

MEETING MINUTES

DATE OF MEETING: April 18, 2018 (6:00 PM – 8:30 PM)

LOCATION OF MEETING: Shelton City Hall Auditorium
54 Hill Street - Shelton, CT 06484

SUBJECT OF MEETING: Public Information Meeting

PROJECT NAME: Derby-Shelton Bridge (No. 01659) Pedestrian and
Bicyclist Access Improvements

STATE PROJECT NUMBER: 126-174

ATTENDANCE LIST:

<u>Name</u>	<u>Organization</u>	<u>Phone</u>
Rick Dunne, Executive Director	NVCOG	(203) 735-8688
Mark C. Nielsen, Assistant Director	NVCOG	(203) 489-0369
Karen Svetz, Regional Transportation Engineer	NVCOG	(203) 489-0374
Rabih Barakat, P.E., Transportation Principal Engineer	CTDOT	(860) 594-3208
Louis Bacho P.E., Transportation Supervising Engineer	CTDOT	(860) 594-3212
Susan Morneault, Transportation Engineer 3	CTDOT	(860) 594-2447
Aaron Foster, P.E., Project Engineer	BL Companies	(860) 760-1943
Jennifer Usher, P.E, Senior Project Manager	BL Companies	(860) 760-1939
Lorayne Black, RLA	AECOM	(978) 905-2152
Noel Pagan, Project Manager	AECOM	(860) 263-5795
Andre St. Germain, Project Engineer	AECOM	(860) 263-5837

(See attached attendance list for additional attendees)

Attendees were provided a handout that included “General Project Information” (attached).
Approximately 30 folks were in attendance.

The Public Information Meeting was scheduled by NVCOG to update the residents on the status of the project and solicit input and comments. The following significant items and resolutions were discussed:

- A. Mr. Mark Nielsen, Assistant Director, Naugatuck Valley Council of Governments (NVCOG) opened the presentation as follows:
 - 1. Introduced the Design Team: NVCOG, AECOM, BL Companies & CTDOT;
 - 2. Provided a brief project history and funding source;
 - 3. Provided a summary of the design options from the TOD Report; and
 - 4. Provided a summary of the project design parameters.

- B. Mr. Andre St. Germain, Project Engineer, AECOM, provided the following technical presentation of the project:
 - 1. Existing bridge features and condition;
 - 2. Preliminary design schedule and coordination; and
 - 3. Preliminary design typical roadway layout.

- C. Ms. Lorayne Black, Landscape Architect, AECOM, provided an overview explanation of the aesthetic features of the design and renderings of the preliminary layout:
1. Typical bridge cross section;
 2. Bridge perspective view; and
 3. Bridge elevation.
- D. Mr. Nielsen opened the floor to questions. The following is a summary of key public comments and questions discussed (the questions are followed by NVCOG's responses in italics):
1. When will construction commence?
The project is fully funded and expected to commence construction Spring 2020. The project will take one construction season and be constructed in 3 stages in order to maintain the current number of travel and turning lanes.
 2. What is the clearance between the roadway and the bike lanes, and also between the bike lanes and pedestrians?
There is 8-feet of clear distance between the eastbound travel lane and the bike lane (4-foot shoulder, 6-inch curb, and 4-foot texture concrete buffer with planters). There is a 2-foot texture buffer between the bike lanes and the pedestrian sidewalk.
 3. Concern was expressed regarding the proposed development at the southwest corner of the bridge and its respective roadway intersection to Bridge Street.
Mr. Nielsen said that the design team is aware of the proposed development and need to provide a seamless connection from the new access road to Bridge Street. It is the team's understanding that the existing ramp from Canal Street will be closed to traffic and could be used to continue the bicycle and pedestrian facilities on the bridge along the ramp to connect with the RiverWalk. The intersection design will be reviewed by the City of Shelton and CTDOT District.
 4. Will the roadway be narrowed?
No, the curb-to-curb width will not change; however, the shoulders will be reduced from 9-feet to 4-feet. The number of travel and turning lanes will be maintained and the current storage lane approaching Main Street will not be shortened. The lanes will be shifted to the north side of the bridge and the sidewalk on that side will be reduced. The reduced width of the sidewalk on the north side will be added to the pedestrian area on the south side. The project is reconfiguring how the space on the bridge is used.
 5. Where were the traffic counters placed [during the traffic study previously completed]?
Turning movement counts were conducted at Bridge St. and other intersections along the Route 34 Reconstruction corridor for 2 hours during 3 peak periods of the day. The 2017 traffic counts were approximately the same as the 2011 traffic counts. The 2015 traffic counts were higher than the 2011 and 2017 traffic counts due to the construction of the Atwater Bridge.
 6. Was the additional traffic that will be generated from proposed development included in the traffic analysis?
The traffic analysis included projected future growth. As part of the Main Street reconstruction project, future traffic volumes were estimated for 2020 and 2035 based on likely development patterns. The traffic analyses indicate that the Main Street and Bridge Street intersection will operate without severe congestion based on the future volumes.
 7. Two lanes for bikes are not needed. If a major problem on Route 8 occurs, then an additional lane on the bridge would be needed.

