

Connecticut Department of Transportation

**State Project No. 0134-0149
Federal-Aid Project No. 6134(007)
Replacement of Bridge No. 04776 – Hydeville Road over Furnace Brook
Town of Stafford**

**December 1, 2022 at 7:00 PM
Virtual Meeting via Zoom Webinar and YouTube Live**

Minutes of Public Informational Meeting

In Attendance:

There were 11 people in attendance (6 on Zoom and 5 on YouTube), not including the project team. The meeting participants included residents and representatives of the Town of Stafford, the Connecticut Department of Transportation, and CHA Consulting, Inc.

Presentation:

The virtual meeting, using Zoom Webinar and YouTube Live was started at 6:59 p.m. with an introductory slide which provided project contact and website information for attendees to view while they waited for the presentation to start. At 7:01 p.m., the formal presentation started with Transportation Supervising Engineer Marc Byrnes stating the goals for the meeting and that the purpose of this public information meeting is to present the proposed design and discuss any questions, comments, or concerns that the public or town officials may have. He provided details of how participants could interact with the project team during the meeting and then outlined the Design Managed by State (DMS) program and the subject project goals. Mr. Byrnes then turned it over to Mr. Salverio Titus, Town of Stafford First Selectman, who provided introductory remarks. Mr. Byrnes then continued by introducing the representatives of the Connecticut Department of Transportation (CTDOT), and CHA Consulting, Inc. (CHA), the Consultant Liaison Engineer (CLE). Mr. Byrnes then gave a general overview of bridge elements and explained how the element conditions are rated on a scale from 1-9.

Mr. Robert Bahler from CHA continued with the technical portion of the presentation. He explained the existing bridge condition, provided an overview of the project site, and described the purpose of the project. Mr. Bahler presented the proposed project plans and maintenance and protection of traffic plan to fully replace Bridge No. 04776. Mr. Bahler described the utility, environmental and right-of-way impacts associated with the project. Mr. Zachary Guarino from CTDOT Division of Rights of Way continued the presentation with an explanation of the right-of-way acquisition process. Mr. Bahler then finished the presentation with a description of the project schedule and estimated cost.

Key Points Regarding the Existing Bridge:

- The existing bridge was built in 1935 and consists of (2) 9-foot spans with a total structure length of 24 feet.
- The existing superstructure and substructure are in poor condition due to the extensive deterioration of the concrete deck slab and concrete abutments resulting in a Structurally Deficient bridge classification. A portion of the north abutment footing is missing, and the abutment is undermined. The bridge is not currently posted for weight limit restrictions.

- The existing bridge and approach rail systems do not meet current safety standards.
- A traffic count taken in November 2021 determined the Average Daily Traffic (ADT) on the bridge to be 631 vehicles per day.
- The existing roadway width on the bridge of 21 feet does not meet the minimum width requirement of 22 feet and 24 feet required by FHWA and CTDOT for an urban local road, respectively, resulting in the bridge to be classified as functionally obsolete.
- The bridge is hydraulically inadequate; a 25-year storm event overtops the roadway at the bridge.
- Hydeville Dam is located approximately 250 feet upstream (East) of the bridge.

Key Points Regarding the Proposed Bridge:

- The proposed replacement structure will consist of twin precast concrete box culverts with a 16'-0" span and 10'-0" rise that are topped with a 3-inch (min.) thick bituminous concrete overlay and will carry a roadway with a 24 feet curb to curb width. Cutoff walls and return walls will be included for scour protection. U-type concrete wingwalls, founded on spread footings, are proposed at all four corners of the bridge to contain the approach roadway. The proposed bridge is anticipated to provide a service life of 75 years and require minimal maintenance.
- The proposed bridge will allow the passage of a 50-year storm without any roadway overtopping.
- The proposed open bridge rail system and approach guiderails will meet current safety standards.
- Exposed concrete surfaces are proposed to have a simulated stone facing utilizing form liner concrete.
- The project will include roadway reconstruction of approximately 360 feet along Hydeville Road, starting at the intersection with East Street (Route 19). The additional intersection leg of East Street located southwest of the bridge, will also be reconstructed for its full length of approximately 220 feet.
- The proposed maintenance and protection of traffic plan involves a closure of the bridge and detour of traffic for the duration of construction, which is estimated to be 8 months. The proposed detour route is approximately 2.4 miles long (6 minutes) and uses Upper Road, Leonard Road, and East Street (Route 19).
- Overhead utility poles located on the East side of Hydeville Road will be relocated further to the east to facilitate the installation of precast box culvert units. A closed roadway drainage system is proposed to the north of the bridge and the existing system on the south side of the bridge will be modified.
- Environmental permits will be required from federal, state and Town of Stafford permitting agencies for the project and best management practices will be used to minimize impacts to the wetlands and watercourse during construction.
- Temporary Construction Easements are proposed at two properties that abut the bridge, on the east side of Hydeville Road, to provide contractor access to the bridge during construction. A permanent slope easement will also be needed on these two properties since the roadway toe of slope extends outside of the Town right-of-way. A right to construct a portion of the driveway for the properties at the northeast corner and southeast corner of the bridge will also be required.
- Construction is currently anticipated to start Spring 2025 and end Fall 2025, subject to approval of environmental permits and ROW acquisitions.

- The project Design, Construction and ROW acquisition costs will be funded with 80% Federal funds and 20% State funds (0% Town Funds). The construction cost is currently estimated to be \$2.83 million.

Public Comments and Questions:

- A public representative from the Stafford Fire Department asked the following question using the Zoom Q&A chat feature:
 - In the current state of the bridge, is there any concern with weights of vehicles crossing over?

Verbal Response: CHA responded that despite the noted deficiencies in the existing bridge, there are no weight limit restrictions, and it is still safe for vehicular traffic. CTDOT performs regular inspections of the bridge. The Town will keep the Emergency Services informed about the roadway closure prior to start of construction.

- A public representative asked the following question using the Zoom Q&A chat feature:
 - Do you have the contact information for the CTDOT Rights of Way Coordinator, Zachary Guarino?

Response: CTDOT provided the contact information for Zachary Guarino, Rights of Way Coordinator (Phone: 860-594-2573, Email: Zachary.Guarino@ct.gov)

Adjournment:

The email address, telephone number and project webpage address were provided for any additional questions or comments regarding the project following the meeting. Attendees were reminded to fill out the voluntary survey and that any additional comments can be submitted until December 15, 2022.

The presentation was well received, and the meeting was adjourned at 7:38 PM.