

Members of the public are invited to

CONNECTICUT DEPARTMENT OF TRANSPORTATION

VIRTUAL PUBLIC INFORMATION MEETING

State Project No. 0161- 0145 Replacement of Bridge No. 04981 Cannon Road over Norwalk River

Wilton

Thursday October 5th, 7 p.m.

Register: https://us02web.zoom.us/webinar/register/WN_P0V4vyOySDOyVIts4TMemw

YouTube Livestream: <https://portal.ct.gov/ctdotvpimarchive>

The purpose of this meeting is to provide the community an opportunity to learn about the proposed project and allow an open discussion of any views and comments concerning the proposed improvements. A Q&A session will immediately follow the presentation.

The purpose of the project is to replace Bridge No. 04981, a two span 75 foot-long structure that carries Cannon Road over the Norwalk River in the town of Wilton (Town). The bridge is located approximately ¼ mile east of US Route 7 and approximately 75 feet west of the intersection of Cannon Road and Pimpewaug Road. There is an at-grade MNRR crossing located approximately 150 feet west of the bridge. The bridge carries bi-directional traffic in an east-west direction over a 22'-0" roadway curb-to-curb width. There is a 5'-0" wide sidewalk on the north side and a 1'-7" wide safety walk on the south side of the bridge. The bridge and project limits are located within the Cannondale Historic District and the Norwalk River flows under the bridge from north to south primarily under the westerly span 1.

The bridge was originally constructed in 1956 and comprises of prestressed concrete deck units with a bituminous concrete overlay and is supported by concrete abutments and a center pier with spread footings founded on soil. Flared wingwalls are present at all corners of the bridge. The bridge rail consists of a steel two pipe railing with H posts mounted to a concrete parapet and two cable guiderails that extend to the approaches. Cannon Road is classified as an Urban Collector Street, and the Average Daily Traffic (ADT) is estimated to be 2,061 vehicles per day according to a traffic count taken in July 2022.

The purpose and need of the project are to address deficiencies in the bridge, identified by recent inspections. The roadway width does not meet current State and FHWA standards, the rail system does not meet current safety standards and the bridge is scour critical.

The proposed bridge will consist of two separate structures: a westerly 59'-0" long steel beam bridge conveying the main channel and an easterly adjacent precast concrete box culvert with a span of 21'-0" and a rise of 7'-0" to convey flood flows. Both structures will accommodate a 24'-0" roadway width meeting State and FHWA standards and a 5'-6" wide sidewalk on the north side of the bridge. The westerly bridge will comprise of steel beams with a concrete deck, membrane waterproofing system, and 3" minimum bituminous concrete overlay supported by concrete abutments founded on piles and designed for scour. The easterly box culvert will include cutoff walls and return walls at the inlet and outlet for scour protection. A crash tested 3-tube open bridge rail system is proposed to be mounted along the concrete curbs of the steel beam bridge. Curved wingwalls will be installed at all four corners of the bridge and terminate outside the clear zone. The roadway will be reconstructed approximately 150' west of the bridge and 55' east of the bridge resulting in a 285 feet of project limits and the existing horizontal and vertical alignments will be maintained. The project will also include modifications and improvements to the existing roadway drainage system and minor channel regrading to accommodate removal of the existing bridge substructure and construction of the new bridge and culvert. To provide improved aesthetics, exposed concrete on the bridge and culvert will be faced with stone masonry, the bridge rail system will be metalized to a color of town's preference and a decorative lighting will be installed at the four corners of the bridge. Traffic will be detoured during construction through a short 2-mile detour around the bridge.

There are right-of-way impacts associated with the proposed improvements. The proposed bridge replacement will require permanent takes (3 properties), Drainage Right-of-Way (2 properties), slope easements (4 properties) and temporary construction impacts (3 properties).

Construction is anticipated to begin spring 2026 based on the availability of funding, acquisition of rights of way, and approval of permit(s). The estimated construction cost for this project is approximately \$6.72 Million. This project is anticipated to be undertaken with 80% federal funds and 20% state funds.

Please register for the virtual public information meeting at <https://portal.ct.gov/DOTWilton161-145>. Registration is required to participate. Once registered, you will receive a confirmation email with a link to access the meeting.

Members of the public can submit comments and questions during the two-week public comment period following the meeting. Please direct comments and questions by October 19th to: DOT-FLBP@ct.gov and 860-594-2020 or Andrew Shields, Andrew.Shields@ct.gov or (860)-594-2077.

ACCESSIBILITY

This meeting will also be livestreamed on YouTube, and closed captioning will be available. Non-English translation options will be available on Zoom and YouTube. The recording will also be available on CTDOT's YouTube Virtual Public Information Meeting playlist: <https://portal.ct.gov/ctdotvpimarchive>

Persons with limited internet access, use the call-in number 877-853-5257 and enter Meeting ID 896 8683 8975. Persons with limited internet access may also request that project information be mailed to them within one week by contacting Andrew Shields, Andrew.Shields@ct.gov or (860)-594-2077.

Persons with hearing and/or speech disabilities may dial 711 for Telecommunications Relay Services (TRS).

Language assistance may be requested by contacting CTDOT's Language Assistance Call Line (860) 594-2109. Requests should be made at least five business days prior to the meeting. Language assistance is provided at no cost to the public and efforts will be made to respond to timely requests for assistance.