Connecticut Department of Transportation

State Project No. 0056-0319
Federal-Aid Project No. 0684(001)
Rehabilitation of CTDOT Bridge No. 03514 & NYSDOT Bridge No. 1052991
Towns of Greenwich, CT & North Castle, NY

January 26, 2023, 6:00 p.m.
Virtual Meeting via Zoom and YouTube Live

Minutes of Public Informational Meeting

Present:

Alvaro Garcia Jr.	CTDOT	alvaro.garcia@ct.gov
Susan Morneault	CTDOT	susan.morneault@ct.gov
Jennifer Usher	BL Companies	jusher@blcompanies.com
Quinn Duffy	BL Companies	qduffy@blcompanies.com
David Cicia	BL Companies	dcicia@blcompanies.com
Gene McCarthy	McFarland Johnson	gmccarthy@mjinc.com
David Kull	McFarland Johnson	dkull@mjinc.com
Eric Foster	NYSDOT	eric.foster@dot.ny.gov
George CrimiVaroli	NYSDOT	george.crimivaroli@dot.ny.gov

6 Public Zoom Attendees

Presentation: A Public Information Meeting was held for this project on January 26, 2023. This meeting was held virtually via Zoom and YouTube Live. The formal presentation began at 6:00 p.m.. Transportation Project Engineer Susan Morneault began the presentation by introducing the representatives of the Connecticut Department of Transportation (CTDOT), BL Companies (BLC), the Consultant Liaison Engineer, McFarland Johnson (MJ), Consultant Designer, and the representatives of New York State Department of Transportation (NYSDOT). A PowerPoint presentation describing State Project No. 0056-0319, the rehabilitation of CTDOT Bridge No. 03514 and NYSDOT Bridge No. 1052991 carrying Interstate 684 Northbound and Southbound over Byram River in the towns of Greenwich, CT and North Castle, NY. Quinn Duffy, BLC Project Engineer, gave a presentation of the existing conditions and David Kull, MJ Lead Bridge Engineer, and Gene McCarthy, MJ Senior Project Manager, presented the proposed rehabilitation. The presentation lasted approximately 30 minutes.

The presentation included the following items:

- CTDOT Bridge No. 03514 and NYSDOT Bridge No. 1052991 are single span structures consisting of prestressed concrete box beams supported by reinforced concrete abutments and wingwalls. The CTDOT structure is in poor condition due to the failure of the post-tensioning strands which are causing the box beams to act independently of each other deteriorating the bridge deck and wearing surface.
- The project purpose and need are to address the structural deficiencies of the bridges.
- The proposed rehabilitation for both structures consists of reconstructing the approach slabs and backwalls, replacing the existing superstructures with prefabricated bridge units (PBUs), and installing new waterproofing membranes and bituminous wearing surfaces.

- To perform construction and minimize traffic impacts, the reconstruction of the backwalls and approach slabs, as well as replacement of the superstructures will occur during weekend bridge closures. It is anticipated that NYSDOT Bridge No. 1052991 will be constructed first followed by CTDOT Bridge No. 03514. Temporary crossovers onto each bridge will be constructed in the median, allowing two lanes of I-684 NB and SB to remain open during construction. The three traffic lanes of I-684 NB and SB will be reduced to two lanes prior to shifting the traffic temporarily. Once all crossover traffic is clear of the work zone, both the northbound and southbound lanes will be redirected to their existing travel configuration. This will allow for access to the bridges to perform the rehabilitations.
- It is expected that four weekend bridge closures utilizing the crossovers will be required; the following is the anticipated construction sequencing.
    - Weekend #1: NYSDOT Bridge Approach Slabs & Backwalls
    - Weekend #2: NYSDOT Bridge Superstructure Replacement
    - Weekend #3: CTDOT Bridge Approach Slabs & Backwalls
    - Weekend #4: CTDOT Bridge Superstructure Replacement
- The project will require the following permits:
    - Connecticut
        - CT DEEP – Stormwater Discharge Permit
        - CTDOT – Flood Management General Certification
    - New York
        - NYS – DEC General Permit
        - NYS – DEC General Permit for Stormwater Discharge from Construction Activities
        - NYSDOT Form PERM 33 – Highway Work Permit Application
- Rights-of-Way impacts are not anticipated.
- Utility impacts are not anticipated.
- The Department has presented the project to Towns of Greenwich, CT and North Castle, NY.
- Construction is anticipated to begin in the Spring of 2024 and finish Fall of 2024. The current Opinion of Probable Construction Cost is approximately $18,000,000, $9,000,000 for the CTDOT Bridge No. 03514 and $9,000,000 for NYSDOT Bridge No. 1052991.
- State Project 0056-0319 is funded by 90% Federal and 10% State funding.

Public Comments and Questions: Following the formal presentation, a live Question and Answer session was opened to the attendees. The questions and comments below were provided via voicemail, email, and MS Teams Live Event chat:

Chat question: Will there be any lane closures during the week?

> *Lane closures during the daytime hours during the week are not anticipated. Off-peak, meaning outside of the standard commuting timeframes, lane closures will be required to complete construction of the crossovers.*

Chat question: Was a full bridge replacement considered? You mentioned the substructure was to remain?

A representative of BLC responded that both rehabilitation and replacement alternatives were investigated, noting that they had prepared a Rehabilitation Study Report for the Connecticut bridge where rehabilitation and replacement alternatives were investigated and evaluated. Since the substructure is still in fair condition, a rehabilitation was recommended to extend the service life of the structure.

Chat question: Are there safety concerns driving on the current bridges? When were the bridges last inspected?

A representative of BLC stated that the structures are safe to drive on, noting that both States performs bi-annual inspections on all bridges and rates each element of the structure on a 0 to 9 rating scale, 0 being that the bridge has failed and 9 being the bridge is in Excellent condition.

It was also noted that CTDOT inspected the CT bridge in March 2022. NYSDOT inspects both the CT and NY bridges and those we last inspected in May 2022.

Chat question: Rebar coatings?

A representative of MJ stated that the rebar that will be used for these structures will be stainless steel, which will provide the necessary longevity of the structure.

Chat question: Will there be night work? Will I be able to hear construction as a resident?

A representative of MJ stated that the contractor is expected to work at night during the four 55-hour weekend bridge closures, further noting that the closures will begin on Friday night after typical commuting times and the Contractor will work around the clock until early Monday morning before typical commuting times.

It was also stated that it is not expected for the Contractor to work during night hours when constructing the crossovers within the median of the highway.

Chat question: Where will the contractor place their equipment?

A representative of BLC stated that it is anticipated that the Contractor will use the median of the highway to store their equipment. During the bridge closures, while the crossover is in place, the contractor will have the opportunity to store their equipment in between the crossover limits.

Chat question: When were these structures built?

A representative of BLC stated that these structures were designed in 1965 and constructed in 1968.

Chat question: What happens if the bridge is not ready to drive on come Monday morning?

A representative of MJ responded that the project will include monetary incentives and disincentives to complete the weekend work early or on schedule.

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 that any additional comments will be received until February 9, 2023.

The presentation was well received, and the meeting was adjourned around 6:45 p.m.