State Project No. 15-339
Rehabilitation of Bridge No. 02475
Route 130 over Pequonnock River
City of Bridgeport

Virtual Public Information Meeting
Thursday, November 19, 2020, at 7:00 pm

Join us for a Question & Answer Session following the Formal Presentation & Send Us a Question or Comment via:
Project Email: **DOTProject0015-0339@ct.gov**
Telephone (Voicemail): **(860) 944-1111**

Project Webpage:
https://portal.ct.gov/DOTBridgeport15-339

A recording of the formal presentation will be posted to YouTube after the live event. Closed captioning, including non-English translation options, will be available at that time.

La grabación de esta presentación estara disponible despues del evento en YouTube, Incluyendo subtitulos y acceso a traducciones en otros idiomas.

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Virtual Public Information Meeting Overview

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Connecticut Department of Transportation

TITLE VI – CIVIL RIGHTS

No Person shall, on a basis of race, color or national origin, be excluded from participation or subject to discrimination in the development of this project.

Voluntary Post-Meeting Survey:
https://www.surveymonkey.com/r/2VHW6Q7

Title VI Notice to the Public Available:
https://portal.ct.gov/DOT/Business/Contract-Compliance/Title-VI-Page

Project Team

BARTHOLOMEW SWEENEY

CTDOT DIVISION OF BRIDGES
DIVISION CHIEF OF BRIDGES

TIMOTHY FIELDS

CTDOT CE BRIDGE
PRINCIPAL ENGINEER

JON HAGERT

CTDOT CE BRIDGE
TRANSPORTATION
SUPERVISING ENGINEER

ROSMERY RODRIGUEZ

CTDOT CE BRIDGE
PROJECT ENGINEER

MATT GEANACOPOULOS

CTDOT RIGHTS-OF-WAY
ROW COORDINATOR

Connecticut Department of Transportation

Project Team

MARK LEVESQUE
CLOSE, JENSEN AND MILLER
PROJECT SUPERVISOR

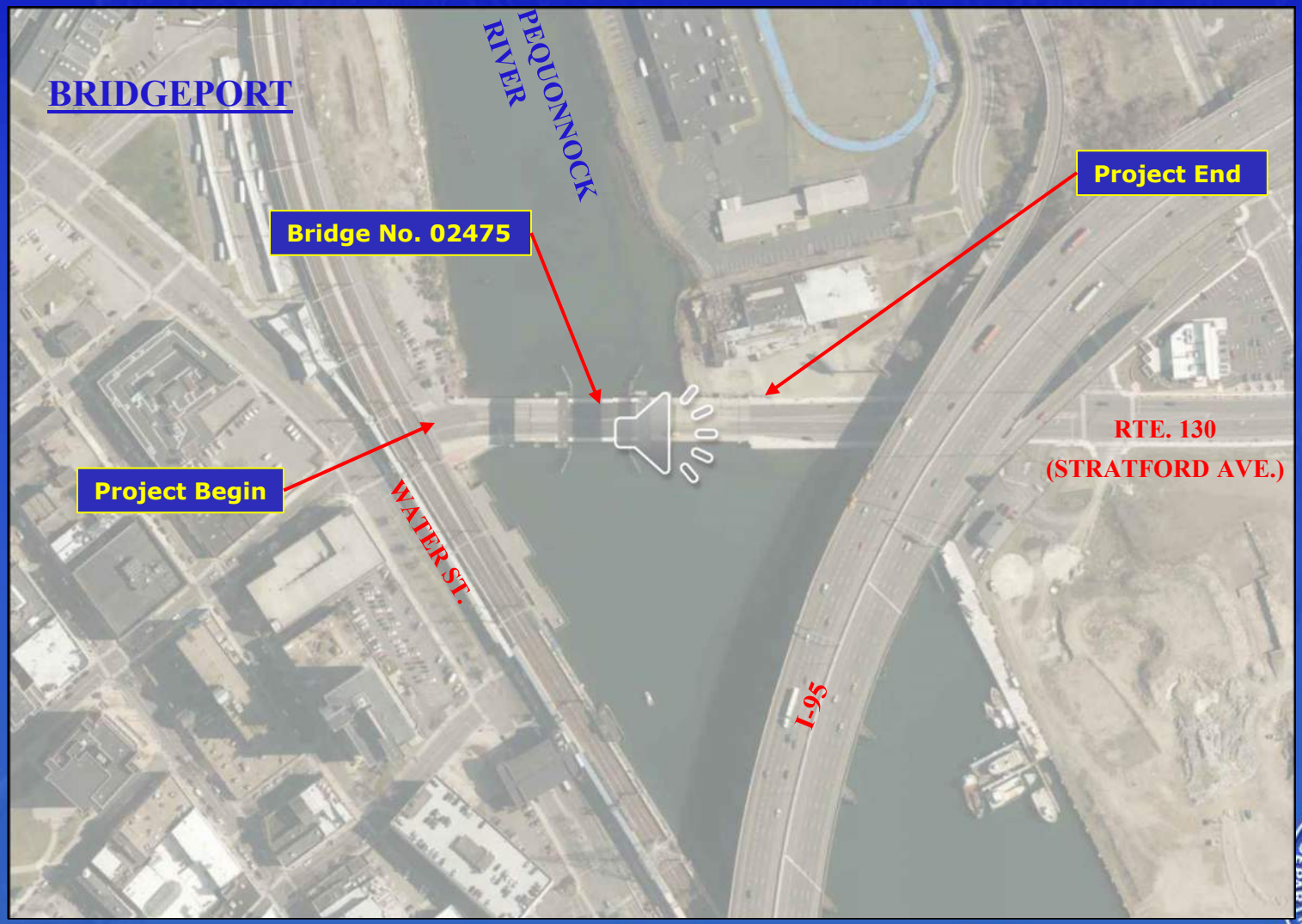
SAL CUGNO
CLOSE, JENSEN AND MILLER
PROJECT ENGINEER

PETER WU
MICHEL BAKER INTERNATIONAL
DESIGN ENGINEER

JOHN MCKENNA
MICHAEL BAKER INTERNATIONAL
DESIGN ENGINEER

Jon Hagert
CTDOT – Supervising Engineer

Project Location



Jon Hagert
CTDOT – Supervising Engineer

Project Purpose and Goals

Rehabilitate Bridge No. 02475 to ensure continued safe and reliable use for the traveling public

- Upgrade outdated mechanical and electrical systems, and addition of second control house
- Structural repairs, abrasive blast cleaning and structural steel painting
- Fender system replacement
- Roadway and sidewalk improvements

Peter Wu
Michael Baker –Design Engineer

Bridge History

- Current lift span configuration was built in 1975, original date of bridge is unknown.

- Superstructure rehabilitation in 2007.

Peter Wu
Michael Baker –Design Engineer

Existing Bridge Data

- Carries Route 130 (Stratford Ave.) over Pequonnock River
- 4 lanes - 2 Eastbound & Westbound Travel Lane + Sidewalk each side
- Total Length: Approximately 525 ft.
- Structure consists of prestressed concrete box beams in spans 1-3 & 7-9, steel multi-girder in spans 4 and 6, a vertical lift in span 5, and a concrete slab in span 10
- Bridge Width: 55 ft. Curb to Curb, 79 ft. Out to Out
- Route 130 Average Daily Traffic (ADT): 10,100 (2018)
- 105’ Navigable Channel; Vertical clearance = 65.0’ above MHW

Peter Wu
Michael Baker –Design Engineer

Existing Bridge

Connecticut Department of Transportation

Peter Wu
Michael Baker –Design Engineer

Existing Conditions

Deterioration to steel, Girder 9, Span 6 shown

Deterioration to concrete and cracking, Beam 11, Span 3

Deterioration to steel, Lifting Girder, Span 5 shown

Deterioration to Concrete & Reinforcement, typical end diaphragm shown

Peter Wu
Michael Baker –Design Engineer

Existing Conditions – Lift Span

Typical Machinery Brake

West Fender System

Typical Counterweight Ropes

Counterweight Rope Connection

Counterweight Rope Connection External View

Peter Wu
Michael Baker –Design Engineer

Roadway & Sidewalk Existing Conditions

Pier 4 roadway joint

Patching along north sidewalk

Cracking and deterioration to concrete along south sidewalk

Peter Wu
Michael Baker –Design Engineer

Summary of Rehabilitation

Proposed Work:

- Concrete deck repairs
- Replace bridge joints and wearing surface
- Repairs to and repainting of steel superstructure
- Repairs and upgrades to mechanical and electrical systems
- Add a new Operator's control house
- Replace timber fender system
- Repair concrete approach superstructures
- Prestressed beam repairs
- Repair concrete and masonry substructures
- Bridge railing upgrade to MASH requirements

Peter Wu
Michael Baker –Design Engineer

Items Requested for Consideration

- The City of Bridgeport has requested additional items for improvement, such as additional biking access, and ornamental lighting be included in the project.

