

Connecticut Department of Transportation

**State Project No. 0148-0212
Rehabilitation of Bridge No. 03225
Route 150 over Unnamed Brook
Town of Wallingford**

Thursday, October 22, 2020

Minutes of Virtual Public Informational Meeting

Presenters/Speakers:

Louis D. Bacho – Connecticut Department of Transportation (CTDOT)

Susan L. Morneault – CTDOT

Matthew P. Geanacopoulos – CTDOT Rights of Way

Andrew Lessard – Stantec Consulting Services, Inc. (Stantec)

Justin Abate - Stantec

Mark F. Levesque – Close, Jensen and Miller, P.C. (CJM)

Sal Cugno – CJM

Attendees

8 via TEAMS

6 via YouTube

Presentation: A virtual presentation was held through TEAMS and Streamed on YouTube for the project and was delivered by Ms. Susan Morneault from CTDOT, Mr. Justin Abate from Stantec, and Mr. Matthew Geanacopoulos of CTDOT Rights of Way.

The following items were discussed during the presentation:

- A construction project for the rehabilitation of Bridge No. 03225, Route 150 over Unnamed Brook in the Town of Wallingford, is scheduled to begin and be completed in 2022.
- The project is proposed due to the deteriorated condition of the existing stone arch, which exhibits areas of mortar loss, as well as the failure of an existing stone wingwall. The existing stone arch and concrete pipe support approximately 25 to 30 feet of fill where the slopes are very steep and failing.
- The proposed rehabilitation will consist of the reconstruction of the failed wingwall along with repointing the loose and lost mortar of the stone arch. Concrete retaining walls will be constructed on both sides of the roadway to allow for a minor widening and the addition of a sidewalk as requested by the town while providing stabilization of the existing steep slopes. The proposed roadway over the bridge will be widened to accommodate an 11-foot wide northbound turn lane along with a 12-foot wide lane and 2-foot wide shoulder in each direction. Metal beam rail will be installed at the corners of the retaining walls, and the roadway will be repaved within the project limits.
- Rehabilitation of the bridge and construction of the retaining walls will be performed utilizing 2 stages of construction with one lane of traffic maintained in each direction

during each stage of construction. A minimum 24-foot wide travel way consisting of an 11-foot wide lane with 1-foot wide shoulder in each direction would be maintained at all times. Water would be pumped through a temporary bypass hose during repointing of the stone arch and a sandbag cofferdam will be utilized to isolate the area during replacement of the stone wall.

- Permanent acquisition and temporary easements are anticipated primarily for accessing the areas below the roadway to work on the stone arch and stone wall construction and to place the outlet portion of the arch on state property since currently occupies a private property
- Coordination with utilities is ongoing. Temporary relocation of overhead utilities along with permanent relocations of underground utilities is anticipated which will be finalized as design progresses.

Public Comments and Questions:

Question:

A question was asked about the location of the bridge

The bridge is located on Route 150 (North Turnpike Road) immediately south of the intersection of Parker Farms Road and just north of the driveway to the apartment complex on the right side of the road heading north.

Question:

Question was asked about how the wingwall will be reconstructed and what material will be used.

The wingwall area will be isolated with sandbag cofferdams and the existing slope will be excavated. The stone wall will be dismantled and reconstructed in place and the native soil excavated will be placed back. The material to be used will be the existing stones removed and native stone from the surrounding area if additional material is needed.

Question:

The question was raised regarding the removal of the turning lane during construction and how that turning traffic will be accommodated during construction.

The existing turning lane will be removed during construction to allow for two-way traffic to be maintained in each stage of construction. Traffic signals will be used to control the flow of traffic and the timing will be changed to accommodate the turning movements. The signals will be retimed as necessary to allow for the left turn movement based on daily experience during construction in order to minimize traffic back-ups.

Question:

A favorable comment and thanks were provided to DOT by Chief of Police Mr. William Wright regarding the addition of the sidewalk. He also indicated that there is a traffic signal project in the area that may affect our project.

The response was that the Department is aware of the traffic signal project and all efforts will be made to coordinate that project with 148-212 during both design and construction.

Question:

It was asked why the sidewalk was placed on the east side of the road when there are people that walk on the west side sometimes.

The sidewalk addition was requested by the town for that same reason: to eliminate the potential for pedestrians walk on the west side of the roadway. The sidewalk will be placed on the east side of the road because there is an approaching sidewalk on the east side of the road south of the bridge and a pedestrian signal and pedestrian crossing to the east side of the road north of the bridge. Additionally, due to the location of the bridge and the intersection with Parker Farms Road northwest of the bridge, there is more area to place it on the east side without affecting the brook and slopes.

Question:

It was asked how long the loss of service would last during utility relocations.

The utility relocations will take place with minor inconveniences to the public. The relocated facilities will be constructed while the existing are in service and the only service interruption is anticipated during the switching from existing to relocated facilities. That service loss is not expected to last long, possibly only a few hours during the day.

Question:

A question was asked if the bridge is safe to drive over

All State-owned bridges in Connecticut are inspected every two years at a minimum. If the condition of bridge warrants, the frequency can be increased as needed to every year to every 6 months or possibly every 3 months. This structure is in relatively good condition with the wingwall being the worst component affecting the bridge condition rating. This project will rectify that component in addition to other repairs and construction activities. The structure is safe to travel on.

Question:

It was asked how long the construction will last.

It is anticipated that with the relocation of utilities and access to the structure, construction will last approximately 8 months from the Spring of 2022 to the Fall of 2022.

Question:

A question was asked as to the bridge being so old, why not replace it.

The stone arch was built in the 1860s and extended in 1929 with the addition of a concrete pipe to accommodate a roadway widening. The condition of the bridge and site constraints led to the determination that rehabilitation is the most suitable alternative to

address the bridge deficiencies. In addition, the bridge has been identified as being eligible for the National Register of Historic Properties by the Connecticut State Historic Preservation Office, which aided in the decision to preserve this structure.

Question:

A question was asked about a fallen tree on the downstream side of the bridge and whether it would be removed.

The tree has fallen due to the ongoing erosion of the steep slopes around the bridge. The tree does not affect the hydraulic function of the structure and it will be removed during construction activities. This project will also address the steep slopes to hopefully prevent this from occurring in the future.

Question:

A question was asked as to the reason for acquiring property if this is a bridge repair project.

The east end of the existing stone arch portion of the bridge is located on private property. During construction of the arch in the 1860s, the property lines were not clearly defined, which resulted in a portion the bridge being on private property. The Department normally obtains partial property surrounding the bridge in these situations in order to have access for future maintenance needs and repairs without having to infringe on private property.

Question:

A question was asked about who is paying for this project

This project is being funded with State and Federal funds. There is no Town funding required for the project.

Question:

A question was asked about what a full replacement would cost

Various options for replacement were investigated in the early planning portion of the project. It was estimated that a replacement with an 8-foot diameter concrete pipe would cost approximately \$6 million and a clear span consisting of a raised structure of about 40 feet in length would cost approximately \$8 million. The high cost is due to the amount of excavation needed while supporting the existing roadway and the difficulty in supporting and relocating the underground utilities.

Adjournment: The project was generally well received by those who attended the meeting. The live event virtual presentation was closed at approximately 7:40 p.m.