Connecticut Department of Transportation

State Project No. 0162-0162
Federal-Aid Project No. 6162(017)
Replacement of Bridge No. 05132 – Grantville Road over Mad River
Town of Winchester

June 9, 2025 at :630 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 0162-0162 – Grantville Road Bridge over Mad River Presentation:

Ms. Dubina from CHA continued with the technical portion of the presentation for SPN 0162-0162 – Grantville Road over the Mad 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. 05132. Ms. Dubina described the environmental, utility and right-of-way impacts associated with the project. Mr. Jack Carlson 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. 05132:

- The existing bridge was built in 1956. The bridge is a 29'-10" long single span structure. The superstructure is prestressed concrete deck units (without a topping slab) and is supported by concrete abutments with footings founded on soil.
- The existing roadway width on the bridge is 22'-4".
- A traffic count taken in 2024 determined the Average Daily Traffic (ADT) on the bridge to be 60 vehicles per day.
- The bridge is hydraulically classified to be an Intermediate 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 28'. The clear span is less than 1.2 times Bankfull Width (BFW) of the stream channel. The clear span required to meet the criterion of 1.2 times BFW is 31.2'.
- The existing hydraulic underclearance is 0.9' for the 100-Year design storm, which is less than the required standard of 1.0' minimum.
- The existing freeboard is 0.2' for the 100-Year design storm, which is less than the required standard of 1.0' minimum. The freeboard is measured at the low point of the roadway, which is south of the bridge.
- The existing height of backwater above natural conditions is 1.3', which is greater than the standard of 1.0' maximum.
- The bridge foundation is scour susceptible.
- Overhead utilities are present on the east side of Grantville Road.
- The existing deck and superstructure are rated to be in poor condition (NBIS rating = 4), the substructure and the channel and channel protection are rated to be in good condition (NBIS rating=7).
- The existing bridge rail system and approach rail system do not meet current safety standards.
- The bridge has an Inventory HL-93 Rating of 1.20 and the rating factors for AASHTO and CT Legal Loads are also greater than 1.0. The bridge does not require and is not posted with any weight restrictions.

Key Points Regarding the Proposed Bridge:

- The proposed replacement structure will consist of a 41'-3" long single span prestressed concrete deck unit bridge with a topping slab. The superstructure will be supported by reinforced concrete abutments, flared wingwalls with micropiles socketed to bedrock to

eliminate scour concerns. The 22'-4" wide roadway will be widened to a 24' to meet State standards and accommodate two 12' travel lanes.

- The proposed replacement structure will provide a 38' clear span, which exceeds 1.2 times the Bankfull Width of channel requirement of 31.2'.
- All hydraulic standards will be met with the proposed bridge replacement. The new structure will provide: 1.2' underclearance for the design 100-Year storm (greater than the 1.0' minimum standard), 1.8' of freeboard (greater than 1.0' minimum standard), and 0.5' backwater surface elevation above natural conditions (less than 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 are proposed to be metallized to a color of the Town's choice.
- The project will include roadway reconstruction of approximately 450-feet within the project limits.
- The roadway alignment will be improved by shifting the roadway and the bridge approximately 5' to the east to improve sight lines over the roadway.
- The Roadway profile will be raised approximately 10" to improve the hydraulic performance at the site.
- The proposed maintenance and protection of traffic plan involves a road closure with an 8.4-mile detour for 1 construction season for a total of 8 months.
- Overhead utilities will be temporarily or permanently relocated and maintained during construction.
- 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 on the west side of the bridge include: slope easements (2 properties), temporary construction easements (2 properties), and a right to install erosion and sedimentation controls.
- Construction is currently anticipated to start Spring 2027, subject to approval of environmental permits and ROW acquisitions. Construction is anticipated to last 1 construction season.
- 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 $3,900,000.

Public Comments and Questions:

- There were three (3) questions asked during the Q&A session. These questions include:
- Q1: The abutting landowner of Bridge No. 05132, Mr. Mark Miranda, of the property identified as 104 Grantville Road asked how the DOT maps are verified to match land records.
- R1: Mr. Carlson, of the DOT ROW Unit, responded by saying that the CT DOT Survey Unit preforms the survey and once the map is created it lists references of the public land records on file with the Town. Mr. Miranda noted that his property was

surveyed approximately 20 years ago, and he is quite sure that the property lines depicted on the display boards do not adequately represent the property boundaries and the Town's Rights-of-Way lines. Mr. Carlson stated the display boards shown are preliminary and that more research will be completed by the Survey and ROW Units as the design progress and the acquisition process takes place. Mr. Seshadri stated that currently only temporary construction easements and areas of regrading are proposed on the two private properties located west of the bridge.

- Q2: Mr. Miranda also asked if any drainage improvements are proposed along Grantville Road as part of the project. He stated that there are significant drainage issues along the roadway that includes significant sheet flow across Danbury Quarter Road and Grantville Road and drainage ditches have formed on the sides of Grantville Road. He expressed concerns that that proposed regrading around the new bridge's wingwalls will only cause more drainage issues to the area.
- R2: Mr. Parelli of CHA thanked Mr. Miranda for bringing that information to the design team and explained that they were unaware of that site condition. The roadway drainage is currently proposed to be sheet flow off the bridge in the preliminary design of the project. Mr. Byrnes, of the CT DOT, stated that the site conditions would be investigated further, and the addition of roadway drainage would be incorporated in the final design. A site visit was conducted by the design team after the Public Information Meeting and it was concluded to incorporate formal roadway drainage in the project.
- Q3: A member of the Planning and Zoning Commission asked if the final design plans be made available to the public for their review.
- R3: Mr. Sheilds stated that the plan submissions will be sent to the Town DPW Director and Project Administrator for their review and the Town can share the submittals with the inquiring public.

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 the public information meeting was completed after the Q&A session.

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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