include upgrade/repair of existing drainage structures, replacement of the existing highway illumination system, guide rail upgrades, construction of a portion of the Yankee Doodle Trail in Norwalk and reconstruction of the existing commuter parking lot off of Hendricks Avenue

### **Purpose of Meeting:**

The purpose of the meeting was to present the project to the public to identify any issues or concerns. The design of the project as presented is approximately 50 percent complete and is scheduled to start construction in the spring of 2018 and last approximately two years. It is currently anticipated that the I-95 project and the Yankee Doodle Bridge rehabilitation project (State Project No. 102-348) will be combined and constructed as a single construction contract.

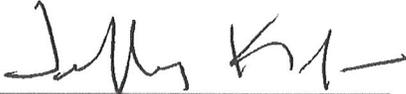
The presentation began with First Selectman Jim Marpe welcoming the attendees. CTDOT followed with an overview of the project and status. AECOM presented the highway and structure design details for the project. CDOT Rights of Way described the process for any right of way need. The meeting was then opened to the public for questions and or comment.

### **QUESTIONS AND COMMENTS**

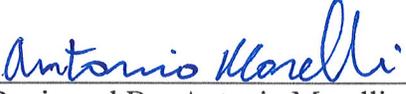
1. The ability to maintain the promised schedules for the proposed Accelerated Bridge Construction was questioned, based on the Town's recent experience on the North Avenue Merritt Parkway Bridge Project which also included a temporary road closure. It was noted the North Avenue Merritt Parkway Bridge Project work took much longer than anticipated.  
*Comment noted.*
2. Concern about the traffic detours was expressed. It was noted that Route 1 gets very congested and the tight turn from Riverside Avenue is very difficult to make, even for cars.  
*Comment noted*
3. It was suggested that due to the congested traffic and expected need for local police, the State provide funding to the Town to offset the cost to the Town.  
*Response: The construction budget for this and other state projects typically include allocations to cover the costs for municipal police officers to assist in managing traffic operations during construction activities. Payment is made through the state's contract based upon actual hours worked by the local police and approved by the CTDOT.*
4. It was commented that with the high use of cellular phone "apps" to avoid traffic congestion, the "apps" could generate errant routes directing truck and vehicle traffic through residential areas causing greater inconvenience to local residents.  
*Comment noted*
5. This project needs to be coordinated with other planned or ongoing projects in the area so multiple areas are not impacted at the same time, particularly with high traffic corridors such as the Merritt Parkway and I-95. The planned Bridge Street Swing Bridge work was also noted.  
*Comment noted*
6. The treatment of the direct runoff from the Saugatuck River Bridge into the Saugatuck River was questioned. It was noted the runoff is a source of contamination into the river. It was noted this is the same issue currently being investigated with the I-95 Yankee Doodle Bridge over the Norwalk River project.  
*Response: Currently the Saugatuck River Bridge work is limited to repairing only the joints. Drainage upgrades are not part of the work.*

7. It was noted that the area residents have pleaded for noise barriers and questioned why the State could not include them with the project.  
*Response: Currently the State has no specific funding program for noise barriers and the project does not meet the Federal Guidelines for noise barriers which would be required for noise barriers to be considered.*
8. The extent of the Right of Way need was questioned.  
*Response: ROW is currently expected to be minor and generally limited to grading easements and or temporary construction easements.*
9. It was commented that weekend traffic is very congested on town roads and on Route 1, therefore there will need to be plenty of advance notification to avoid issues.  
*Response: CTDOT is committed to implementing a robust public outreach program as part of the proposed construction.*
10. Will there be any Right of Way acquisition in Westport?  
*Response: At this time, there is no ROW acquisition expected in Westport.*
11. Positive comment on the content of presentation. Coordination with other projects in the area was brought up, such as the Walk Bridge and other projects in the area that could cause disruption of traffic if any are ongoing at the same time. It was noted that in the past there seemed to be communication gaps within the CTDOT and given the large number of planned projects in the area communication and planning of the projects is important. It was also noted appropriate and timely information needs to be provided to public and businesses.  
*Response: CTDOT's project managers working on projects in the area meet regularly to coordinate the various projects.*
12. Noise barrier criteria not met but should be considered in future projects.  
*See response to comment No. 7.*
13. It was questioned, based on previous experience, if the Accelerated Bridge Construction schedule is usually met? The proposed weekend work hours during the Accelerated Bridge Construction work were questioned.  
*Response: It was noted that although, to date, CTDOT has only completed one previous Accelerated Bridge Construction (ABC) project along it's interstate highway system (I-84 Southington), this project was very successful. Other states such as Massachusetts and New York have also successfully utilized ABC methods recently. The "Fast 14" project on I-93 in the Boston Massachusetts area utilized the same construction approach that is proposed under this project to successfully replace 14 bridge superstructures over the course of 10 weekends in the summer of 2011. The work hours would be continuous over the weekend period from Friday evening through the early hours of Monday morning to finish before typical rush hour traffic at 6AM.*
14. A positive comment was made regarding a recent project where schedules were met by CTDOT and although detours were implemented and caused some inconvenience, they work fine overall.  
*Comment noted.*
15. It was noted the inclusion of the segment of the Yankee Doodle Trail into the project was a good idea. It was suggested another trail section, that is fully funded also be added to the project.  
*Response: CTDOT agreed to investigate this possibility but could not comment to the inclusion of the additional trail.*
16. It was commented that the width of the designated bike lane currently on Strawberry Hill Avenue be carried across the bridge even if it reduces lane width.  
*Response: The CTDOT agreed to look into this possibility. The City of Norwalk will have final say as Strawberry Hill Avenue in a City Street.*
17. A comment was made indicating adding Sound Barriers would be a good idea.  
*See previous response (comment no. 7).*
18. A comment was made, based on experience with other projects that care should be taken to not leave unused construction material on site after completion of construction or during dormant periods.  
*Comment noted.*

- 19. It was commented that the East Avenue Bridge should be included in this project so the residents would not have to go through the construction twice.  
*Response: That project, which also involves the reconfiguration of Interchange 16 is currently in the conceptual design phase and has no established design schedule.*
- 20. Construction notification from the State should extend two streets beyond the current notification limits.  
*Comment noted.*
- 21. It was noted that the public really sees a need for noise barriers through this corridor. It was questioned if the expansion of the commuter parking lot off Hendricks Avenue would be considered a "substantial" improvement to comply with the Federal funding criteria for noise barriers.  
*Response: A CTDOT representative suggested that the proposed expansion of the Hendricks Avenue commuter lot would not meet the criteria for a "substantial" improvement under the Federal noise barrier criteria. CTDOT will continue to look into this matter further.*
- 22. A follow up comment was made noting that if the commuter lot expansion was not considered a substantial improvement to qualify for federal noise barrier funding if the parking lot could be made substantial, or another improvement could be added to make the project qualify for the federal funding.  
*Comment noted.*
- 23. It was noted the primary source of pollution with the direct runoff from the Saugatuck River Bridge is not from sand but from vehicle fluids such as oil.  
*Comment noted.*

  
Submitted By: Jeffrey Keefe

1/26/16  
Date:

  
Reviewed By: Antonio Morelli

2/2/2016  
Date:

  
Approved By: Andreas Fesenmeyer

2/3/16  
Date: