

Report of Meeting

**Connecticut Department of Transportation
Project No. 0086-0092
Replacement of Bridge No. 05417 Carrying Route 109 (Lakeside Rd)
over Nylbs Brook, Morris**

DATE: October 09, 2019

PREPARED BY: Nicholas McNulty

LOCATION: Morris Town Hall, 3 East Street, Morris, CT 06763

Present:

Connecticut Department of Transportation (Department) Representatives:

Mary E. Baker – Transportation Principal Engineer – Bridge Design

Zoltan M. Kanyo – Project Engineer – Bridge Design

Nicholas W. McNulty – Design Engineer – Bridge Design

John S. Dunham – District 4 Transportation District Engineer

Matthew Geanacopoulos – Office of Right of Way

John W. Lockaby – Transportation Engineer 3 – Division of Traffic

Town of Morris Residents:

Tom Weik – Town of Morris First Selectman

SUBJECT: Public Information Meeting

Discussion:

The meeting began at approximately 6:00 p.m.

Ms. Mary Baker began the presentation by introducing the project and the Department personnel in attendance. She thanked the town of Morris for allowing the Department to hold the meeting and made the public aware that there will be a period after the presentation where the floor would be open for questions and for them to voice their comments and concerns.

Mr. Zoltan Kanyo presented the project location and went into detail about the overview of the site. He mentioned that Bridge No. 05417 is about 0.5 miles east of the adjacent town of Washington, and showed aerial and street views of the bridge. He pointed out the utility poles in the bridge vicinity and explained that the overhead lines will likely need to be relocated temporarily to facilitate the construction. Mr. Kanyo then presented information of the existing bridge, including bridge dimensions and average daily traffic recorded in 2015. He also shared with the audience photos displaying the existing condition of the structure and why the structure is on the list for pending replacement. He cited that there were large perforations with loss of fill, and significant pitting and deterioration along the waterline throughout the structure leading to the “poor” condition of the bridge.

Mr. Nicholas W. McNulty presented the proposed preliminary design. The Department plans on fully replacing the existing structure with a precast, four-sided, 10 ft. x 8 ft. concrete box culvert buried one and a half feet in natural streambed material. Mr. McNulty continued the presentation by discussing the replacement of a 24” HDPE pipe roughly 500 ft. east of bridge 05417 that would be installed under this

project. Mr. McNulty continued by showing a plan view of the proposed structure. The new bridge will be installed in the same location and alignment as the existing metal culvert.

Next, Mr. McNulty presented elevation and plan views of the structure. One and a half feet of natural streambed material will be placed inside the culvert to mimic the natural channel bed and help protect aquatic life and other wildlife that need to traverse through the structure. The decision to use a 10 ft. x 8 ft. box culvert was determined by the Department's Hydraulics and Drainage unit.

Mr. McNulty then went on to explain the step-by-step construction process associated with Accelerated Bridge Construction (ABC) and also the multitude of benefits it has over normal stage construction. With this ABC method, all the bridge components including wing walls, footings, culvert sections, cutoff walls, and headwalls are all prefabricated and transported to the site to be installed during a road closure. During the road closure, traffic will be detoured along state routes for a maximum period of fourteen consecutive days in late July/early August of 2022. This summer closure will lessen the impact to the traveling public by ensuring school is not in session and bus routes will not be affected. Within this maximum fourteen day closure, the Contractor must excavate and remove the existing structure, install the new culvert, backfill, pave, install guiderail, and put down temporary pavement markings. ABC helps minimize traffic impacts to the traveling public, improves work-zone safety, reduces total project delivery time, reduces project costs, improves site constructability, and also reduces negative environmental impacts. The detour is composed of a 6.5 mile stretch of state roads, but there are shorter local road detours that the traveling public can utilize.

Mr. McNulty explained that rights of way acquisitions will be needed for this job. There will be temporary easements needed at the inlet and outlet for construction access for the Contractor. The Contractor will be able to use Route 109 for staging during the two week long closure. Mr. McNulty added that small permanent easements may be necessary for permanent grading at the inlet and outlet for the support of the roadway.

Mr. Matthew Geanacopoulos from the Department's Right of Way office to elaborated more on the rights of way process. Mr. Geanacopoulos described the function of rights of way and the different types of property impacts. He explained the step-by-step process of acquiring rights of way and stated that the areas currently shown on the plans were preliminary and subject to change as the design progresses.

Mr. McNulty reported that construction was anticipated to start in April 2022 and cost approximately \$1,200,000. The construction funding is made up of 80 percent federal funds and 20 percent State funds. The total project duration will be approximately five months. The maximum fourteen day road closure, during which the majority of the structure replacement will take place, is proposed to be done in late July/early August of 2022. Additional Liquidated Damages will be included in the contract to penalize the Contractor the road is not opened to traffic within the allotted 14 consecutive days.

The Public Information Meeting concluded at approximately 6:25 p.m. There was no objection to the project.