When bicycle lanes are installed, there needs to be a lane in each direction; and they need to be a minimum five feet wide (AASHTO guidelines). An additional travel lane may provide additional storage on the bridge but will not improve operations because that is controlled by the traffic signal at Main Street. The Route 34 improvements will address operations at this intersection by changing the lane use for the approach from Bridge Street and adjust signal timings. Also, the bridge over the railroad, between Howe Ave. and the Derby-Shelton Bridge does not have sufficient width to accommodate a third traffic lane which would be needed for increasing capacity.

8. The proposed eastbound approach to the bridge appears to be in line with the sidewalk and bike area. *The south curb on the east approach will be transitioned to be parallel with the centerline and line up with the curb on the bridge. The project limits may be adjusted slightly to ensure proper and safe transition to the bridge.*
9. Will the light standards be coordinated with the Route 34 project?
Yes, the light standards and fixtures will be coordinated with the Route 34 project and the Atwater Bridge over the Naugatuck River. The intent is to develop a uniform design standard for the lights along the Bridge, Main Street in Derby and the Atwater Bridge over the Naugatuck River to ensure consistency. The lights will be have LED fixtures and be "Dark Sky" compliant.
10. The project schedule is too aggressive and lacks sufficient information to proceed.
The purpose of this meeting is to obtain input from the public to aid in developing the design. The audience was reminded that the design is currently at 30%. The project is being coordinated with the Route 34 reconstruction project.
11. Why does it take so long to construct?
The project will require only one construction season to complete.
12. Will the bridge be provided with accent lighting?
Yes, accent and down lighting may be provided either from mast arms, surface mount or underneath the bridge. These lights are still under development.
13. Can the bike lanes be removed in the future to add an additional travel lane?
The bridge over the railroad, between Howe Ave. and the Derby-Shelton Bridge does not have sufficient width to accommodate a third traffic lane. The traffic analysis shows that once the Route 34 project is completed, and the new signals are installed, traffic jams will decrease on the Derby/Shelton Bridge. The issue currently is traffic flow, not traffic volume.
14. Are there any upgrades planned to the bridge over the railroad, between Howe Ave. and the Derby-Shelton Bridge?
Not currently.
15. How many lanes are proposed on Bridge Street at the intersection of Route 34?
The same number of lanes as currently provided. However, the lane arrangement will be dictated by the Route 34 reconstruction project. Analyses indicate the better arrangement would be 1-left/thru shared traffic lane and 1 exclusive right turn traffic lane. Currently, the through and right turn movements share a lane.
16. Bridge Street SE from Canal St. to the bridge currently gets backed up. Wooster Street from Howe Ave. to Canal Street is slated to be re-opened and will provide additional traffic from Canal Street to Bridge Street; will a traffic signal be added at the intersection of Bridge Street and Bridge Street SE?

The intersection design to be reviewed by the design team, City of Shelton and CTDOT District; intersection improvements will be reviewed, as appropriate.

17. Will the new road through the proposed development at the southwest corner of the bridge be a private or public road?
The road will be a public road and require a State Permit to access Bridge Street.
18. Nice plan, vote for bike lanes.
No formal response, however, this comment has been documented.
19. What is the funding source?
20% State and 80% federal. Funds have been allocated to the project and are available.
20. Some Route 8 traffic destined for Route 34 exit at Howe Ave. to avoid Route 34 thru downtown Derby.
The Route 34 reconstruction project will widen the road to four travel lanes and the traffic signals will be upgraded and interconnected. These improvements will likely attract traffic to the new facility and reduce the number of travelers that exit in and travel through downtown Shelton.
21. What is the period to provide comments for this meeting?
30 days from today.
22. Will there be follow-up meetings?
Yes, a second public information meeting will be held to present revised plans and concepts. It was noted that the report of this meeting, presentation and other documents will be posted to the NVCOG website.
23. Are there statistics on bike traffic on the bridge?
Currently, there are not many bicyclists regularly crossing the bridge, but the route is used by several bicycle clubs for group rides. Also, the Derby Greenway is one of the most used trails in the state. The purpose of the proposed improvements is to provide enhanced pedestrian and bike access between the Derby Greenway and Shelton's RiverWalk and Veteran's Memorial Park and encourage new users.
24. Bike lanes are nice to have, but not at expense of drivers.
The cycle-track will not reduce the capacity for vehicles on the bridge. The number of travel lanes, turn lanes and storage lanes will remain the same after construction as currently provided. The space for the cycle track is being obtained by narrowing the shoulder and north sidewalk widths.
25. Was the Avalon Apartments notified of this meeting?
Yes, and a separate meeting was held at the Avalon Apartments, 185 Canal St W on August 22, 2017.
26. Where are the bike lanes going to?
The bike lanes will connect the Derby Greenway to Shelton's RiverWalk.
27. Why not make the bridge into a multi-use trail and add another traffic lane on the bridge?
The intent of the project is to provide separate spaces for pedestrians, who may want to linger along the bridge, and bicyclists. This will reduce conflicts between different users. Also, the bridge over the railroad, between Howe Ave. and the Derby-Shelton Bridge does not have sufficient width to accommodate a third traffic lane. The traffic analysis shows that once the Route 34 project is

completed, and the new signals are installed, traffic jams will decrease on the Derby/Shelton Bridge. The issue currently is traffic flow, not traffic volume.