- Will be considered in project final design phase

Peter Wu
Michael Baker –Design Engineer

New Control House Rendering

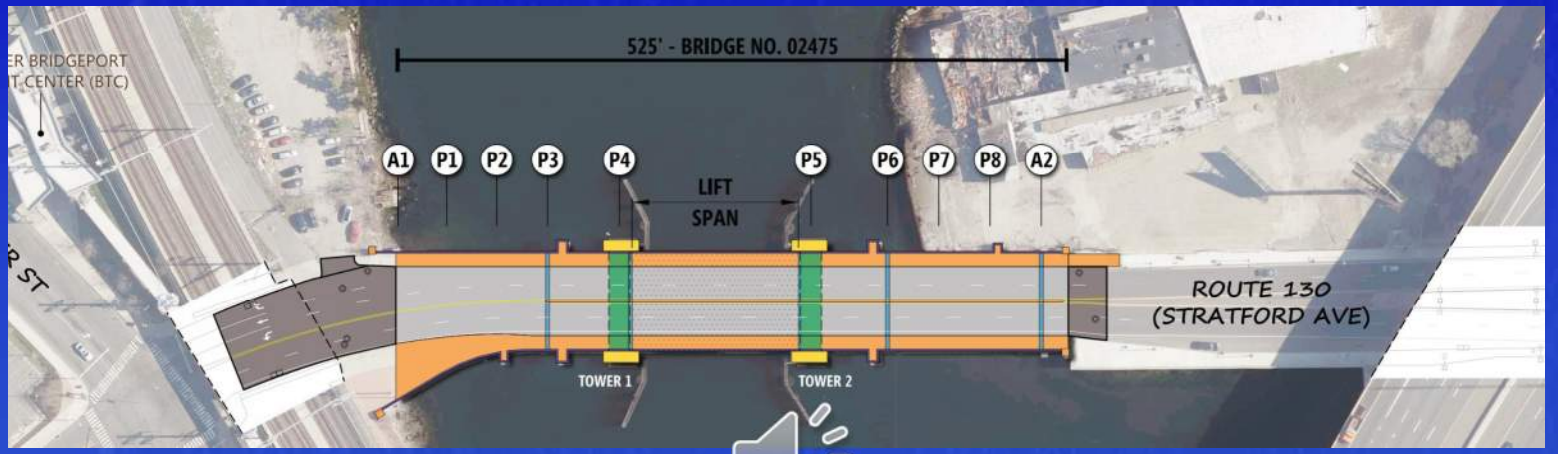
Peter Wu
Michael Baker –Design Engineer

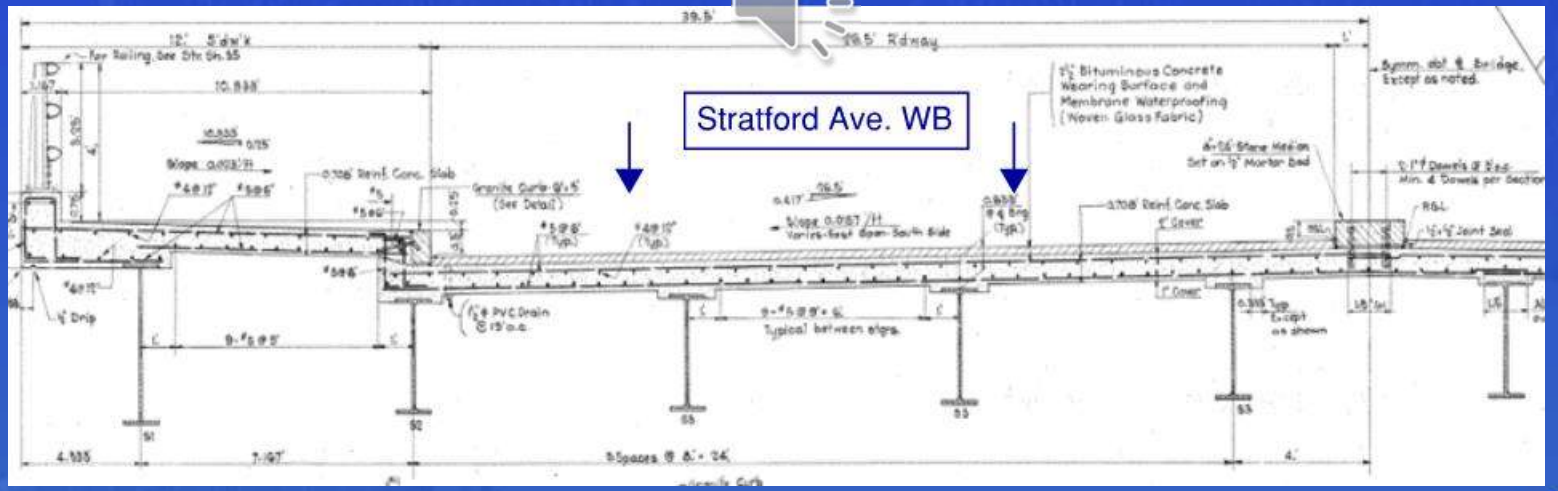
Traffic Impact

- Construction will be done in stages and traffic control will be accomplished with lane shifting and detour
- Existing Traffic will be maintained during construction whenever possible.
- Emergency services will be coordinated.
- Traffic control will be coordinated with the City of Bridgeport.

Peter Wu
Michael Baker –Design Engineer

Bridge Plan & Cross Section

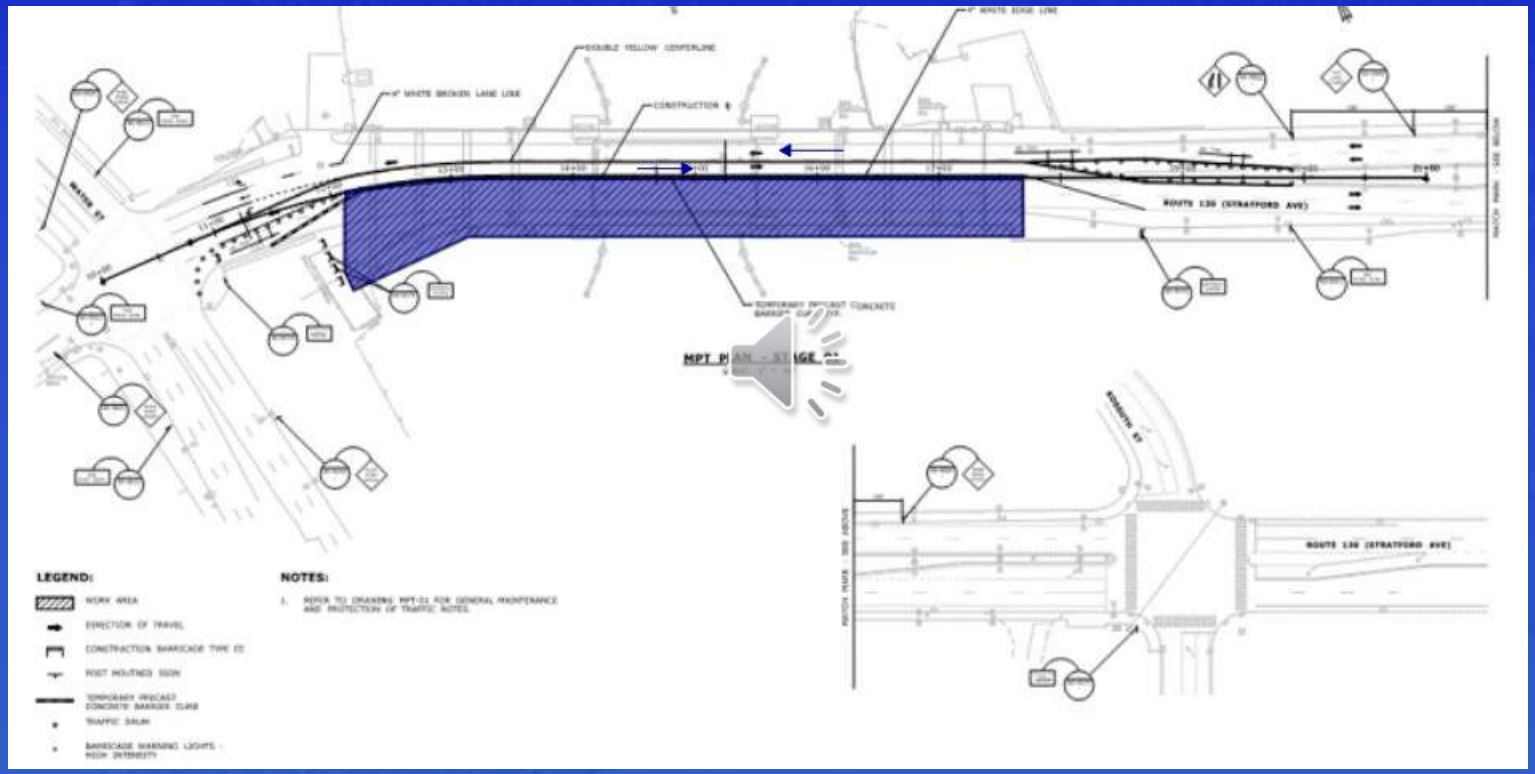




- 55 feet from curb to curb; 2-foot median
- 26.5 feet for one direction curb to curb

