

**Connecticut Department of Transportation**

**State Project No. 0158-0219**

**Federal-Aid Project No. 6158(013)**

**Replacement of Bridge 04972 – Greens Farms Road over Sasco Brook  
Town of Westport**

**December 7, 2021 at 7:00 PM**

**Virtual Meeting via MS Teams Live Event and YouTube Live**

**Minutes of Public Informational Meeting**

**In Attendance:** There were 12 people in attendance. The meeting participants included residents and representatives of the Town of Westport, the Town of Fairfield, the Connecticut Department of Transportation (CTDOT), and Close, Jensen and Miller, P.C. (CJM).

**Presentation:** The Virtual Public Information Meeting, using MS teams Live Event and YouTube Live was started at 6:45 p.m. with an introductory slide which provided project contact and website information for attendees to view while they waited for the presentation to begin. At 7:00 p.m., the presentation began with Project Manager, Priti Bhardwaj, introducing the project and gave a summary of the Design Managed by State (DMS) program and the goals for the night's meeting. Ms. Bhardwaj then explained the role of CJM as Consultant Liaison Engineer and introduced Mr. Keith Wilberg, Town of Westport, Town Engineer, and Mr. William Hurley, Town of Fairfield, Fairfield Engineering Manager. Mr. Wilberg explained the Town of Westport's involvement in the project and cooperation with the Town of Fairfield, CTDOT and CJM. Mr. Hurley stated the Town of Fairfield's continued support of, and cooperation with, Westport and expressed his enthusiasm for the project. Ms. Bhardwaj then introduced the various representatives from CTDOT and CJM and turned the presentation over to Mr. Andy Shepard from CJM to discuss the technical portion of the project.

Mr. Shepard explained the existing bridge conditions and the purpose of the project. Mr. Shepard introduced the proposed project plans and the proposed detour necessary to replace Bridge No. 04972. Mr. Shepard described the utility and rights-of-way impacts associated with the project. Mr. Dennis McDonald from CTDOT Division of Rights-of-Way finished the presentation by explaining the rights-of-way acquisition process.

Key points of the presentation were:

- The structure is located in a residential neighborhood and has an Average Daily Traffic (ADT) of 1640 vehicles per day.
- The existing structure was built in 1973 and consists of a two span, reinforced concrete, three-sided rigid frame supported by a reinforced concrete footing and a reinforced concrete pier between the spans.
- There is a 4-inch gas main that spans the channel on the south fascia by resting on the wingwalls and has a steel support on the central pier at midspan. There is a drainage pipe outlet located in the northwest wingwall. A sewer line approaches the bridge from the west and terminates at the pump station immediately northwest of the structure.
- The existing bridge deck is in poor condition with areas of spalls and potholes.
- The existing superstructure is also in poor condition and the underside of the concrete frame segments in both spans have spalls with exposed rebar as well as hollow areas and areas of

scaling. There is evidence of leakage with efflorescence along the joints and the joints are misaligned between the segments.

- The existing substructure is in fair condition. The rigid frame legs have spalls with exposed rebar, lateral misalignment, active leakage and scour. The footings are also exposed and exhibit spalls with moderate scaling along the waterline.
- The existing structure is noted as scour critical. The upstream channel has moderate to heavy undercutting with exposed tree roots as well as areas of heavy timber debris and heavy vegetation growth on the channel embankments. There is moderate scour along span 2 due to an increased flow in that span as well as a reduced flow outlet in span 1 because of a large area of gravel and stone accumulation.
- The proposed project will consist of replacing the existing structure with an AASHTO Concrete Box Beam superstructure on pile supported integral abutments. The structure will have a 60-foot clear span and a 32-foot curb-to-curb width composed of two 12-foot travel lanes and two 4-foot shoulders. The deck will be a 6-inch minimum cast-in-place shear slab topped with waterproofing membrane and 3-inches of bituminous wearing surface.
- The roadway profile must be raised to meet spot improvement criteria and due to the various design issues seen at the bridge location as well as an increase in span length and removal of the central pier. Due to this profile shift, all driveways in the vicinity of the construction area will be reconstructed and the existing catch basin will be moved further east.
- The existing gas main will be replaced in-kind on the fascia of the proposed structure upon completion of construction activities. The drainage pipe located in the northwest wingwall will be replaced in-kind and a new drainage pipe will be added to the southeast due to the new catch basin to be installed.
- The proposed detour measures 1.2 miles and is approximately 4 minutes in length. The detour will utilize Greens Farms Road, Route 1 (Post Road) and Bulkley Avenue.
- Permits anticipated for this project are; Local Inland Wetland, Army Corps of Engineers Pre-Construction Notification, Flood Management Certification and Structures, Dredging and Fill Permit.
- Proposed rights-of-way will consist of a drainage rights-of-way and construction easement to replace the drainage pipe to the northwest, and construction easement in the southeast for the new drainage pipe from the catch basin.
- Construction is currently anticipated to start in the Spring of 2023 and end in the Fall of 2023.
- The project is funded with 80% Federal funds and 20% Town funds. The estimated construction cost is currently \$2.29 million.