28. Why is there an 11-foot wide path on Derby Greenway and 23-feet on the bridge, since they both accommodate bikes and pedestrians? Rather have another traffic lane.
There is a major difference between a multi-use path (Derby Greenway) and a sidewalk. It would be dangerous to have bicycles and pedestrians share a sidewalk, where people will be walking and gathering to enjoy the views of the river. Bicycle riders would have to demount their bicycle and walk it across the bridge.
29. Would like to see an additional travel lane from Howe Ave. to Route 34.
The bridge over the railroad, between Howe Ave. and the Derby-Shelton Bridge does not have sufficient width to accommodate a third traffic lane; the bridge and structure would require replacement and widening, which would impact the adjacent ramps from Canal Street, as well the apartment building.
30. Proposed intersection of roadway from proposed development at Bridge Street, on the southwest corner of the bridge is “bad”. Similar comments were vocalized several times.
The existing intersection between the ramp from Canal Street and Bridge Street is awkward; the new intersection will correct some of the geometry problems by aligning it more as a standard 90-degree intersection. The improvements on the bridge will blend into the new intersection as much as practical. The proposed intersection is still under design. The final design will provide an intersection that is both safe and functional. The bump-out of the roadway will provide a traffic calming effect.
31. Proposed design is functional and beautiful, but needs benches.
The benches were removed from the design in response to the comments received at the first public information meeting held at the Avalon apartments.
32. The Greater Valley Chamber of Commerce representative noted, “That this is a great opportunity to connect the two (2) communities, this is special.”
No formal response, however, this comment has been documented.
33. Should think about people, not just cars. People are using the Greenway and they will be attracted to the new bridge plaza.
The Derby Greenway is the most used greenway in the State.
34. Design looks great at 30% and it can only get better from here.
No formal response, however, this comment has been documented.
35. The name of the bridge is the “Veterans Memorial Bridge”.
The team will verify the name; it had not been mentioned at other times or during meetings with city officials.
36. Can a flag pole be added to the center of the bridge?
Yes, the team will look into adding special features, such as a flag pole to the bridge. The team is also aware of the Memorial Day Parade and wreath laying ceremony. The team will try to accommodate these activities within the bridge construction schedule.
37. I want to use the pedestrian plaza to look over at the river and don’t want to be run over by bikes. I am in favor of the cycle tracks/bike lanes.


No formal response, however, this comment has been documented.

38. Will pedestrian access be open during construction? Will construction take place during day or night?

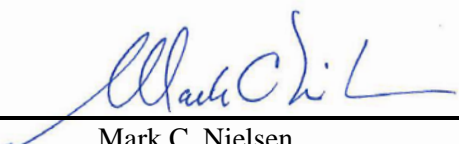
Yes, pedestrian access will be uninterrupted throughout construction. Construction will likely take place during the day to minimize noise disruption to nearby residents. Daytime construction is generally more economical as well.

- E. Ms. Karen Svetz, Regional Transportation Engineer for NVCOG, noted that the number of travel lanes will be increased from two (2) to four (4) when Route 34 is improved. The additional traffic lanes on Route 34 will allow the Bridge Street traffic to enter Route 34 at an acceptable level of service.
- F. Mr. Rick Dunn, Executive Director for NVCOG noted that the design drawings are about 30% complete and that the intent of this meeting is to obtain input from the public so the design can be developed further.
- G. Mr. Nielsen noted that the presentation and the respective minutes will be placed on the NVCOG website. Additional meetings will be held to keep the public informed of the design progress. Ultimately, the bike lanes on the bridge will provide continuous bike lane access from Shelton to the Derby-Shelton Railroad Station and to Waterbury. Mr. Nielsen thanked AECOM for their presentation and the public for their attendance and insightful discussion at the meeting.

We believe these minutes accurately reflect what transpired at this meeting. Unless notified in writing to the contrary within ten (10) days after receipt, we will assume that all in attendance concur with the accuracy of this transcript.

Submitted By: 
Noel M. Pagan, P.E.
Project Manager, AECOM

Date: April 18, 2018.

Approved By: 
Mark C. Nielsen
Assistant Director, NVCOG

Date: April 18, 2018

cc: Attendees

Attachments:
PowerPoint Presentation
Renderings
Public Information Meeting Handout
Attendance List



Derby-Shelton Bridge Rehabilitation & Pedestrian & Bicycle Access Project
State Project No. 0126-0174

Public Information Meeting: PD Review
April 18, 2018

NAUGATUCK VALLEY COUNCIL of GOVERNMENTS
 AECOM

Derby-Shelton Bridge (No. 00559)
 Pedestrian and Bicycle Access Improvements
 Submitted by: July 18, 2018
 City of Shelton, Derby, CT