John McKenna
Michael Baker –Design Engineer

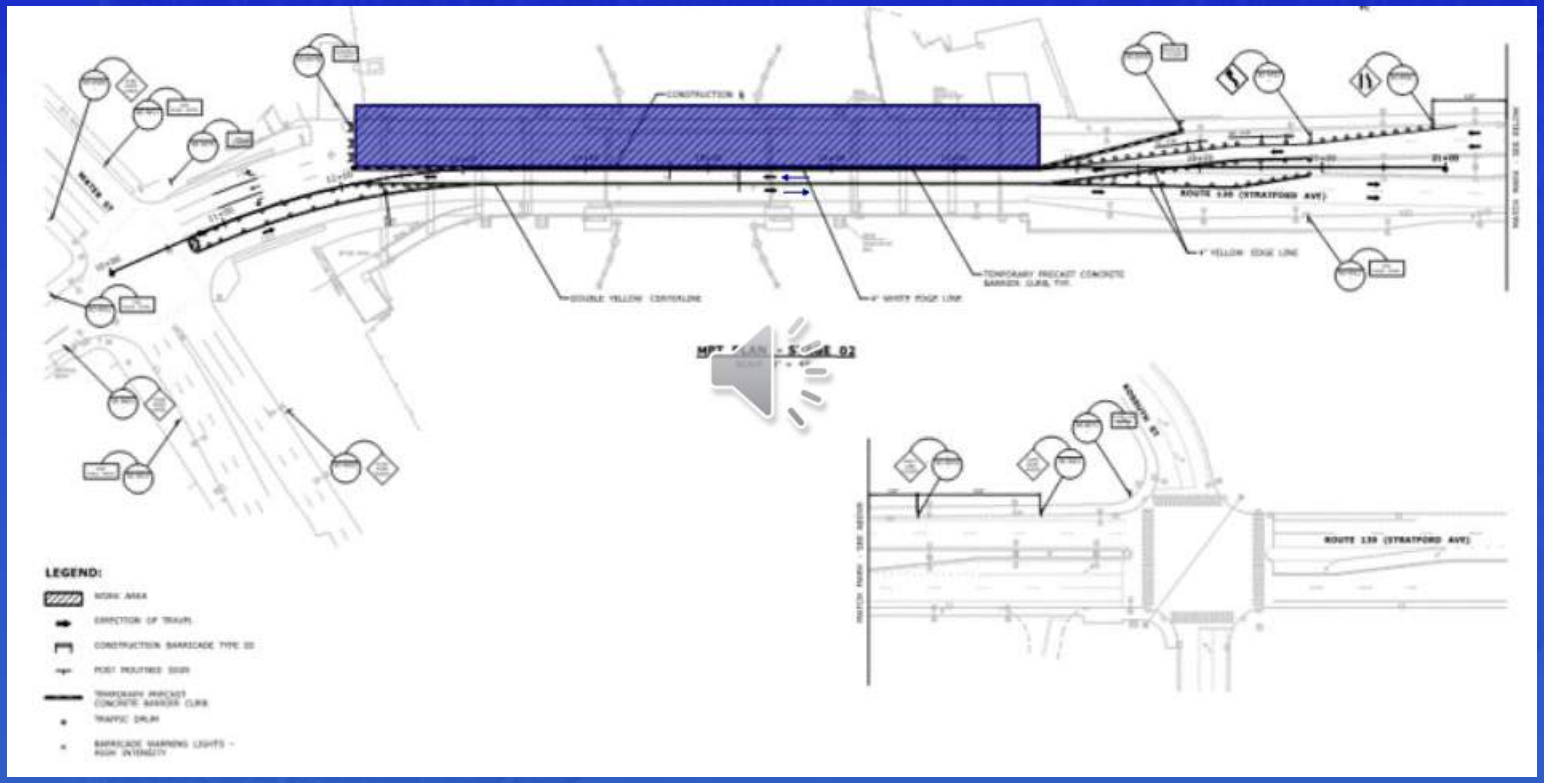
Traffic & Pedestrian Impact – Lane Closures



- Eastbound lanes closed with all traffic shifted to westbound lanes. Two-way traffic will be maintained
- Eastbound Sidewalk Closed for stage 1

John McKenna
Michael Baker –Design Engineer

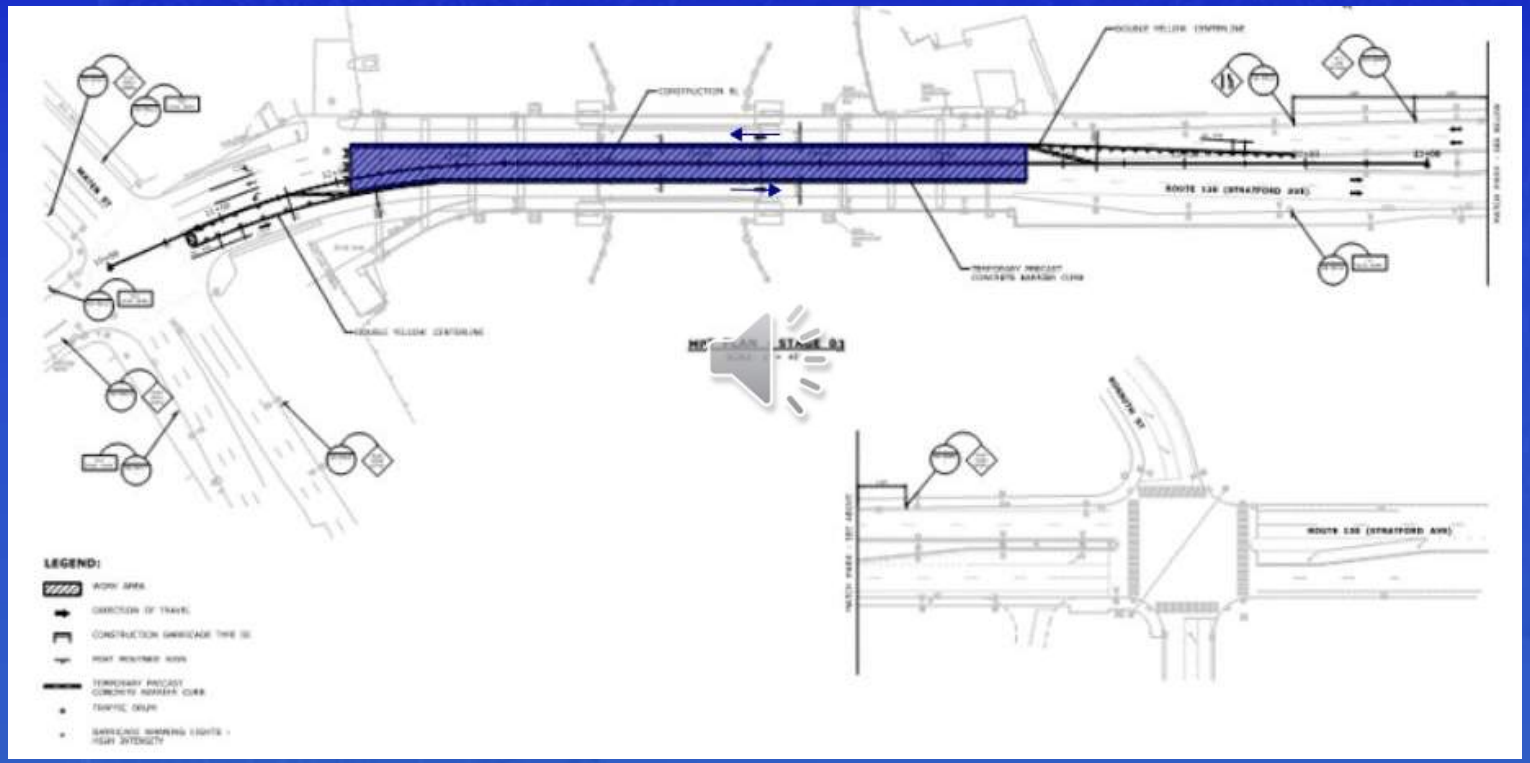
Traffic & Pedestrian Impact – Lane Closures



- Westbound lanes closed with all traffic shifted to eastbound lanes. Two-way traffic will be maintained, one lane in each direction.
- Westbound Sidewalk Closed for Stage 2

John McKenna
Michael Baker –Design Engineer

Traffic & Pedestrian Impact – Lane Closures



Left lanes closed in both directions. Right lanes remain open.

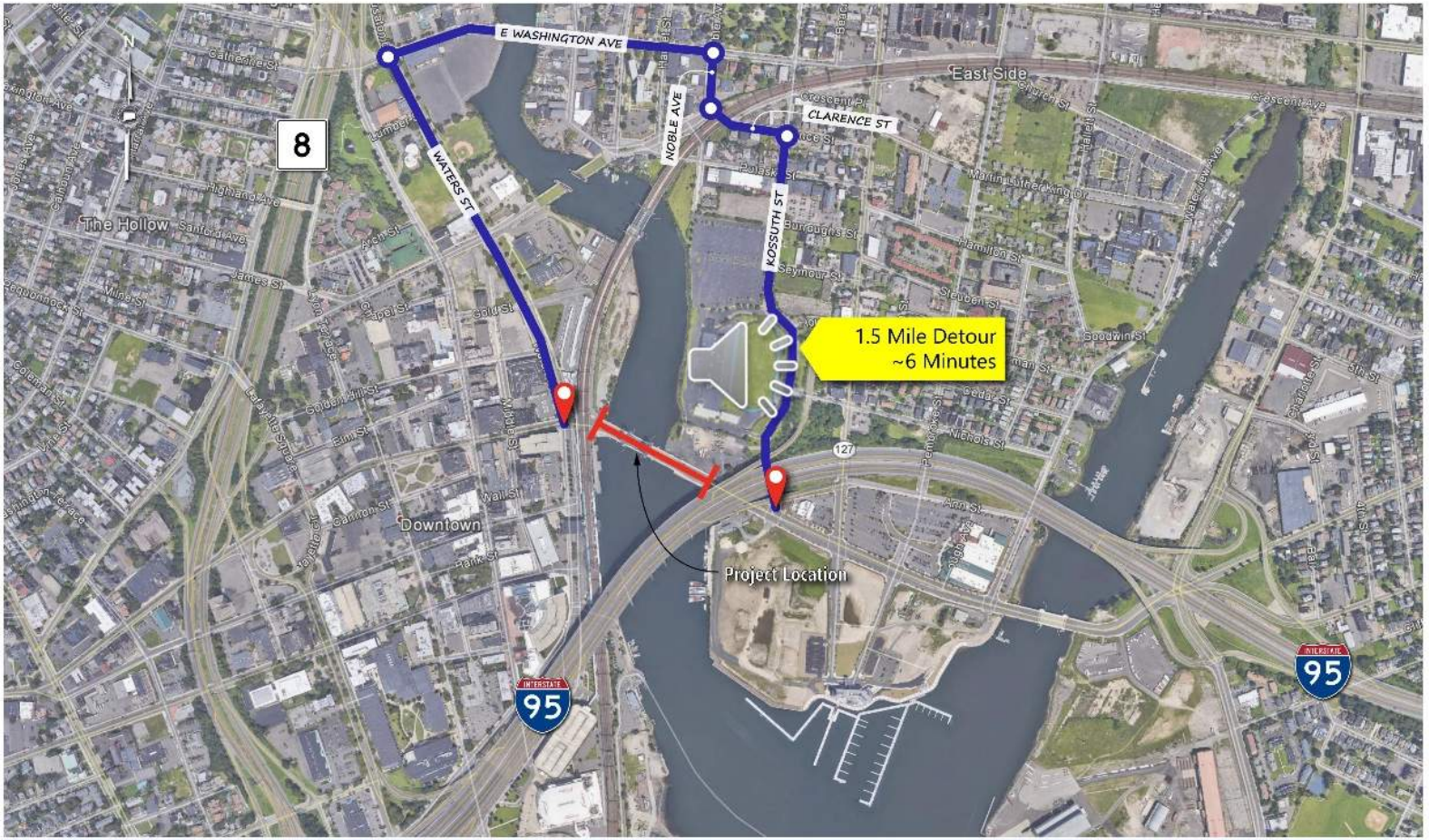
John McKenna
Michael Baker –Design Engineer

