

MEETING SUMMARY

SUBJECT: Public Information Meeting – Town of Harwinton

MEETING DATE/TIME: August 09, 2016 @ 6PM

PROJECT:

<u>Bridge No.</u>	<u>Project No.</u>	<u>Town</u>	<u>Route</u>	<u>Location</u>
05053	65-113	Harwinton	Shingle Mill Rd	Rock Brook

LOCATION OF MEETING: Town Hall – Harwinton, CT

IN ATTENDANCE:

<u>NAME</u>	<u>REPRESENTING</u>	<u>EMAIL</u>
Priti S. Bhardwaj	CTDOT – Bridges/FLBP	priti.bhardwaj@ct.gov
Marc Byrnes	CTDOT – Bridges/FLBP	marc.byrnes@ct.gov
Michael Marzi	CTDOT – ROW	michael.marzi@ct.gov
Jodi-Ann O’Connor	CME Associates	joconnor@cmeengineering.com
Jay Costello	WMC	jcostello@wmcengineers.com
Michael Criss	Town of Harwinton	mcriss@harwinton.us
John Fredsall	Town of Harwinton	jfredsall@Harwinton.us
Residents – Approx. 20	General Public	

PRESENTATION:

Several key project plans depicting the proposed work were on display prior to the meeting and Jay Costello from WMC Consulting Engineers was on hand to answer questions. The meeting was opened at 6PM with a brief introduction by Mike Criss (Harwinton 1st Selectman) and the project was presented to the public by Jay Costello (WMC Consulting Engineers) using Microsoft PowerPoint. Generally, Mr. Costello explained project history, current bridge deficiencies, alternatives evaluated and associated construction costs, alternative selected and reasons for selection, proposed road closure and detour, funding, project schedule, utilities, drainage, permits and environmental considerations. Also, Micheal Marzi from the ConnDOT Rights-Of-Way office explained the rights-of-way process and potential taking, easements and rights.

As the presentation progressed, it prompted several questions from the residents which were generally discussed as the presentation proceeded and then the meeting was opened to additional questions and comments after the presentation was completed. The following is a summary of the questions and comments raised.

QUESTIONS AND ANSWERS:

In general, residents in attendance were those that live on Shingle Mill Road and all agreed on the need for replacing the bridge. Residents stated that Shingle Mill Road has a scenic road designation and questions/concerns mostly centered around aesthetics and retaining the rural character of the road as is required by this designation. The major questions and topics of discussion are as follows:

1. Scenic Road Designation – Is the State and its designated engineering representatives aware that this bridge has a State Scenic Road designation, which imposes some aesthetic requirements regarding rural character of the bridge to be proposed.

It was determined during the meeting that Shingle Mill Road is not on the State list of scenic roads designated by the State of Connecticut, but according to Town staff it has been designated a scenic road by the Town of Harwinton.

2. Bridge Width – Current curb-to-curb width is 13.6 feet. Proposed width is 20', the typical minimum for projects utilizing Federal Local Bridge Program funding. Will a bridge width be allowed that is less than the 20' width currently proposed.

Since this project is part of program that will receive Federal funds, there are certain Federal guidelines that stipulate the need for two lanes of travel and minimum travel lane widths. Since, Shingle Mill Road is essentially used only by those who live on the street and given the resulting low traffic volume, the State agreed to investigate a reduced width for this project.

3. Stone Facing – Abutments and wingwalls of the current bridge are constructed with a mixture of stone and concrete. As proposed, the concrete substructure has facing of simulated stone with natural stone used only on the approach walls. The residents would like to maintain a rural character for the bridge. Can a natural stone facing be used on the bridge, preferably using the existing stones.

The existing stone is mostly large block type stones which do not lend themselves to re-use in a stone façade; WMC agreed to look for other uses for the existing stone as design progresses. For maintenance reasons, the Town staff prefers concrete form liner over natural stone for the structure itself (abutments and wingwalls). The State indicated that use of natural stone will be more expensive and that the Town may be required to fund the difference in cost of stone vs. form liner. Also, New England Dry Stack is the form liner currently proposed, but form liners come in a multitude of patterns and if the Town does not like the proposed pattern others can be selected. WMC will provide material on some pattern options to the Town, who will then seek resident feedback on preferred patterns.

4. Guide Rail – Guide rail currently proposed is metal beam rail, which has a galvanized finish. There is no guide rail on the approaches now. Is any guiderail even needed and, if needed, could a wood rail could be used or some other rail system.

There is not enough fill on the structure to eliminate the bridge rail and run the approach guide rail across the bridge without raising the road significantly. So bridge rail and approach walls are still required and, even though Shingle Mill Road is a fairly low speed road, approach walls present a blunt end impact hazard that require transitional guide rail systems at the approaches. The State agreed to investigate use of steel backed wood approach rail instead of metal beam rail. Town staff is not in favor of wood rail because of the material cost and labor required in repairing it.