PRELIMINARY DESIGN REPORT



Welcome & Introductions

- ▶ Mark Neilsen, Assistant Director / Director of Planning
 Naugatuck Valley Council of Governments (NVCOG)
- ▶ Project Overview
- ▶ Project Context: Related Derby-Shelton Efforts
- ▶ Design Team:
 - Project Administrator: NVCOG
 - Consultant Engineer: AECOM
 - Project Oversight/Design Review: CT DOT / BL Companies

NAUGATUCK VALLEY COUNCIL of GOVERNMENTS



Visual Design Study
 Prepared for: Derby Shelton Rotary Club
 November 2008
 Prepared by: Tate & Associates, LLC
 Land Usage Architect

Derby-Shelton Bridge Project History

- ▶ Outgrowth of Visual Design Study completed in 2008:
 - Prepared by Tate & Associates, LLC; for Derby Shelton Rotary Club
- ▶ Valley COG identified bicycle / pedestrian enhancements & renovation of D-S Bridge: December 2014
- ▶ Bond Commission approved \$2 million authorization for project: July 28, 2015
- ▶ CT DOT agrees to provide sufficient federal funds: October 2016
- ▶ Preliminary Design phase started: July 2017
- ▶ Design review & coordination: Underway

Visual Design Study

- ▶ Raised awareness for renovations to the Derby-Shelton bridge
- ▶ Created attractive gateway to Derby & Shelton downtowns
- ▶ Explored pedestrian & bicycle trail linkages
- ▶ Bridge structurally sound; needs aesthetic repairs
- ▶ Design options:
 - Decorative paving accents
 - Granite curbing
 - Ornamental Lighting
 - Concrete parapet barrier



View of proposed redesign of bridge - Shelton to Derby

Derby/Shelton Bridge Gateway

Derby-Shelton Bridge Project History

- ▶ Maintain historical character of bridge: **Built in 1918**
- ▶ Consult with State Historic Preservation Office (SHPO)
- ▶ Urban connectivity: **Downtown Shelton to Downtown Derby**
- ▶ Maintain capacity & number of travel lanes
- ▶ Rehabilitate deteriorated structure & improve aesthetics
- ▶ Coordinate with Route 34 / Main Street reconstruction project
- ▶ No impact to flood control system

1891 – Moul Town Bridge



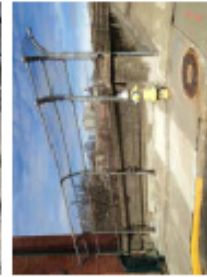
Design Considerations

- ▶ Develop "Gateway"
- ▶ Resurface bridge deck & rehabilitate/replace parapet walls
- ▶ Install decorative & period railings
- ▶ Remove "cobra" lights & replace with decorative lighting – "Dark Sky" compliant
- ▶ Shift travel lanes to north
- ▶ Create pedestrian plaza on south side
- ▶ Install bi-directional cycle-track
- ▶ Connect to Derby Greenway
- ▶ Connect to Canal Street & Shelton Riverwalk



Existing Bridge Condition

- ▶ Superstructure & substructure – good condition
- ▶ Pavement – fair condition with numerous longitudinal, transverse & map cracks
- ▶ Parapet walls – random cracks up to full perimeter, 1/8" wide, areas of moderate to heavy scaling & spalls up to 2' high by 6" wide by 6" deep
- ▶ Curbs – numerous vertical cracks
- ▶ Sidewalks – random longitudinal & transverse cracks
- ▶ Light poles – old, outdated "cobra" style
- ▶ Chain link fence at bridge ends



Existing Bridge Features

- ▶ (5) spans on reinforced concrete arches & piers
- ▶ 63'-10" wide – inside parapet wall to inside parapet wall
 - 10'-6" sidewalks, 9'-1" shoulders, 2'-3" travel lanes
- ▶ 42'-10" wide – curb-to-curb
- ▶ 471 feet in length
- ▶ Several utilities imbedded in the bridge:
 - Frontier telephone, Eversource gas mains, UI & Lightower fiber, Comcast fiber
- ▶ Light poles mounted on sidewalks
- ▶ Concrete parapets – 42" high



Preliminary Design Concept

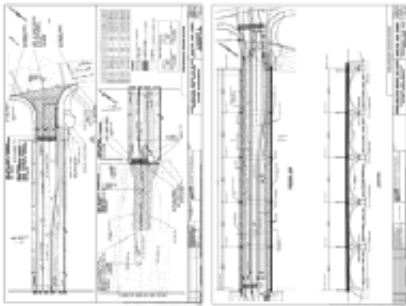
- ▶ Maintain current number of lanes & turn lane at Main Street
- ▶ Shift travel lanes to the north
- ▶ Proposed layout – from the north side to the south:
 - 5-foot sidewalk
 - 4-foot shoulder
 - Two, 11-foot travel lanes
 - 4-foot shoulder
 - 4-foot buffer between the edge of shoulder to the cycle-track
 - 10-foot bi-directional cycle-track
 - 2-foot buffer between cycle-track and pedestrian area
 - 11-to-13-foot pedestrian area
- ▶ 36-inch high concrete parapet wall with a 22-inch decorative railing