Traffic Detour

- Full bridge closure to vehicular and pedestrian traffic will be required for the installation of the new controlling house, fender installation and lift span testing and painting.
- Notice will be provided to Emergency Services & Public at least 1 month in advance
- Detour Distance = 1.5 miles

John McKenna
Michael Baker –Design Engineer

Detour Plan



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John McKenna
Michael Baker –Design Engineer

Marine Traffic Impact

- Navigation channel impacts (horizontal & vertical):
  - Work affecting the channel will be limited to off peak seasons (Late Fall to Early Spring)
  - Replacement of fender system requires a barge in the navigable channel
    - Reduce width of channel from 105’ to 70’
  - Painting of lift span requires containment system suspended from bridge – won’t be able to be raised vertically
- All work needs to be coordinated with Coast Guard.

John McKenna
Michael Baker –Design Engineer

Environmental Coordination

- Department of Energy & Environmental Protection (DEEP) Office of Long Island Sound Programs
- United States Coast Guard (USCG) Coordination
- United States Army Corps of Engineers (USACE)
- CTDEEP Coastal/Marine Fisheries Division Coordination
- Flood Management Certification

John McKenna
Michael Baker –Design Engineer

Utility Impacts

- No utility impacts are anticipated with this project.
- Coordination with utilities will be required for construction of new control room (water, power, communications).

John McKenna
Michael Baker –Design Engineer

Right of Way

- Temporary construction & access easements are necessary for water access & staging areas.

- Construction easements will be obtained from the necessary property owners.

Matt Geanacopoulos
CTDOT – ROW Coordinator

ROW Relevant Law

- **State of Connecticut**

  C.G.S. Sections 13a-73 & 13a-98e

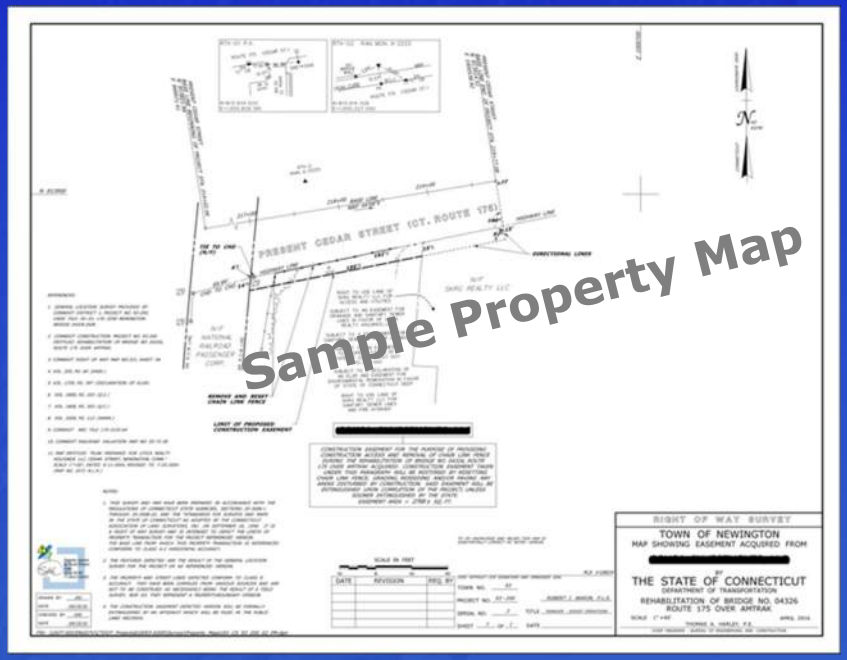
- **Federal**

  Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Matt Geanacopoulos
CTDOT – ROW Coordinator

ROW – Acquisition Process

- **Letter of Intent to Acquire**
- **Valuation**
- **Offer of Just Compensation**
- **Negotiation**
- **Acquisition**
  - **Agreement**
  - **Eminent Domain/Condemnation**
    - » **6 month appeal period**



Peter Wu
Michael Baker –Design Engineer

Project Schedule

Preliminary Design
(May 2020)

Public Information Meeting
(Nov. 2020)

Semi-Final Design
(Sept. 2021)

Final Design
(April 2022)

Anticipated Construction Starts
(Sept. 2022)

Peter Wu
Michael Baker –Design Engineer

Construction Activity Details

• Bridge Painting	Daytime	Fall 2022–Fall 2024
• Bridge Steel Repair	Daytime	Fall 2022–Fall 2024
• Bridge Deck & Joint Repair	Daytime	Fall 2022–Fall 2024
• Tower Repair	Daytime/Nighttime	Fall 2022–Fall 2024
• Roadway & Sidewalk	Daytime	Fall 2022–Fall 2024
• Fender System	Daytime	Fall 2022–Fall 2024
• Lift Span	Daytime/Nighttime	Fall 2022–Fall 2024
• Full Project Repaving	Daytime/Nighttime	Fall 2022–Fall 2024
• New Control Room	Daytime/Nighttime	Fall 2022–Fall 2024

- Anticipated construction duration: 2 construction seasons

Peter Wu
Michael Baker –Design Engineer

Project Costs

Estimated Construction Cost: $26.0 Million

Funding: 100% State

THANK YOU…
FOR YOU TIME AND ATTENTION

Question and Answer Session

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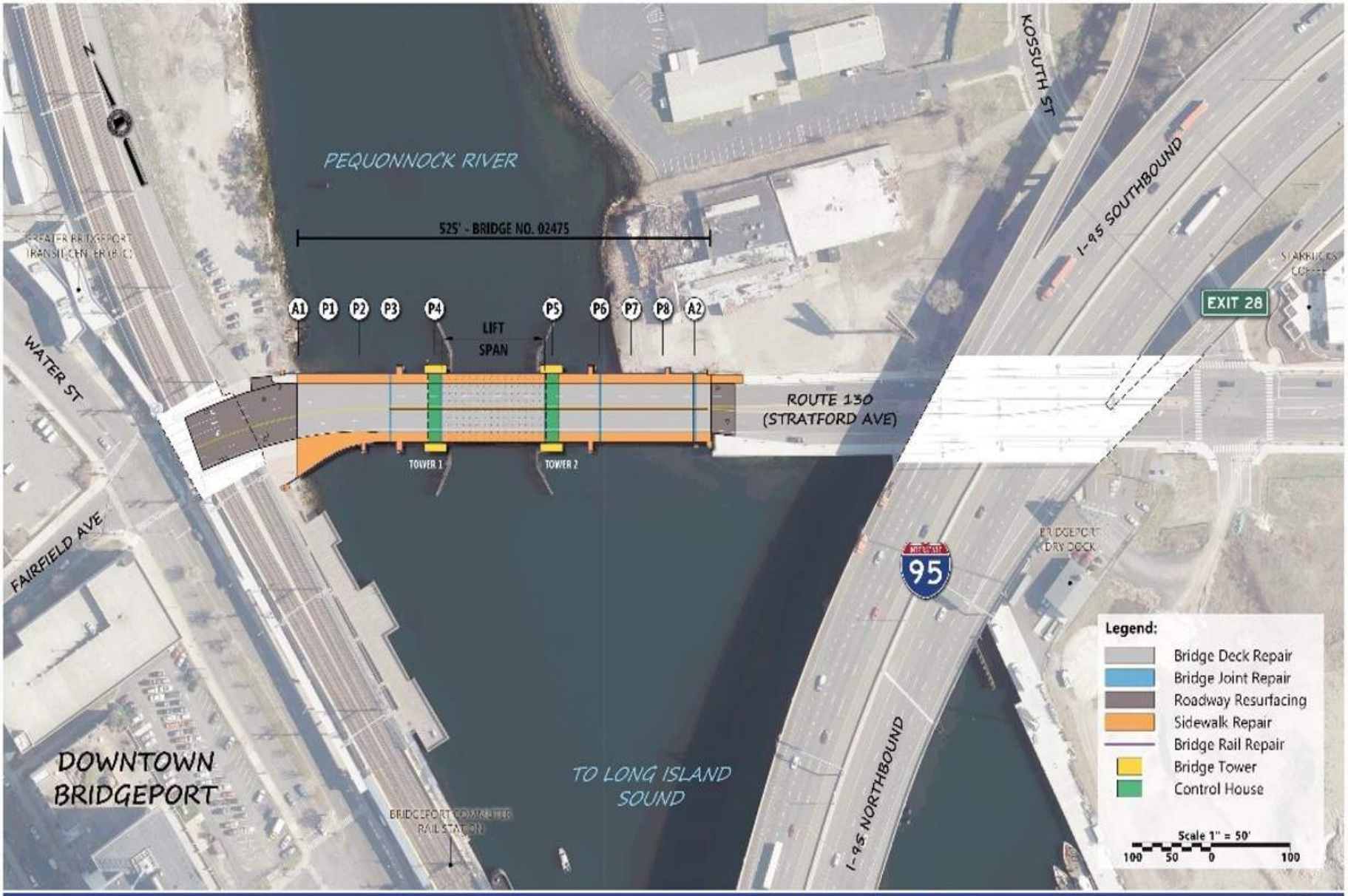
03/28/2018


