Public Information Meeting

Replacement of Bridge No. 01023

Route 57 over West Branch of the Saugatuck River

Weston, Connecticut
CTDOT Design Team

Bureau of Engineering and Construction

Project Manager: Mr. Louis D. Bacho
Contact: Ms. Mary E. Baker

Consultant Liaison: Close, Jensen and Miller, P.C.
Contact: Mr. Michael F. Woods

Design Engineer: Stantec Consulting Services, Inc.
Contact: Mr. Andrew Lessard P.E.
Roles and Responsibilities

CTDOT
- Responsible for engineering design, construction, and inspection of transportation projects

Close, Jensen and Miller
- Liaison to CTDOT and responsible for supervision and coordination of activities related to design

Stantec Consulting Engineers
- Responsible for design of the subject project
Project Goals

- Replace bridge to a state of good repair
- Create a hydraulically adequate crossing at project site
- Minimize disturbance to traveling public
- Complete construction in a timely manner
- Effectively use funds
Project Location

Connecticut Department of Transportation
Route 57
Looking East
Bridge No. 01023

Connecticut Department of Transportation
Upstream Elevation
Looking South

Connecticut Department of Transportation
Reasons for Project

Poor condition of concrete arch

Functionally obsolete
Environmental Considerations

Project authorization under the following permits is anticipated:

- DEEP Flood Management Certification Approval
- DEEP Inland Wetlands and Watercourses Permit
- U.S. Army Corps of Engineers Programmatic General Permit
Utility Coordination

Aerial utilities run along the south side of structure

Relocation is not required as a result of this project
Proposed Roadway

- Approximately 200 feet of roadway reconstruction on Route 57
- Reconstruction of intersection of Route 57 and Old Mill Road
- Maintain existing horizontal and vertical alignment
- Widen roadway from 31.83 feet to 34 feet
- Upgrades to approach railing
Proposed Bridge

- Increase span to 40 feet
- Composite Concrete Arch System
- Abutments founded on bedrock and micropiles
- Improved hydraulic adequacy
Proposed Bridge

1'-10"
SHOULDER
5'-0"
LANE
12'-0"

1'-10"
SHOULDER
5'-0"
LANE
12'-0"

METAL BRIDGE RAIL
(HANDRAIL) (TYP.)

4" HMA S0.5 ON 5" S1.0
(ROADWAY ITEMS)

GRANULAR FILL

15" Ø COMPOSITE ARCH TUBE (TYP.)

FIBERGLASS REINFORCED
PLASTIC SHEATHING

GRAVITY SLAB (TYP.)

PROPOSED SECTION

SCALE: ¼" = 1'-0"

Connecticut Department of Transportation
Bridge-in-a-Backpack

- Composite Decking
- Gravel Fill
- Composite Tubing
- Concrete Core
- Concrete Footing
- Arches
- Side Wall
- Tube Ends Encased in Concrete

Connecticut Department of Transportation
Construction Staging

Bridge to be closed to traffic during construction:

- Short term closure, 1 to 2 months, of Route 57 at project site with detour via Route 53, Route 7 and Route 33

- Single lane off-peak closures prior to and after complete closure of Route 57 for certain construction activities
Detour Benefits

• Single stage construction will minimize the construction duration, especially given allowable “in-water” windows

• Single stage construction is less complicated and does not require maintaining traffic on partially demolished existing arch structure

• Reduced construction time will result in cost savings
Project Schedule & Cost

Bridge No. 01023: Spring 2015 Construction

$2,250,000 including incidentals and contingency (100% State Funding)

*Predicated upon the issuance of the required environmental permits and the availability of funding.
THANK YOU...

FOR YOUR TIME AND ATTENTION