Preliminary Design Concept – Layout

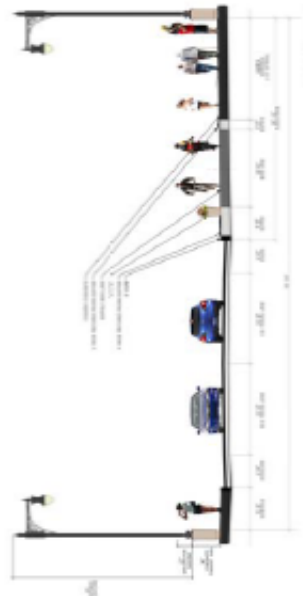


Preliminary Design Plans

- ▶ Preliminary Design plans submitted: October 2017
- ▶ Coordination meeting with State Historic Preservation Office (SHPO): November 2017
 - Discussed how to mitigate adverse impacts
 - Discussed need to replicate style of existing parapet walls
 - Discussed need to document existing structure
- ▶ Coordination meetings with DeCarlo & Doll (Route 34 designer)
- ▶ Coordination meetings with Derby & Shelton officials
- ▶ Coordination meetings with CTDOT – PD Review



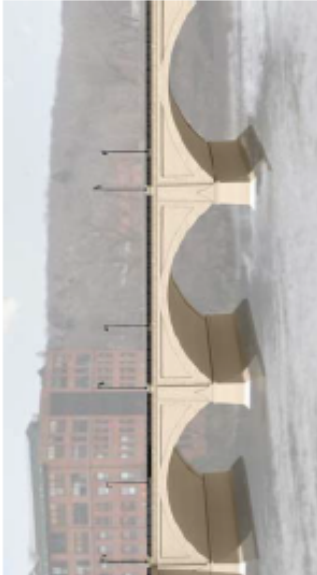
Preliminary Design Concept – Typical Section



Project Schedule

- ▶ Notice to Proceed: June 26, 2017
- ▶ Preliminary Design (30%): October 2017
- ▶ Start Semi-Final/Final Design: May 2018
- ▶ Complete Final Design: December 2019
- ▶ Begin Construction: March 2020

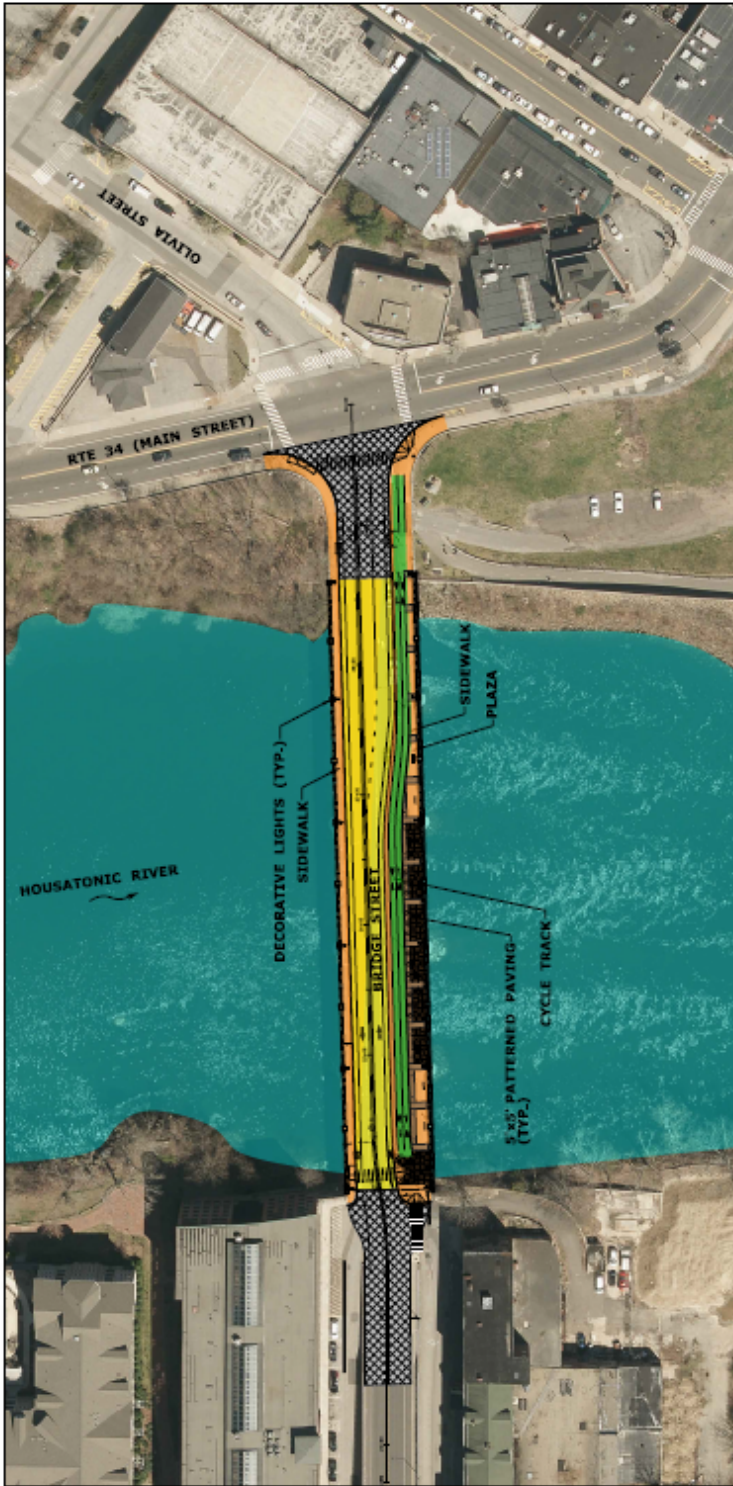
Preliminary Design Concept – Elevation View



Questions & Input...

