

## VPIM Public Notice / 0097-0098

*Members of the public are invited to*

### **CONNECTICUT DEPARTMENT OF TRANSPORTATION**

#### **VIRTUAL PUBLIC INFORMATION MEETING**

**State Project No. 0097-0098, Replacement of Bridge No. 06926**

**Norfolk**

Wednesday January 10<sup>th</sup>, 2024, 7 p.m.

Register: <https://portal.ct.gov/DOTNorfolk97-98>

YouTube Livestream: <https://portal.ct.gov/ctdotvpimarchive>

The purpose of this meeting is to provide the community an opportunity to learn about the proposed project and allow an open discussion of any views and comments concerning the proposed improvements. A Q&A session will immediately follow the presentation.

The purpose of the project is to replace the existing circa-1955 three-cell steel culvert that carries Mountain Road over Spaulding Brook in the town of Norfolk with a new single span bridge. The bridge is located approximately 200 feet east of Westside Road and 1900 feet west of Route 272 (Litchfield Road). The bridge carries bi-directional traffic in an east-west direction over a 23'-6" wide roadway. There are no sidewalks on or near the bridge. Spaulding Brook flows under the bridge from south to north.

The bridge was originally constructed in 1955 and consists of a of a three-cell culvert with a maximum span of 6 feet with 1/8 inch thick steel plates on the inlet side that act as a headwall. The pipes are ¼ inch thick riveted plate boiler pipe barrels. Mountain Road is classified as a Rural Local Road and has a posted speed limit of 25 miles per hour. The Average Daily Traffic (ADT) volume on the bridge is estimated as 200 vehicles per day in the Department's latest Routine Inspection Report dated June 2021.

The purpose and need of the project are to address structural deficiencies associated with the poor condition of the existing bridge, identified in recent inspections, in order to get the bridge in a state of good repair.

The proposed bridge will consist of a single span cast-in-place concrete deck superstructure on reinforced cast-in-place integral abutments founded on piles driven to competent rock. An 18½-inch thick concrete deck will be topped with membrane waterproofing and 3-inch bituminous concrete wearing surface. The approach roadways will be reconstructed and the span length will be increased from 21½ feet to 30 feet. The proposed roadway width will be increased from 23½ feet to 24 feet, consisting of 10' travel lanes and 2-foot shoulders, providing one lane of traffic in each direction. Open bridge rail, mounted to the cast-in-place concrete curb, will be utilized across the structure and terminate into concrete end blocks located at all four corners of the bridge. Approach guiderail will be utilized at all four bridge corners. The roadway will be reconstructed to limits that are approximately 110 feet west of the bridge and 120 feet east of the bridge resulting in 230 feet of project limits. The existing horizontal and vertical alignments will be maintained. Overhead electric and communication utilities will be relocated onto a new utility pole further east of the bridge, and the existing water main on the south side of the bridge will be replaced with a new main on the north side of the bridge. The exposed concrete on the bridge wingwalls will have a sandblast finish, and the approach guiderail will be galvanized. Traffic will be detoured during construction through a short 1.4-mile detour around the bridge.

There are right-of-way impacts associated with the proposed improvements. The proposed bridge replacement will not require any permanent property takes; however, it will require slope easements (2 properties) and construction easements (2 properties) for grading and sedimentation control.

Construction is anticipated to begin in spring 2026 based on the availability of funding, acquisition of rights of way, and approval of permit(s). The estimated construction cost for this project is approximately \$1.86 million. This project is anticipated to be undertaken with 80% federal funds and 20% state funds.

Please register for the virtual public information meeting at <https://portal.ct.gov/DOTNorfolk97-98>. Registration is required to participate. Once registered, you will receive a confirmation email with a link to access the meeting.

Members of the public can submit comments and questions during the two-week public comment period following the meeting. Please direct comments and questions by January 24 to: [DOT-FLBP@ct.gov](mailto:DOT-FLBP@ct.gov) and (860) 594-2020 or Andrew Shields, [Andrew.Shields@ct.gov](mailto:Andrew.Shields@ct.gov) or (860)-594-2077.

#### ACCESSIBILITY

This meeting will also be livestreamed on YouTube, and closed captioning will be available. Non-English translation options will be available on Zoom and YouTube. The recording will also be available on CTDOT's YouTube Virtual Public Information Meeting playlist: <https://portal.ct.gov/ctdotvpimarchive>

Persons with limited internet access, use the call-in number 877-853-5257 and enter Meeting ID 851 0956 2657. Persons with limited internet access may also request that project information be mailed to them within one week by contacting Andrew Shields, [Andrew.Shields@ct.gov](mailto:Andrew.Shields@ct.gov) or (860)-594-2077.

Persons with hearing and/or speech disabilities may dial 711 for Telecommunications Relay Services (TRS).

Language assistance may be requested by contacting CTDOT's Language Assistance Call Line (860) 594-2109. Requests should be made at least five business days prior to the meeting. Language assistance is provided at no cost to the public and efforts will be made to respond to timely requests for assistance.