03/28/2018


03/28/2018



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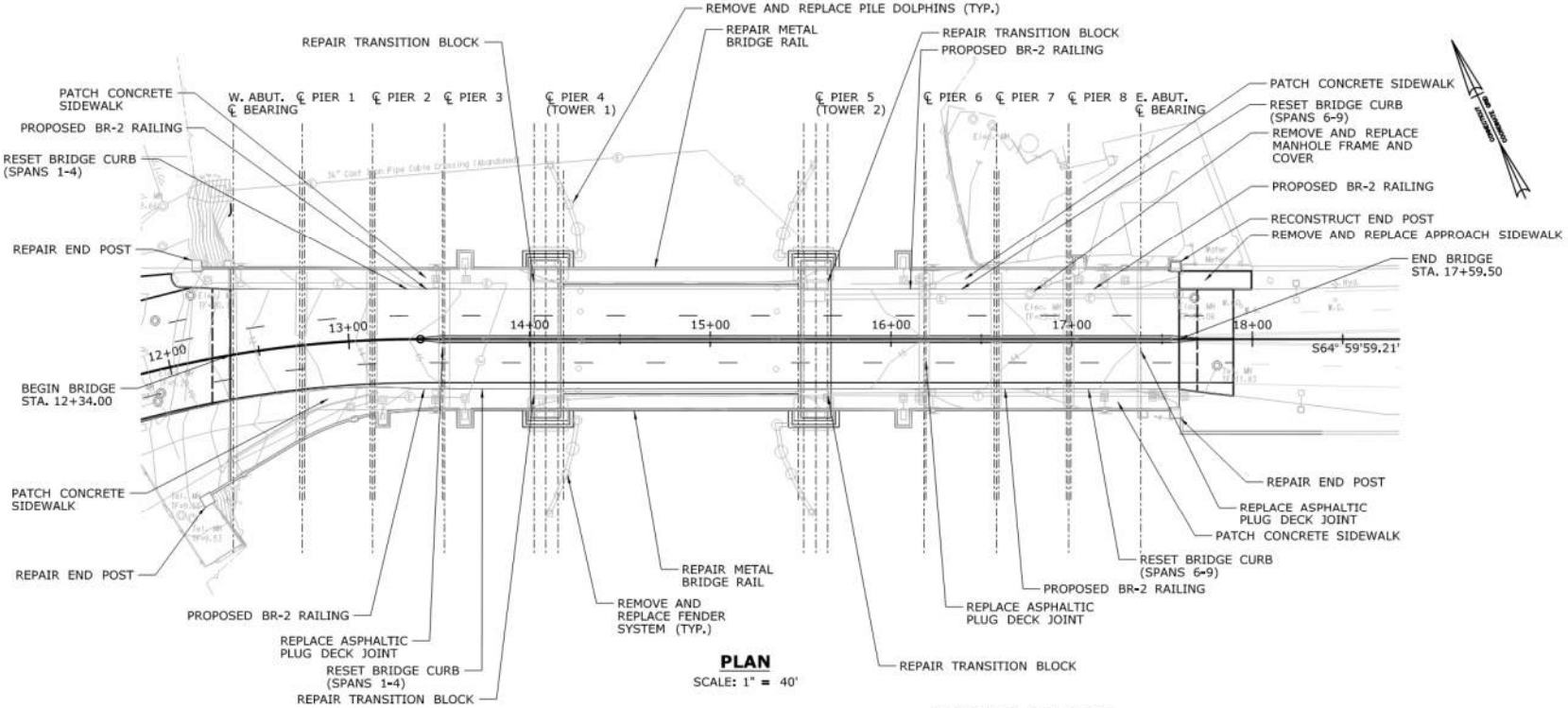

PLAN
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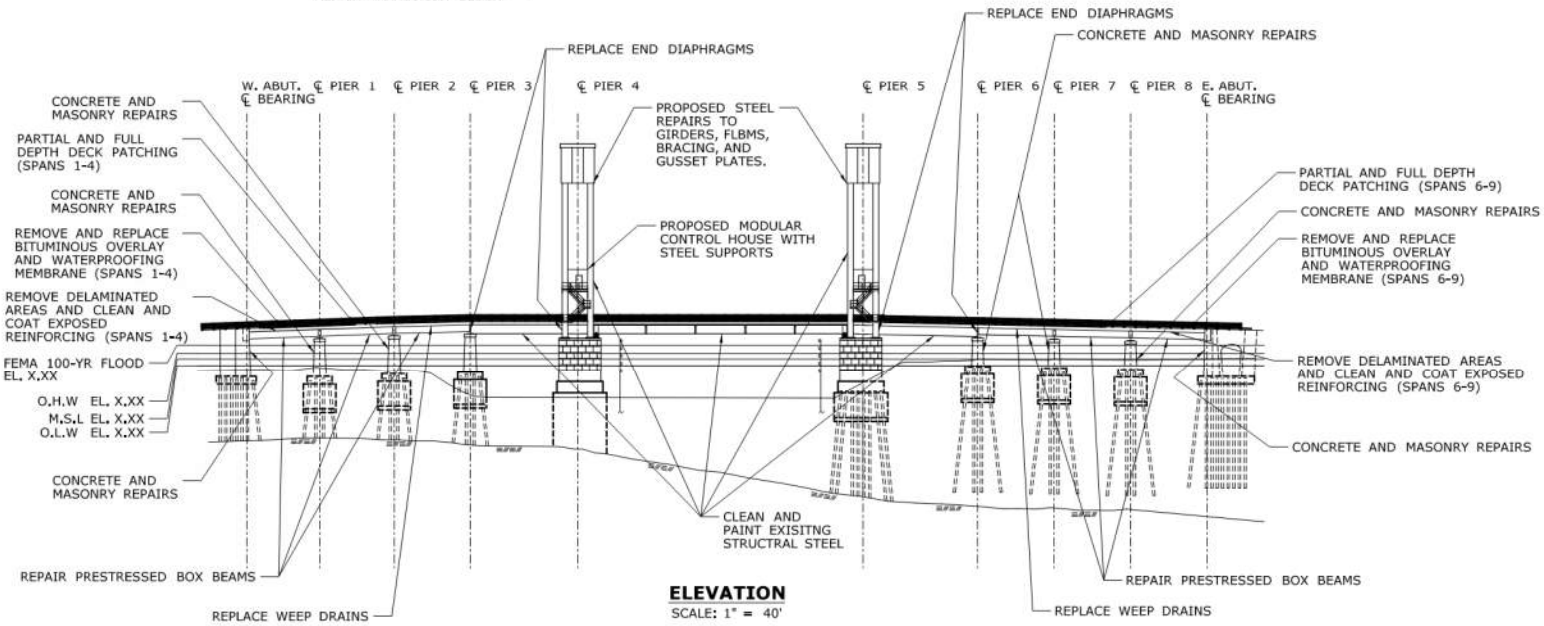
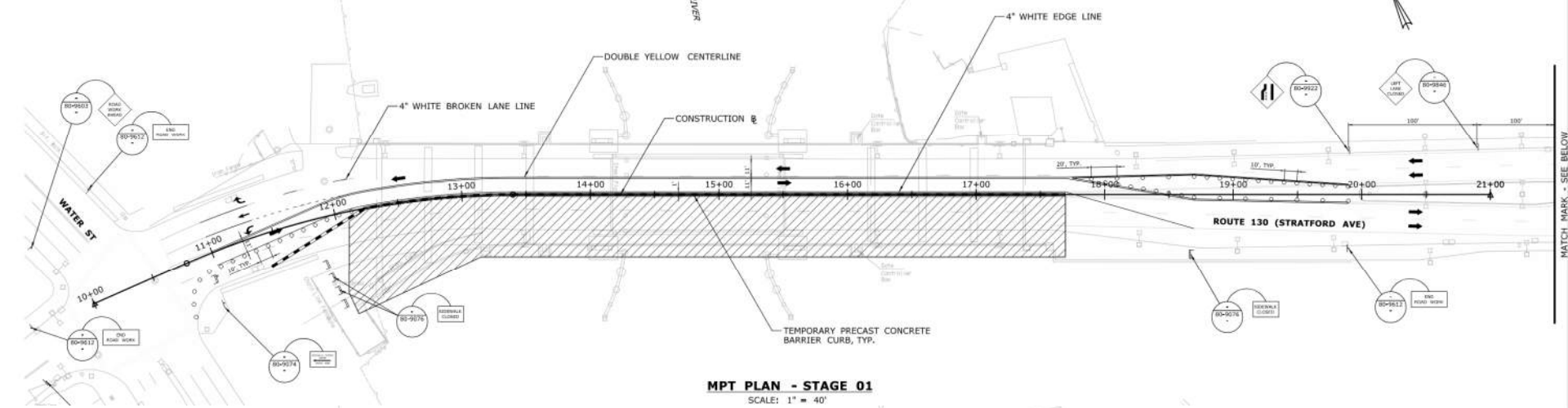
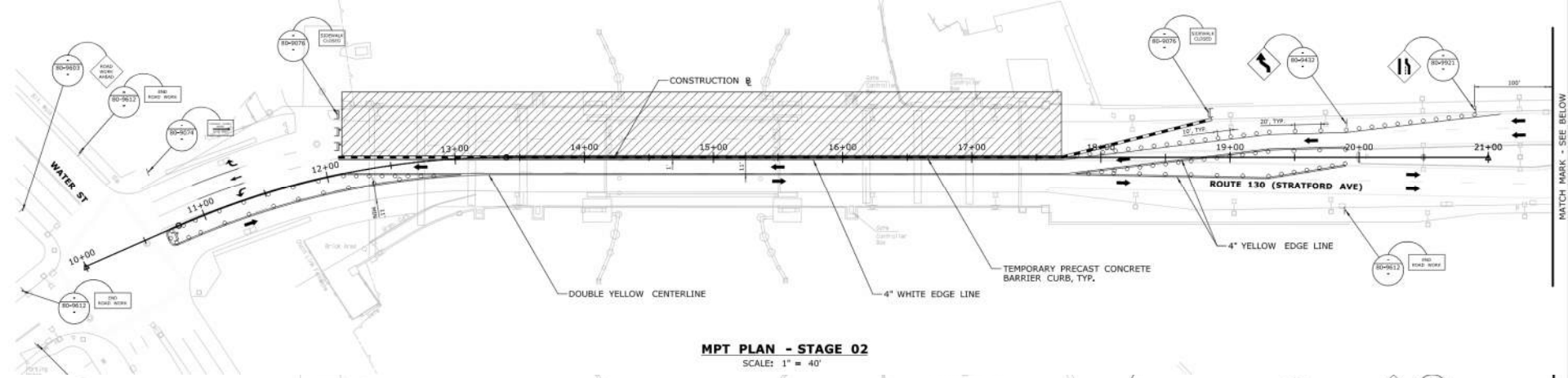