- ▶ Mark C. Nielsen – Naugatuck Valley COG
Ph: 203.489.3069
Email: mnelsen@nvcog.org
- ▶ Noel M. Pagan, PE – AECOM
Ph: 860.263.5795
Email: noel.pagan@aecom.com
- ▶ Lou Bacho – CTDOT
Ph: 860.594.3212
Email: louis.bacho@ct.gov

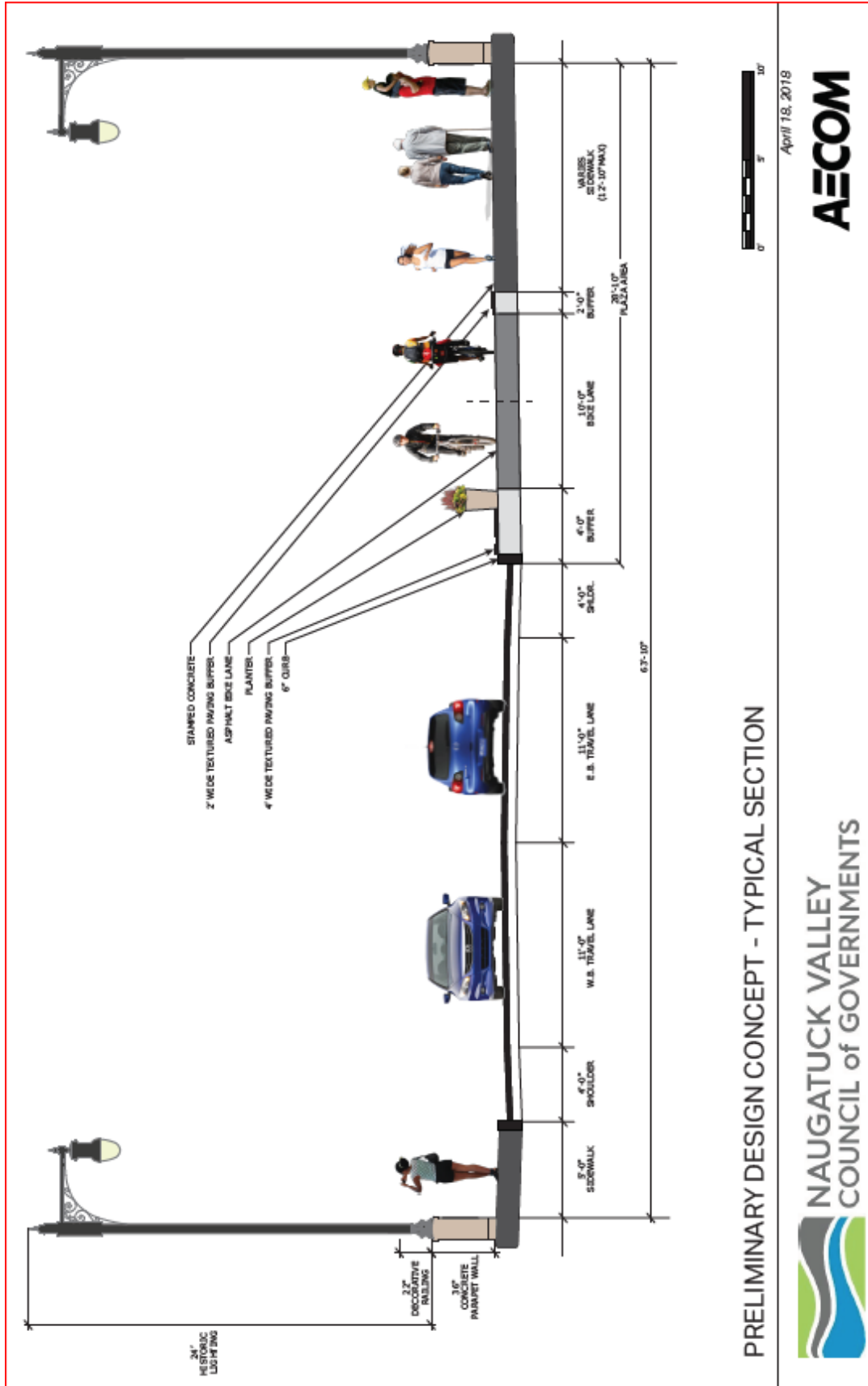




**DERBY-SHELTON BRIDGE (NO. 01659)
PEDESTRIAN AND BICYCLIST
ACCESS IMPROVEMENTS
PROJECT NO. 126-174
PRELIMINARY DESIGN PLAN
(BICYCLE LANES ON PLAZA)**

