Connecticut Department of Transportation

State Project No. 0162-0161
Federal-Aid Project No. 6162(016)
Replacement of Bridge No. 05126 – White Street over Still River
Town of Winchester

June 9, 2025 at 6:30 PM
In-Person Public Information Meeting

Minutes of Public Informational Meeting

Presenters/Speakers:

CTDOT

Marc Byrnes
Jack Carlson
Andrew Shields

Town of Wilton

Jim Rollins
Bart Clark
Jeremy DeCarli
Town of Wilton Planning and Zoning Commission

Consultant Liaison Engineer (CLE) Attendees:

Anand Seshadri (CHA)
Stephany Dubina (CHA)
Jeff LeMay (CHA)
John Parelli (CHA)
Scott Young (CHA)

Public Attendance:

There were 12 people in attendance, not including the project team and members of the Town Staff and the Planning and Zoning Commission.

Introduction:

This in-person presentation was held as part of the Town of Winchester's monthly Planning and Zoning Commission Meeting and started at 6:30 p.m. Mr. Jim Rollins, Director of Public Works, introduced the project and the Town's partnership with CHA and CT DOT to bring this bridge to a state of good repair. Mr. Anand Seshadri began the presentation by 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 stated that there would be a Question and Answer Session after the presentation and then outlined the Design Managed by State (DMS) program and the subject project goals. Mr. Seshadri then continued by introducing the representatives of the Connecticut Department of Transportation (CTDOT), and CHA Consulting, Inc. (CHA), the Consultant Liaison Engineer

(CLE). Mr. Seshadri then gave a general overview of bridge elements and explained how the element conditions are rated on a scale from 1-9.

SPN 0162-0161 – White Street Bridge over Still River Presentation:

Ms. Dubina from CHA continued with the technical portion of the presentation for SPN 0162-0161 – White Street over the Still River. Ms. Dubina explained the existing bridge condition, provided an overview of the project site, and described the purpose of the project. Ms. Dubina presented the proposed project plans and the detour plan to replace Bridge No. 05126. Ms. Dubina described the environmental, utility and right-of-way impacts associated with the project and noted that the gas and watermain will be temporarily supported during the construction and will be replaced back under and supported by the new superstructure. Mr. Jack Carlton from CTDOT Division of Rights of Way continued the presentation with an explanation of the rights-of-way acquisition process. Ms. Dubina then finished the presentation with the proposed project schedule and estimated construction cost.

Key Points Regarding Existing Bridge No. 05126:

- The existing bridge was built in 1956 and rehabilitated in 1991. The (2)-64' span bridge superstructure is comprised of 5 steel rolled beams with welded cover plates and a cast-in-place concrete deck overlaid with bituminous concrete. The superstructure is supported by concrete abutments, a center pier and flared wingwalls. The bridge footings are founded on soil.
- The existing roadway width on the bridge is 22', which is substandard to the State Standard of 24'. There is a 5' wide sidewalk located on the south side of the bridge which is also substandard to the 5.5' wide State Standard.
- A traffic count taken in 2024 estimated the Average Daily Traffic (ADT) on the bridge to be 589 vehicles per day.
- The bridge is classified to be a Large Structure with the 100-year storm being the Design Storm. The existing clear span of the bridge, measured from face of abutment wall to face of abutment wall, is 124'. The clear span is greater than 1.2 times Bankfull Width (BFW) of the stream channel. The clear span required to meet the criterion of 1.2 times BFW of channel (51') is 61.2'.
- The existing hydraulic underclearance is 1.3' for the 100-Year design storm, which is less than the required standard of 2.0' minimum.
- The existing freeboard is 1.5' for the 100-Year design storm, which is greater than the required standard of 1.0' minimum. The freeboard is measured at the low point of the roadway, which is east of the bridge.
- The existing height of backwater above natural conditions is 1.0', which is equal to the 1.0' maximum standard.
- The bridge foundation is considered to be scour susceptible.
- Overhead utilities are present on the south side of White Street and the bridge superstructure supports a 5" gas main and an 8" watermain under the deck.
- The existing deck is rated to be in poor condition (NBIS rating = 4), the superstructure, substructure, and the channel and channel protection are all rated to be in satisfactory condition (NBIS rating=6).
- The existing bridge rail system and approach rail system do not meet current safety standards.

- The bridge does not load rate for the AASHTO HL-93 Design Vehicle with an Inventory Rating Factor determined to be 0.32 (1.00 minimum standard) and the rating factors for AASHTO and CT Legal Loads are also less than 1.0 requiring the need for weight restrictions; however, currently there are no weight restrictions on the bridge. In 2022, the Town installed barriers, and a stop sign controlled alternating 1-way traffic due to load rating, deck deterioration and concerns with section loss in the steel beams in the vicinity of the pier. In April 2025, the CT DOT informed the Town that urgent steel repairs are required in order to avoid a full bridge closure. The Town of Winchester is currently programing those repairs.