ELEVATION
SCALE: 1" = 40'



MPT PLAN - STAGE 01
SCALE: 1" = 40'



MPT PLAN - STAGE 02
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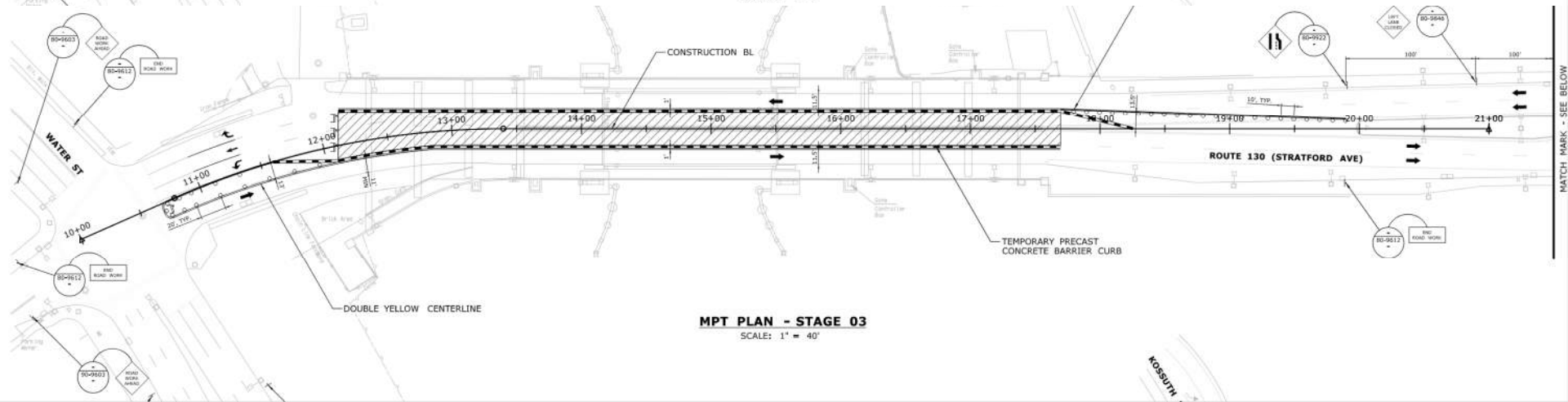
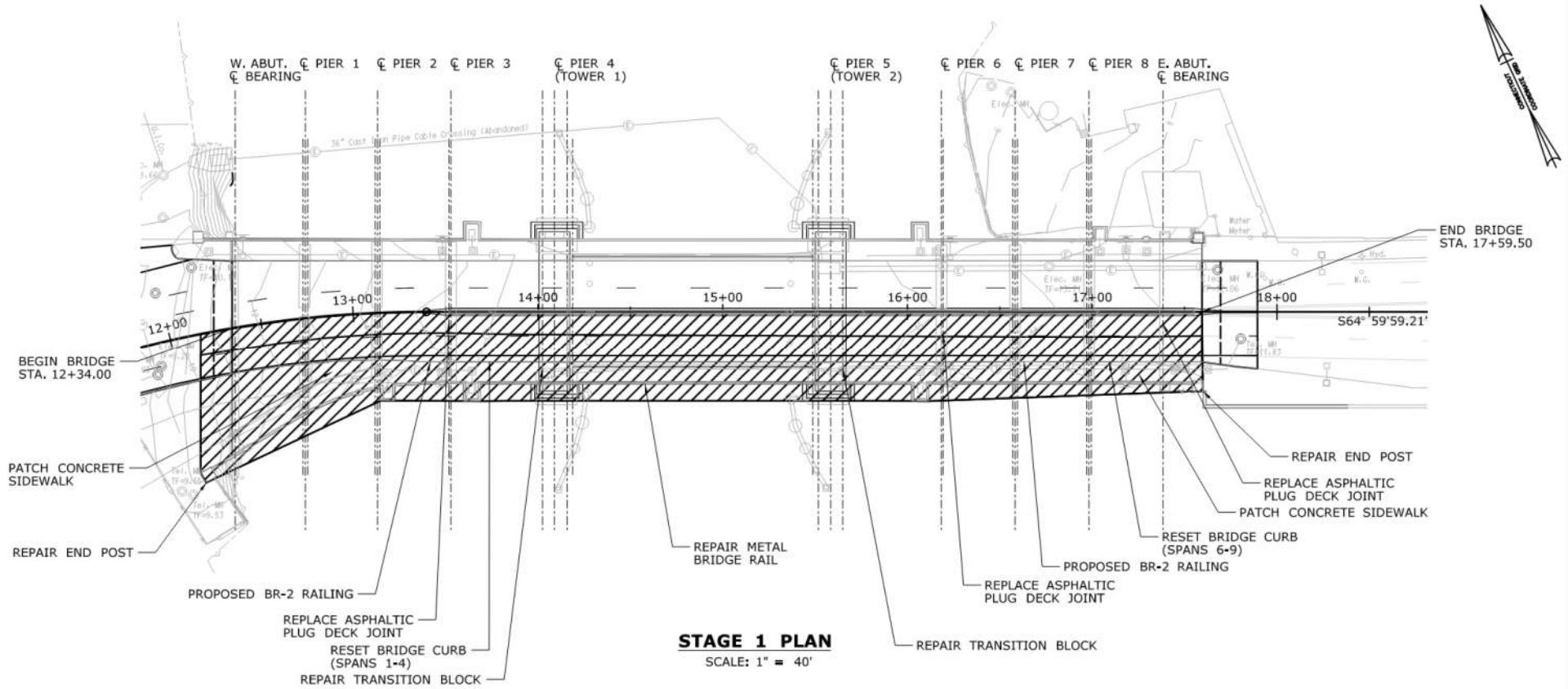
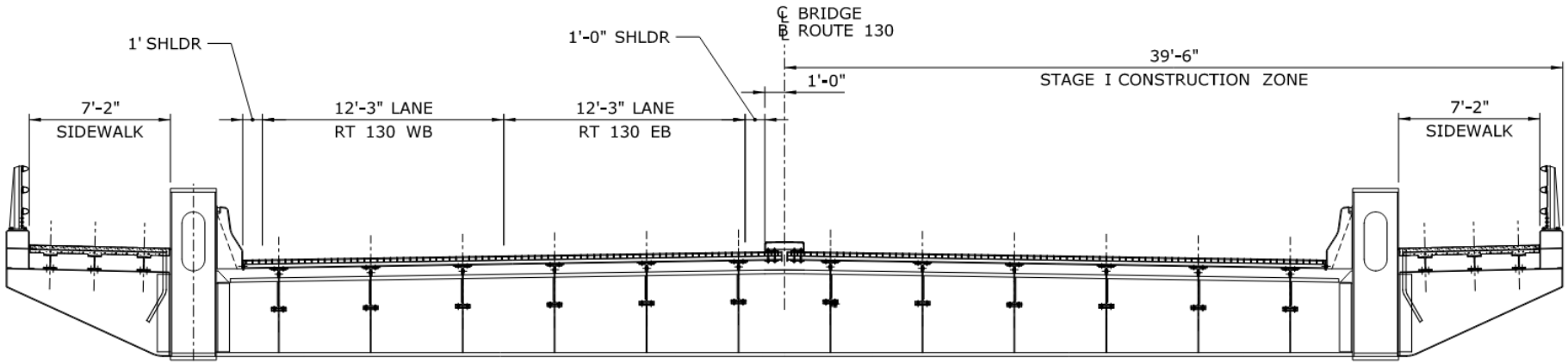