- LEGEND:**
- FULL DEPTH CONSTRUCTION
 - MILL AND OVERLAY
 - EXISTING ROADWAY
 - STRUCTURE / CONCRETE SIDEWALK
 - WATERCOURSE
 - CYCLE TRACK





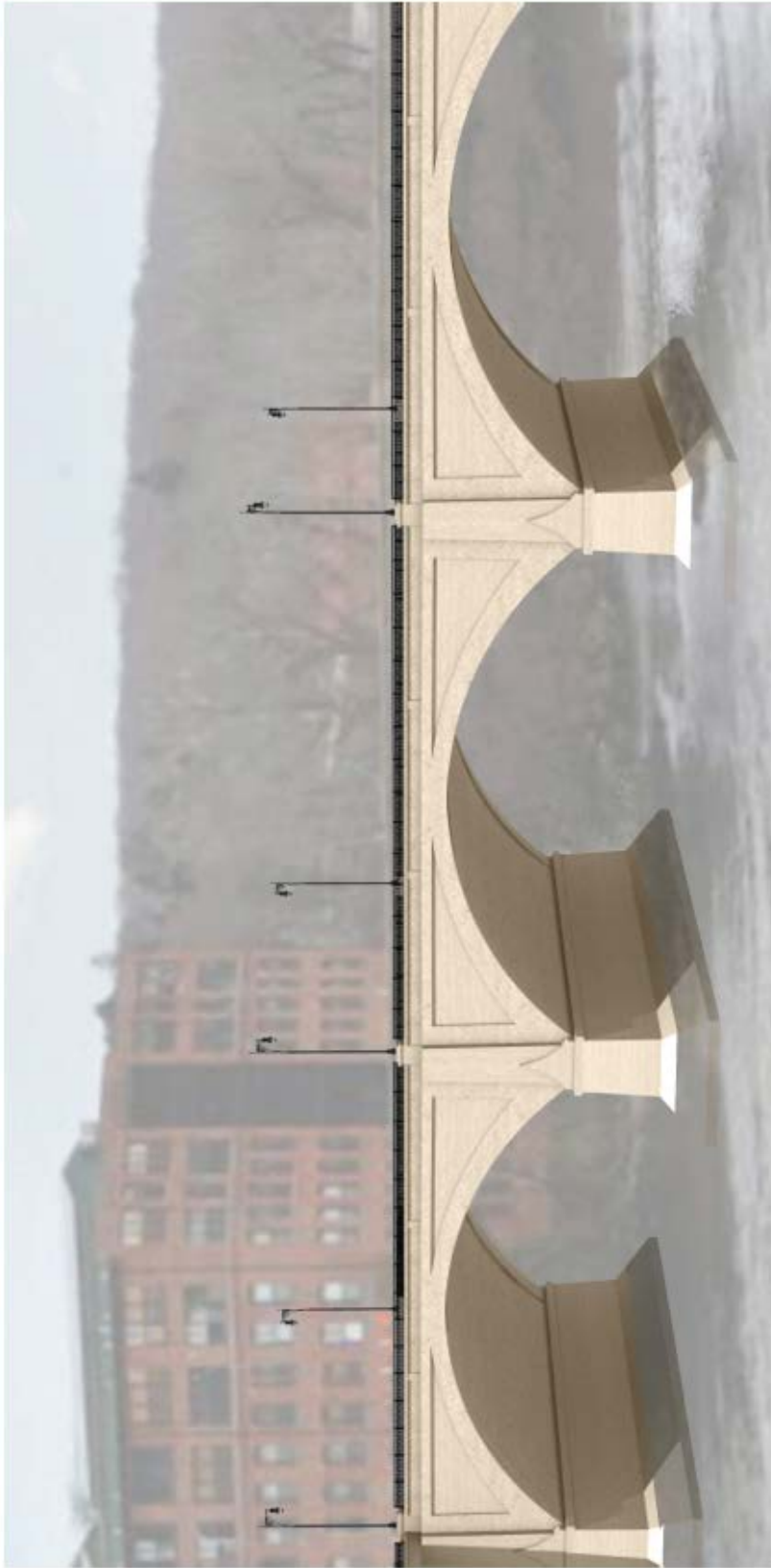
PRELIMINARY DESIGN CONCEPT - TYPICAL SECTION



PRELIMINARY DESIGN CONCEPT - LAYOUT

April 18, 2018





PRELIMINARY DESIGN CONCEPT - ELEVATION

April 18, 2018

AECOM

 NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS



Public Informational Meeting

**Derby-Shelton Bridge (No. 01659)
Pedestrian and Bicyclist Access Improvements
Route 712 over the Housatonic River
In the Cities of Derby & Shelton
State Project No. 126-174**

**Wednesday April 18, 2018, 6:00 p.m.
in the
Shelton City Hall Auditorium
54 Hill Street - Shelton, CT**

NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

Mark C. Nielsen, Assistant Director
Telephone No. 203-489-0369

Rick Dunne, Executive Director
Telephone No. 203-735-8688

Karen Svetz, Regional Transportation Engineer
Telephone No. 203-489-0374

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Lou Bacho P.E., Project Engineer
Telephone No. (860) 594-3212

AECOM Technical Services Inc.