5. Bridge Rail & Solid Parapet – Bridge rail currently proposed is an aluminum 3-rail system with a brushed aluminum finish. Can another rail or solid stone parapet be used.

The aluminum bridge rail is being phased out and will be replaced with the bridge rail currently in use and meeting Federal requirements, which is a 3-rail steel rail that can be painted almost any color. While a solid stone faced parapet may be used (as long as the top is high enough above the road surface), one reason for proposing the 3-rail system is that it is more open so it does not seem as confining as a solid parapet and allows visibility through to the upstream and downstream areas. Consensus was that a 3-rail system of a Town selected color was preferred over a solid stone parapet.

6. Construction Schedule, Length and Work Hours – Residents asked about construction schedule, period and time of day restrictions. Concern was expressed that the 8 month time period allowed the contractor time to leave the site unattended for long periods of time, that starting in April (typically rainy month) was too soon as the stream will be highest then, and that work hours should be defined/limited.

Work Hours – *Work hours are set by the Town and are project specific. Typically, time of day allowable work hours are 7AM to 7PM with no work on weekends or holidays but will be no more than the allowable work hours set by Town regulations.*

Construction Period - *As proposed, the construction period is a maximum of eight months, but this also includes planning as well as initiating and terminating construction, which tends to reduce the actual time of construction to something between 6 – 8 months. During the final design process WMC will be evaluating reduction of the construction period through the use of more precast concrete for other major bridge elements (besides the arch itself).*

Work Stoppages - *Project is scheduled to be bid in September 2017 with construction starting in the spring of 2018. So a construction agreement is expected to be signed by January 2018, giving the contractor plenty of time for planning purposes and ordering precast bridge elements. The contractor has to submit his proposed schedule prior to starting work and will not be allowed to start work until he has fixed production dates for the major bridge elements, that these dates are well in advance of when they would actually be needed and that his schedule is set around those dates, so there should be no reason for him to have long periods of inactivity in the middle of operations. The schedule is constantly monitored (typically on a bi-weekly basis) throughout construction. Regular meetings including the Town and State (at which contractor representation is mandatory) will be held at the site during construction and work activity and schedule will be discussed at each of these meetings.*

Seasonal Concerns – *April 1st is the State’s standard date for allowing work to begin, depending on site and stream conditions, the contractor may or may not be allowed to start in April. The proposed bridge is longer than the existing stream width, so with construction of some small cofferdams, the contractor should be able to perform abutment work well away from the brook and within the protection of the cofferdams independently of what the stream may be doing.*

7. Road Closure & Resident Access – Will the contractor have enough space to perform the work and will he be allowed to block driveways or deliveries (mail, oil, propane, etc.). Will there be enough room for turning around.

Plans will show road closures just inside of the 1st existing driveway to the east and west of the bridge and require that access and delivery to all resident driveways regardless of their

location be maintained throughout construction. Garbage removal and emergency services will be notified of the project in advance to provide ample time for them to plot alternative routes to ensure there are no disturbances in service. A truck turn-around will be investigated during final design. If the contractor needs more space within the Town right-of-way or easement/take areas obtained, he will have to request this and demonstrate that property access has been maintained. It is known that space is limited for these projects so contractors typically make separate arrangements with a local property owner for stockpiling materials and storing equipment.

8. Roadway Surface – What kind of material will be used to surface the road.
Within the project limits the road surface will be bituminous concrete on the bridge and the approaches will be unpaved and remain gravel.
9. Bridge Loading – Will the new bridge be designed for heavy vehicles.
Yes. Bridge is designed to carry emergency vehicles and 3-axle (32 ton) trucks
10. Construction Bond – Will the contractor be required to provide any kind of bond.
Yes. Both a material and a performance bond are required.

ACTIONS:

WMC Consulting Engineers

- Bridge Rail – Work with Town on rail colors
- Simulated Stone Patterns – Work with Town on acceptable patterns for this bridge
- Initially, send pdf files to the Town of PD plans, the public info presentation, the meeting summary and responses to resident questions, and Federal guidelines for bridge replacement projects The Town will post information on the Town web site and/or email to residents. Also provide additional related information as the design develops.

State of Connecticut (ConnDOT)

- Guide Rail – Confirm use of steel backed wood guide rail at the approaches
- Bridge Width – Investigate approval of a width less than 20'

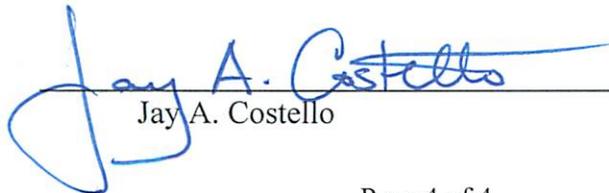
Town of Harwinton

- Post public info meeting materials on the Town web site
- Post updates and materials as they develop

The meeting was adjourned at 7:30 PM.

To the best of my recollection, the above meeting summary generally describes the proceedings, issues and concerns raised at this public informational meeting.

Submitted By:


Jay A. Costello

Date: 08/12/16