**Connecticut Department of Transportation**

**State Project No. 161-143**
**Federal-Aid Project No. 6161(007) PE**
**Replacement of Bridge No. 05501 – Arrowhead Road over Norwalk River**
**Town of Wilton**

**November 12, 2020 at 7:00 PM**
**Virtual Meeting via MS Teams Live Event and YouTube Live**

## Minutes of Public Informational Meeting

**In Attendance:** There were 9 people in attendance. The meeting participants included residents and representatives of the Town of Wilton, the Connecticut Department of Transportation, and CHA Consulting, Inc.

**Presentation:** The virtual 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 start. At 7:00 p.m., the formal presentation started with Transportation Supervising Engineer Priti Bhardwaj introducing the representatives of the Connecticut Department of Transportation (CTDOT) and CHA Consulting, Inc. (CHA), the Consultant Liaison Engineer. Ms. Bhardwaj then stated the role of the Department and the role of CHA as liaison engineers and continued with a summary of the Design Managed by State (DMS) program and the subject project goals. Ms. Bhardwaj turned it over to Mr. Frank Smeriglio, Town of Wilton Assistant Public Works Director, who explained the Town of Wilton's involvement in the project. Ms. Bhardwaj followed, stating 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.

Mr. Tom Lopata from CHA continued with the technical portion of the presentation. He explained the condition of the existing bridge and the purpose of the project. Mr. Lopata presented the proposed bridge replacement, which would utilize a temporary bridge to maintain traffic during construction. Mr. Lopata also explained why it would not be feasible to replace the existing through-truss bridge utilizing a staged construction, in lieu of using a temporary bridge to maintain and protect traffic during construction. Mr. Lopata described the utility, environmental and right-of-way impacts associated with the project. Mr. Dennis McDonald from CTDOT Division of Rights of Way finished the presentation with an explanation of the right-of-way acquisition process.

Key points of the presentation were:

- The existing bridge comprises of an orthotropic steel deck with a thru truss-floorbeam superstructure supported by a concrete cap on pile foundations. The existing structure is classified to be structurally deficient due to poor condition of the deck and floorbeams of the superstructure. Even though the trusses are rated to be in Good condition, its load carrying capacity is unknown. Moreover, an accidental vehicular collision could result in damage to the truss and thereby its load carrying capabilities, due to absence of a formal rail system on the bridge and with the trusses acting as the railing system.
- The 23'-7" existing roadway width on the bridge, by just 5 inches, does not meet the minimum width of 24 feet required by CTDOT for a road classified to be an Urban Local Street. However, the existing roadway width does meet FHWA curb-to-curb width requirements of 18'-0" for ADT less than 100 vehicles and the Town's minimum width

requirements of 22'-0" for a secondary road. An ADT of 83 vehicles per day was recorded by the Town in November of 2020. While the presentation depicted a proposed 24 feet wide roadway on the bridge, the Town of Wilton (Town) can request that the new bridge provide a 22-foot-wide roadway since FHWA requirements will be met while an exception/waiver to not meeting State requirements can be obtained.

- The new bridge will consist of a prestressed concrete deck unit superstructure with Ultra High-Performance Concrete (UHPC) shear keys. The use of UHPC shear keys will eliminate the need for a deck topping slab and thereby reducing the superstructure depth. The superstructure will be supported by new CIP concrete abutments and wingwalls supported by steel H-piles driven to bedrock. The proposed shallow superstructure along with a marginal raising of the low chord and the roadway profile will allow the passage of the 50-year and the 100-year design storms, while the 500-year design storm will overtop the roadway at the approaches.
- There is no formal rail system on the existing bridge with the truss structure itself acting as railing and the approach guiderails do not meet current safety standards. They will be replaced with railing systems that will meet current safety standards and have the aesthetic details that the Town wishes to request. The presentation depicted an open bridge rail system anchored by concrete end blocks formlined to simulate stone masonry.
- A temporary bridge is proposed to be installed upstream of the existing bridge to maintain traffic in a temporary signalized, one-way alternating pattern throughout construction. Work on the new bridge will be performed away from traffic and behind barriers. Temporary easements for construction are anticipated at 2 properties in order to facilitate the installation and removal of the temporary bridge along with grading of the roadway approaches. No permanent acquisitions or easements are anticipated. The duration of construction is estimated to be approximately 6-7 months.
- Overhead utilities that currently run parallel to the bridge along the north side will require relocation to facilitate the placement of the temporary bridge and construction of the new bridge.
- Environmental permits will be required from federal, state and town's permitting agencies for the project and best management practices will be used during construction to minimize impacts to wetlands and watercourse.
- Construction is currently anticipated to start Spring 2023 and end Fall 2023.
- The project construction will be funded with 80% Federal funds and 20% Town funds. The construction cost is currently estimated to be $3.0 million.

**Public Comments and Questions:**

- A representative of the public asked the following question using the MS Teams chat feature:

    - Has the Town secured their share of the funding?

    Verbal Response: Frank Smeriglio stated that the Town has the necessary funding secured for construction in 2023.

- A representative of the public asked the following question using the MS Teams chat feature:

- When is construction anticipated to start and when will it be completed?

Verbal Response: CHA stated that construction is anticipated to start in the spring of 2023 and be completed in the fall of 2023.

- A representative of the public asked the following question by MS Teams chat feature:

  - If construction takes longer than one season, will the temporary bridge stay up during the winter?

Verbal Response: CHA stated that while the construction is not anticipated to take longer than one season, however if it does, the contractor will attempt to work through the winter (weather permitting) in order to complete the project. If long term winter weather conditions become adverse to construction activities, the contractor will return to work on the site as soon as possible to complete the project. During this period, the temporary bridge will remain in place until the construction of the new bridge is completed and traffic can be moved back to it.

- A representative of the public asked the following question using the MS Teams chat feature:

  - How wide will the temporary bridge be, and will it be able to handle heavy vehicle loads?

Verbal Response: CHA stated that the temporary bridge will be approximately 12 feet wide, supporting one lane of traffic. The bridge will be designed to handle all design and legal loads allowed on State roadways.

- A representative of the public asked the following question using the MS Teams chat feature:

  - Where will the contractor place his equipment?

Verbal Response: CHA stated that temporary barriers will be placed in front of the existing bridge at both approaches to close off the construction area and provide space for the contractor to work on the new bridge and store their equipment. The temporary bridge to be installed north of the existing bridge will allow traffic to be safely separated from the workzone.

- A representative of the public asked the following question using the MS Teams chat feature:

  - What environmental permits are anticipated?

Verbal Response: CHA stated that required permits for the project will include a Flood Management Certification – MOU issued by CTDOT/CTDEEP, USACOE – Self Verification and Inland Wetlands permit from Town of Wilton.

- A representative of the public asked the following question using the MS Teams chat feature:

    - How much higher will the highest point of the new bridge be versus the existing bridge?

    Verbal Response: CHA stated that the new bridge will be approximately 3” higher than the existing bridge, with the intent to match the proposed profile as closely as possible with the existing profile. The roadway profile at the existing bridge is virtually flat and therefore a crest vertical curve is proposed over the new bridge in order to improve flow of roadway drainage.

**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 could be submitted until November 26, 2020.

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