#### **Public Comments and Questions:**

- The following question was asked by the public and stakeholders using the MS Teams chat feature:
  - Can stage construction be used instead?

Verbal Response: CJM responded by stating that Stage Construction was looked into but was determined not practical because of an overall increase in construction cost, the additional water handling and the additional construction time required to maintain the roadway during each construction phase.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:

- Where will the Contractor place their equipment?

Verbal Response: CJM responded by stating that the bridge will be closed during construction, so the approaches themselves can be used for staging. If any more room is needed, this can be coordinated with the Towns once the Contractor is on board. The Contractor will not be allowed to place any material or equipment on property that has not been acquired for this project and, of course, all driveway access will be maintained at all times

- The following question was asked by the public and stakeholders using the MS Teams chat feature:

- Has there been coordination with EMS/Fire/Schools?

Verbal Response: CJM responded by stating that all coordination for emergency vehicles or buses will be verified with the Towns to ensure no delays or conflicts. The Town of Westport stated that coordination has already begun with emergency services and will continue throughout the duration of the project.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:

- How long will construction take? Can it be expedited?

Verbal Response: CJM responded by stating that construction is anticipated to begin in the Spring of 2023 and last approximately 8 months total. Timing of everything will depend on permit approval and acquisition of ROW.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:

- What is the estimated length of construction?

Verbal Response: CJM responded by restating construction is anticipated to take 8 months total but would depend on all acquisitions and approvals and the team is working to make the process go as smoothly as possible.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:

- How much higher is the new bridge deck? Where will the runoff go?

Verbal Response: CJM responded by stating that the new bridge deck is approximately 2-feet higher and runoff will flow east toward the new low point and catch basin that will be installed.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:
  - Where will the staging be done? We would expect the Fairfield side given residential is much closer on Westport.

Verbal Response: CJM responded by saying that, as stated previously, the bridge will be closed so the approaches can be used for staging, but any more room needed will only be allowed on the acquired ROW. As the question stated, there is a residential property on the Westport side and CJM assured the public that all access will be maintained to the property at all times during construction. CJM also mentioned that staging will be coordinated officially once the contractor is on board.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:
  - Are there time restrictions on when construction is done? e.g. we do not want to be woken up every morning.

Verbal Response: CJM responded by assuring the public that there are restrictions on timing of construction activities and all restrictions will be ironed out with the contractor prior to construction. The Town of Westport added that there are ordinances currently in place with the Town with certain restrictions that will be upheld during construction.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:
  - How much wider is the bridge?

Verbal Response: CJM responded by stating the bridge will be staying, more or less, the same width but there will be a change in roadway layout. The existing roadway consists of two 14-foot travel lanes, a safety curb on the northern side, and a sidewalk on the southern side. CJM went on to say that the proposed layout will consist of two 12-foot travel lanes and two 4-foot shoulders (one on each side) for pedestrians.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:
  - We would request that all traffic on Greens Farms Road coming from west be diverted to Bulkley.

Verbal Response: CJM referenced the detour plan shown previously and mentioned that the proposed detour includes Greens Farms Road, Route 1 (Post Road) and Bulkely Avenue. CJM assured the public that all preferences will be taken into account.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:

- Are there any trees being removed?

Verbal Response: CJM stated that tree removal would likely be minimal but any trees that would be removed would be coordinated with the appropriate parties. CTDOT ROW added that tree removal is part of the ROW process and the owners would be compensated for any necessary removal.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:

- What is the approach to replacement and beautification?

Verbal Response: CJM responded by stating that all effort is being taken to maintain aesthetics with what is currently existing. Any beautification or “betterment” can, and will, be discussed with the Towns.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:

- If the drainage pipe is replaced we expect any trees to be replaced with sufficient height to block site line to mall?

Verbal Response: CJM again assured the public that tree removal will be coordinated with the appropriate parties. The Town of Westport also stated, based on photos, the existing trees are mostly scrub brush and any replacement trees would likely be an improvement.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:

- On the restoration of trees, etc. you need to engage the neighbors. This needs to be budgeted!

Verbal Response: The Town of Westport stated that, as previously mentioned, all coordination for tree removal will be sent through the appropriate channels and will be approved by the various Boards within the Town system. The Town of Fairfield also assured the public that the Tree Warden will be involved throughout the process and supported the Town of Westport in the previous statement.

**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 survey and that any additional comments can be submitted until December 21, 2021.

The presentation was well received, and the meeting was adjourned at 8:00 p.m.