Noel Pagan, P.E., Project Manager
Telephone No. (860) 263-5795

Andre St. Germain, P.E. Project Engineer
Telephone No. (860) 263-5837

Plans showing the recommended proposal are available for public inspection at the following locations:

City of Derby Clerk's Office
106 Elizabeth Street
Derby, Connecticut

City of Shelton Clerk's Office
154 Hill Street,
Shelton, Connecticut

**Derby-Shelton Bridge (No. 01659)
Pedestrian and Bicyclist Access Improvements
Route 712 over the Housatonic River
In the Cities of Derby & Shelton
State Project No. 126-174**

GENERAL PROJECT INFORMATION

PURPOSE AND DESCRIPTION:

The project scope is limited to: address the condition of the existing bridge (specifically the roadway, parapets, railing and sidewalks); provide enhanced pedestrian and bike access between the Derby Greenway and Shelton's Veteran's Park; provide a respective plaza area on the south side of the bridge for pedestrian and bike access; and provide minor concrete repairs to the undersides of the concrete arches.

The purpose of this project is to improve the bridge aesthetics as well as provide an attractive gateway to the downtown areas of Derby and Shelton by improving the roadway, sidewalks, bridge parapets/railing/fencing, street lighting and under bridge lighting of Bridge No. 01659 which carries State Route No. 712/Bridge Street over the Housatonic River.

Bridge Number 01659 was constructed in 1918. In 1985, Project No. 126-134 added a protective 9' high curved fence which was later removed. In 1989 Project No. 126-139 provided substructure repairs.

The proposed bridge improvements include the following:

- Replace the sidewalk area on the south side of the bridge with a wider sidewalk for a pedestrian plaza and public space to include planter boxes, bi-directional cycle track, and pedestrian sidewalk;
- Replace the sidewalk on the north side of the bridge with a narrower sidewalk;
- Reconstruct the existing roadway with similar bituminous surface and concrete base;
- Reconstruct the bridge concrete parapet and pilasters to be similar to the existing historic design and finish and meet standard heights and vehicular collision criteria, along with decorative railing similar to Veteran's Park;
- Replacement of the existing "Cobra" style lighting, with decorative period light fixtures that meet "Dark Sky" standards; and
- Provide decorative accent lighting on the bridge

MAINTENANCE AND PROTECTION OF TRAFFIC (MPT) DURING CONSTRUCTION:

The Bridge No. 01659 carries Bridge Street (Route 712) over the Housatonic River and will remain open to traffic during construction, utilizing three (3) stages of construction and maintaining the existing number of travel lanes.

ESTIMATED CONSTRUCTION COST: Approximately \$ 4.3 million

PROJECT FUNDING (CONSTRUCTION): State Funds

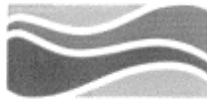
CONSTRUCTION SCHEDULE:

Construction is anticipated to begin in Spring 2019. Anticipated construction completion in Fall 2019.

Place
Stamp
Here

Rabih M. Barakat, Transportation Principal Engineer
Connecticut Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

State Project No. 126-174



NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS

49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 • 203-757-0535 • 203-735-8688

Public Information Meeting - Wednesday, April 18, 2018, 6:00 PM
Shelton City Hall – Auditorium
Derby-Shelton Bridge Rehabilitation & Pedestrian & Bicycle Access Project
State Project No. 126-174

Sign-In

Name	Address	Email
KIERCE	SHELTON	
EUGENE/GEORGETTE	120 THOREAU DR	GENE@KDOGMAIL.COM
Rebecca Twombly	145 Canal St #9	rebecca.twombly@sbcglobal.net
Susan Cordone	145 Canal St #314	Susan.cordone@sbcglobal.net
JOHN ANGLICE	876 LONGHILL AVE	SHELTON
Ingrid Waters	261 Long Hill Gm Rd., Shelton, CT	
Damirick Thomas	315 Mars St. Derby ct	edjt@cohen-thomas.com
Kara Rochelle	127 Park Ave, Derby ct	Kara.Rochelle@gmail.com
Ed Kisluk	58 Birchbank Rd - SEOC	
Anita Dugatto	69 Elizabeth St	sunflowerderby@yahoo.com
JOSEPH E. BIENKOWSKI	403 LONG HILL AV.	SHELTON
Walter P. Ziemia	217 Kendall Circle	Waterbury, CT
Roberta P. Gettem	23 McConney Shove,	Derby
BOB PAPP	63 DEER RUN LANE	PREDATOR63@SBCGLOBAL.NET
Tom Marcucio	196 New Haven Ave #435	Derby Tmarucio@ie.net.net
Rob Wallace	Housatonic Valley Assoc.	rwallace@hvatoday.org
Jan Girard	11 L'Hermitage Rd	cats@aol.com
Barbara Lang	152 Village Dr.	lang-barbara@yahoo.com
RABIH BARAKAT	CT DT	RABIH.BARAKAT@CF.CT.W