Key Points Regarding the Proposed Bridge:

- The proposed replacement structure will consist of (2)-65' span steel beam bridge with a reinforced concrete deck similar in design to the existing bridge. The superstructure will be supported by reinforced concrete abutments, flared wingwalls and a center pier with micropiles socketed to bedrock to eliminate scour concerns. The 22' wide roadway will be widened to a 24' to meet State standards and accommodate two 10' travel lanes, two 2' shoulders, and a 5.5' sidewalk located on the north side of the bridge per the Town's request.
- The proposed replacement structure will provide a 123.5' clear span, which meets the 1.2 times the Bankfull Width of channel requirement of 61.2'.
- All proposed hydraulic conditions will match existing. The proposed replacement structure will provide: 1.3' underclearance for the design 100-Year storm (less than the 2.0' minimum standard), 1.5' of freeboard (greater than 1.0' minimum standard), and 1.0' backwater surface elevation above natural conditions (meeting the 1.0' maximum standard).
- The new bridge will provide a service life of 75 years and is anticipated to require minimal maintenance.
- The proposed open bridge rail system and approach guiderail systems will meet current safety standards.
- Improvements to the bridge aesthetics include concrete form liner simulating stones applied to the surfaces of exposed endblocks and wingwalls of the new bridge. The three-tube open bridge railings and steel beams are proposed to be metallized to a color of the Town's choice.
- The project will include roadway reconstruction of approximately 500-feet within the project limits.
- The existing horizontal alignment of the bridge will be maintained and minor improvements are proposed to the vertical alignment.
- Roadway drainage improvements will be made east of the bridge.
- The existing wide roadway width east of the bridge will be narrowed to maintain a constant width across the project corridor.
- The proposed maintenance and protection of traffic plan involves a road closure with a 0.5-mile detour via Wallens Street and North Main Street (Rt. 8). A 16 month 2 construction season is proposed due to the 2-span construction and need for water handling and temporary and permanent utility relocations.
- Overhead utilities will be temporarily or permanently relocated to the south to accomplish the construction. The water and gas main will be temporarily supported during construction until they can be re-established and supported by the new superstructure.

- Environmental permits will be required from federal, state and Town of Winchester permitting agencies for the project and best management practices will be used to minimize impacts to the wetlands, watercourse, and wildlife during construction.
- ROW impacts include permanent takes for the construction and maintenance of the wingwalls (3 properties), slope easements (4 properties), temporary construction easements (5 properties), and rights to install erosion and sedimentation controls and remove pavement and regrade for construction, are proposed.
- Construction is currently anticipated to start in Spring 2027, 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 $9,680,000.

Public Comments and Questions:

There were three (3) questions asked during the Q&A session. These questions include:

- Q1: A member of the Planning and Zoning Commission asked if it made sense to attach the sewer main into the new bridge?
- R1: Mr. Rollins, DPW Director, responded by saying that the 8" diameter underground sanitary sewer main currently crosses below Still River downstream of the bridge. Mr. Rollins noted that it may be a good idea to bring the sewer main above ground and attach it to the bridge or provide a pipe for future use/installation. This could provide a secondary backup in case of sewer main breaks within the waterway.
- Q2: Mr. Leeland Licciardi, owner of Fairfield Precision Parts located east of the bridge, asked if there had been any progress made to the roadway re-design to move the White Street to the south to align with the intersection of Brook Street and Route 8. This alternative was brought up by the Town of Winchester during a May 7, 2025, meeting with Mr. Licciardi.
- R2: Mr. Seshadri began the response by stating that the plan is to move forward with the design as presented during the PIM and the proposed detour route is feasible subject to load rating evaluation and/or potential repairs to the Wallens Street Bridge and an evaluation of turning movements indicates that the tractor trucks delivering materials to Fairfield Precision Parts will be able to make the turning movements from White Street to Wallens Street. Mr. LeMay of CHA continued by stating that there may be 7-8 parking spaces temporarily affected and requiring a temporary construction easement at the apartment building located at 13 Wallens Street to provide an adequate turning radius for tractor trailer trucks utilizing the detour route and that advanced tree clearing and enforcement of "no parking" at White Street may be necessary for the use of the detour route. Mr. LeMay stated that the redesign of White Street to the south to align with the Brook Street-Route 8 intersection and provide a straight access to Nanni Drive does not appear to be a viable alternate. He noted that there is a large drainage pipe across Route 8 that would be impacted and that the width of the channel upstream of the existing bridge is much wider and if the roadway were to cross there, there would be larger watercourse, environmental and right-of-way impacts. The bridge would likely have to become a three-span bridge with a second center pier resulting in additional cost and more stringent permit requirements. Mr. Licciardi noted that the cost of the proposed bridge is already $10 million, so how bad could the additional cost really be. Mr. LeMay also noted that there is a large intricate and historic three-sided stone wall feature located on the eastern bank upstream of the Still River and if White Street was

redesigned to diagonally cut across the project area and provide a straight roadway to Nanni Drive, the stone wall would be impacted and likely cause significant historical and archeological implications to the project. In addition, the impacts from the presence of a below ground sewer main and the need for a traffic signal and traffic impacts to the Rt. 8 intersection would need to be carefully evaluated, which could significantly impact the design schedule.

- Q3: Mr. Liccardi asked if the design is final.
- R3: Mr. Shields of the CT DOT responded by stating that the project is currently in the preliminary design phase and that the design is not final, but the bridge is not being proposed to be moved due to archaeological, utility, and hydraulic constraints.

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 June 23, 2025.

The presentation was well received and subsequent to the Q &A session, the PIM for Project 0162-0162 was initiated.

No additional questions were received during the two-week comment period following the Public Information Meeting.

Andrew C. Shields

Digitally signed by Andrew C. Shields
DN: C=US, E=andrew.shields@ct.gov, O=Connecticut Department of Transportation, OU=Bridge Unit - Federal Local Bridge Program, CN=Andrew C. Shields
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