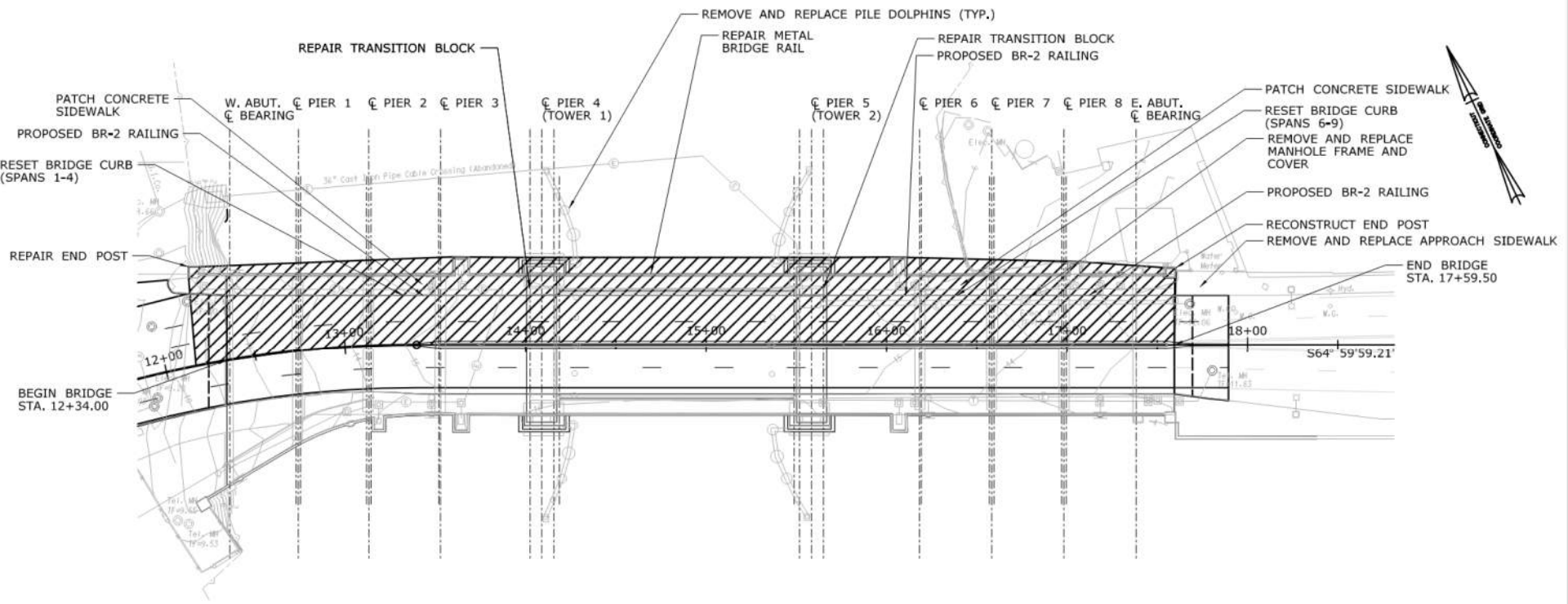
MPT PLAN - STAGE 03
SCALE: 1" = 40'



STAGE 1 PLAN

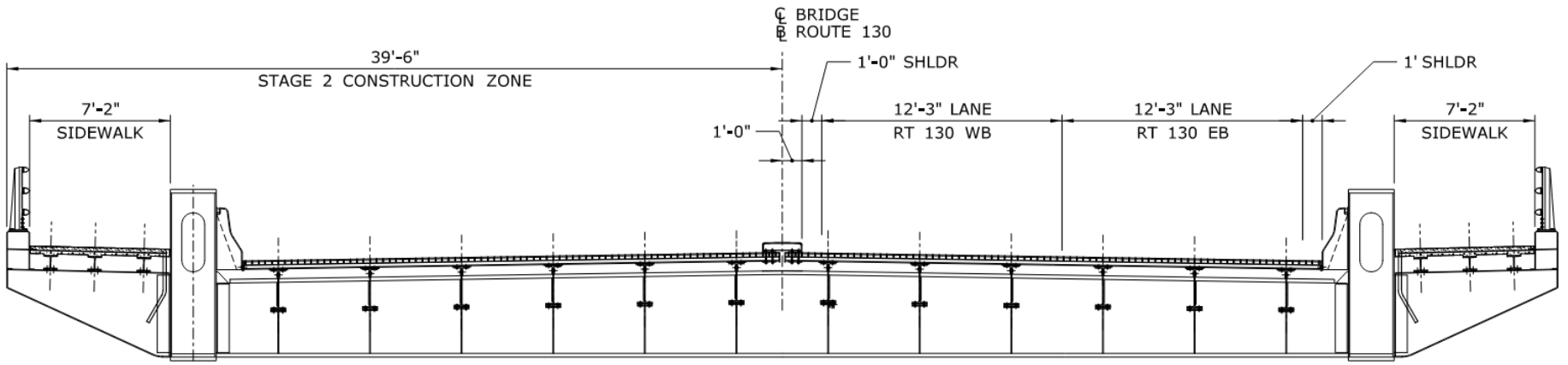
SCALE: 1" = 40'

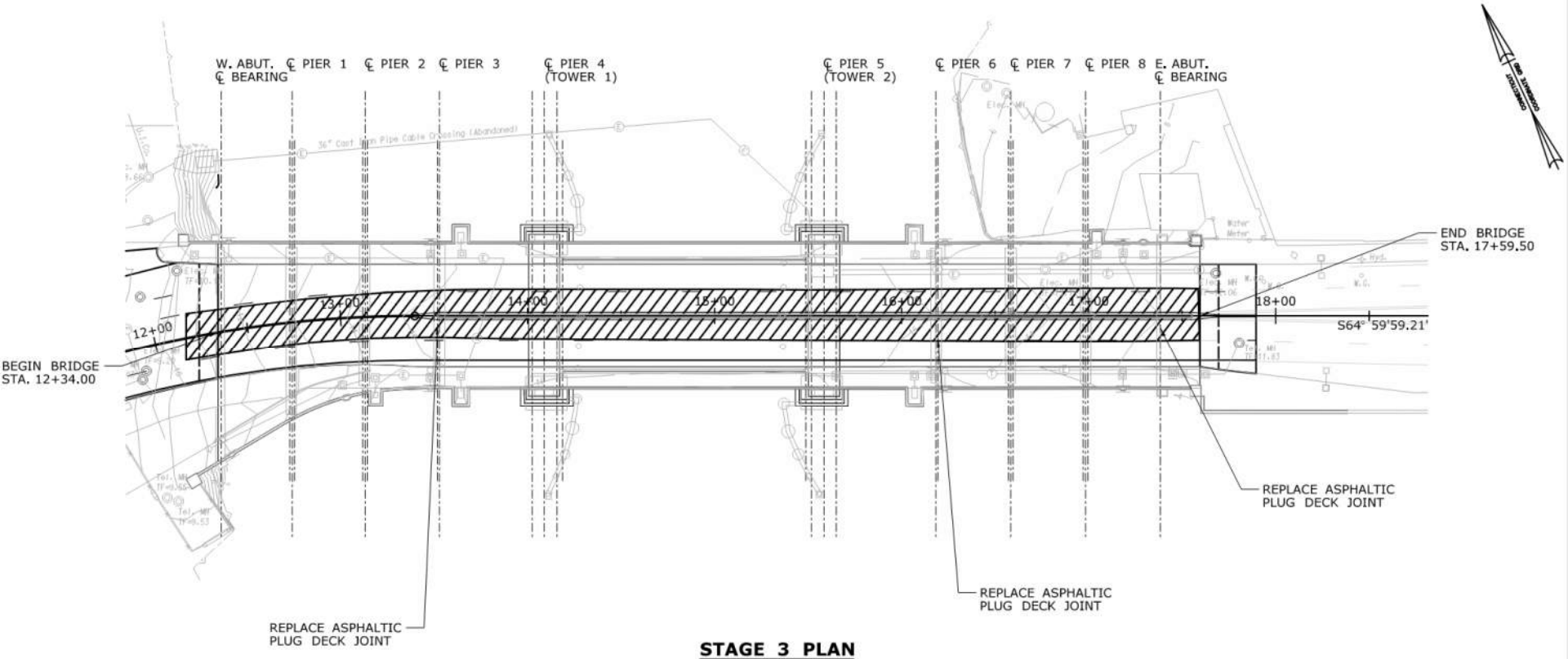




STAGE 2 PLAN

SCALE: 1" = 40'





