Public Information Meeting

Project 96-193
Rehabilitation of Bridge No. 00507
SR 816 (Glen Road) over
Housatonic River
Newtown/Southbury, Connecticut
Project Location

Connecticut Department of Transportation
CTDOT Role and Mission

Bureau of Engineering and Construction

- Responsible for engineering design, construction, and inspection of transportation projects

Contact: Mr. David Cutler, PE

Connecticut Department of Transportation
Stantec Consulting Services Inc. Consultant Engineers

CTDOT has retained the firm of Stantec Consulting Services Inc. to provide the design of this bridge project.

Contact: Mr. John F. Eberle, P.E.
Reasons for Project

Structure recommended for rehabilitation under the List 19 Bridge Program.

Reasons include:

- Structurally Deficient Superstructure
- “Poor” Rating
Project Goals

- Rehabilitation of Bridge No. 00507
- Minimize disturbance and improve safety for the traveling public
- Complete construction in a timely manner
- Effectively use funds
- Consider historic nature of existing bridge
Aerial View of Bridge No. 00507

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Looking West thru Bridge

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View from West Approach

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Existing Bridge Description

- Single span structure built c. 1936
- Rehabilitated in 1986
- **Structure Dimensions**
  - Total Length = 300 ft single span
  - Overall Width = 36 ft
  - Roadway width = 29 ft
- Located immediately west of horizontal curve (R=200 ft)
- Located in slight crest vertical curve
- Carries one lane of traffic in each direction
  - Estimated Average Daily Traffic (ADT) ~ 3,000 vehicles (2009)
Existing Bridge Description

- 300'-0" Riveted Steel Truss
- Existing 100-Year Flood El. 108.88
- Approximate Existing Grade
- Existing West Abutment
- Existing Parapet and Bridge Rail
- Existing Low Chord
- Existing East Abutment

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Existing Bridge Description

- **C TRUSS**
- **ROUTE 816**
- **C TRUSS**

Dimensions:
- 2'-6"
- 3'-0"
- 1'-3"
- 11'-6"
- 3/16"/FT

Materials:
- CONCRETE PARAPET WITH METAL BRIDGE RAIL (TYP.)
- EXIST. LOW CHORD EL. 117.2
- 24"I x 9" x 81# INTERIOR STRINGER (TYP.)
- EXISTING 100YR. FLOOD EL. 108.88
- FLOOR BEAM (TYP.); BUILT-UP SECTION
- W24x84 FASCIA STRINGER (TYP.)
- 2" BITUMINOUS ON MEMBRANE WATERPROOFING
- 7 3/4" DECK SLAB

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Existing Bridge Description

- **Superstructure consists of:**
  - Steel truss with concrete deck supported by floorbeam and stringer floor system

- **Substructure consists of:**
  - Concrete abutments

- **Bridge is listed on CT Historic Bridge Inventory, and is eligible for National Register of Historic Places**
Existing Bridge Description

Connecticut Department of Transportation
Existing Bridge Description
Existing Bridge Description
Reasons for Project

Structure recommended for rehabilitation under the List 19 Bridge Program.

Reasons include:

- Structurally Deficient Superstructure
- “Poor” Rating
Existing Bridge Condition
Existing Bridge Condition
Existing Bridge Condition
Proposed Construction

- Strengthen truss members
- Repair/replace deficient floor members
- Rehabilitate concrete deck and overlay
- Blast clean and paint superstructure
Proposed Construction

- Proposed structure will have high performance concrete overlay
- Full depth asphaltic pavement reconstruction will occur to the approach roadway approximately 30 feet to the east and approximately 45 ft to the west of the bridge
- Bridge railing and parapets will match existing
- Existing roadway geometry will match existing
Proposed Construction

Major Steel Repairs

Connecticut Department of Transportation
Construction Staging

- Bridge to be closed to traffic during structure repairs
  - Reasonable detour route is available
  - Eliminating live loads on bridge allows for easier repair methods by contractor
  - Single stage construction will minimize the construction duration
  - Reduced construction duration will result in cost savings to the State

- Alternating one-way traffic on bridge during blast cleaning and painting
Environmental Considerations

- No direct impacts to watercourse or wetlands
- No threatened or endangered species identified
- No known contaminated and/or hazardous materials within project limits
- Painting operations to be fully contained to collect debris
- Best management practices will be utilized to handle sedimentation control during construction
Public Utilities

- No subsurface utilities in the vicinity of the bridge
- Overhead utilities north of bridge:
  - Fiberoptics
  - Power Distribution
- Conduit bank attached to south face of bridge
  - SNET/CLP
- Utilities will be maintained in place or relocated as necessary during the proposed construction activities
Rights-of-Way

No permanent impacts to private property are anticipated.
Project Cost

The estimated construction cost for the entire project is approximately $6,000,000 (2011).

This bridge replacement is anticipated to be undertaken using 80% Federal funds and 20% State funds.
Project Schedule

The project is anticipated to be constructed starting in Spring 2014.

Project duration estimated to be two construction seasons:

- One season for structure repairs
- Portion of second season for painting

The schedule is preliminary and is predicated upon the availability of funding and obtaining all necessary permits.

Connecticut Department of Transportation
Contact Information

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THANK YOU...

FOR YOUR TIME AND ATTENTION

Connecticut Department of Transportation
and
Stantec Consulting Services Inc.