STAGE 3 PLAN

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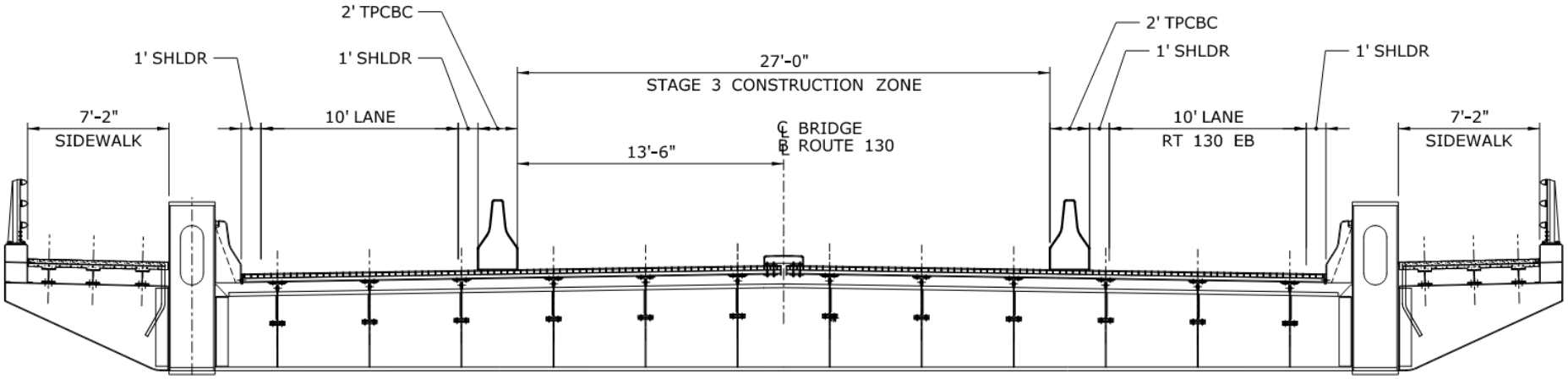
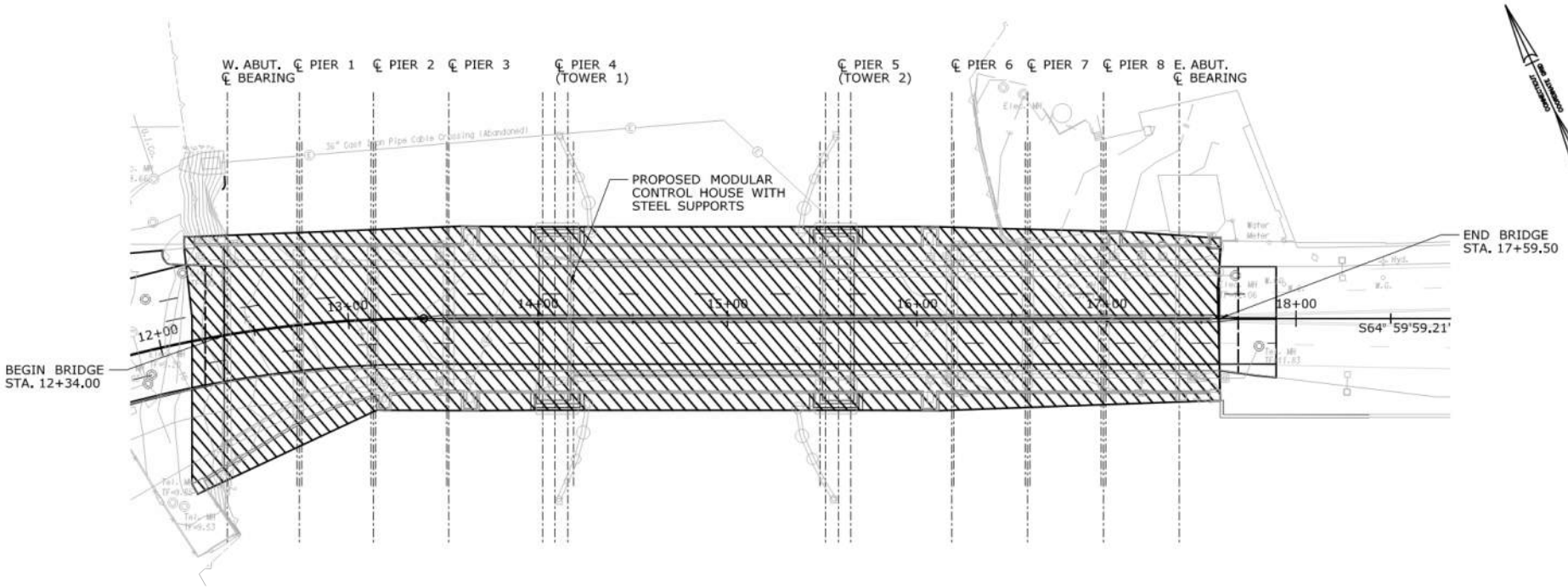
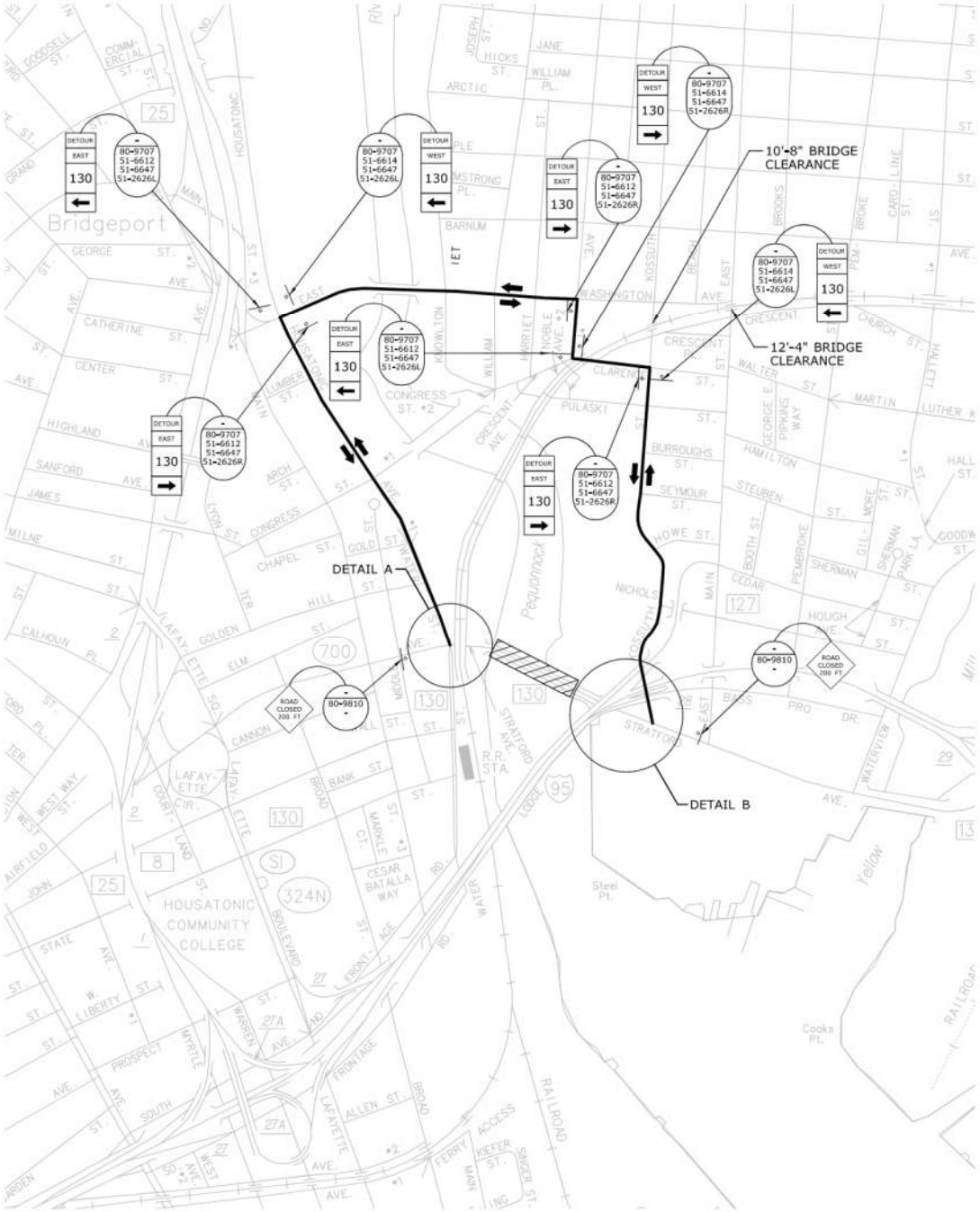


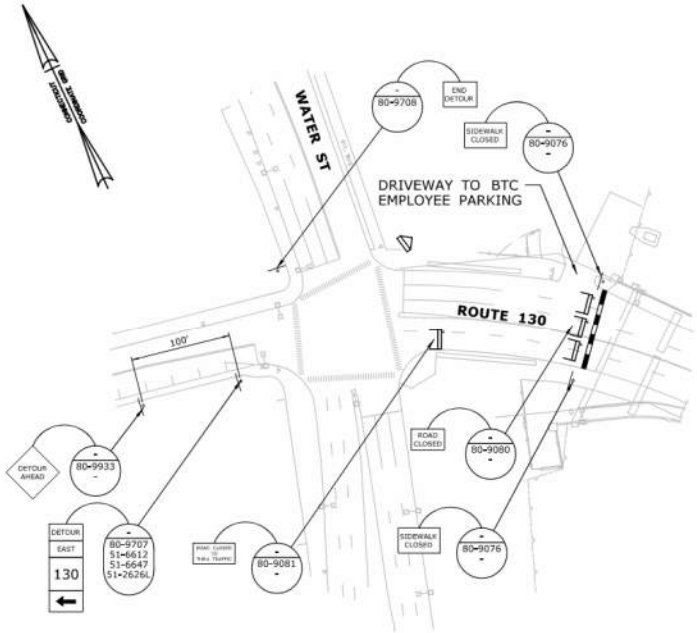


STAGE 4 PLAN

SCALE: 1" = 40'



BRIDGE NO. 02475 DETOUR PLAN
SCALE: 1" = 500'



DETAIL A
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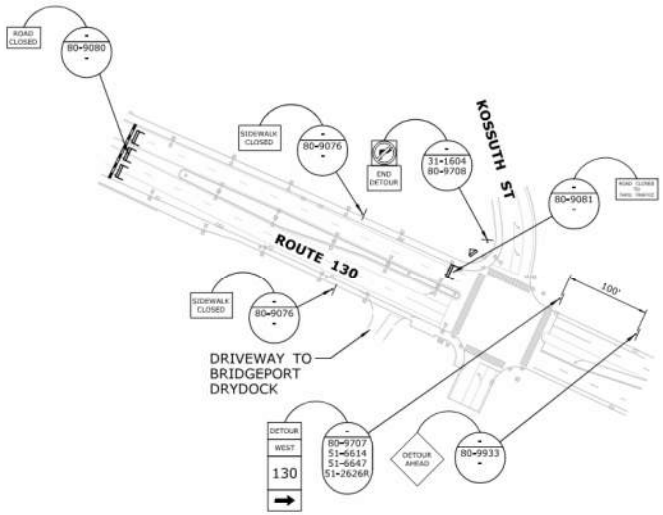

DETAIL B
SCALE: N.T.S.

Rehabilitation of Bridge No. 02475

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Source: Google Maps

Source: Google Maps

Source: Google Maps

Source: Google Maps


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