

MEETING MINUTES**DATE OF MEETING:** January 09, 2019 (6:00 PM – 7:00 PM)**LOCATION OF MEETING:** Derby City Hall Aldermanic Chambers
1 Elizabeth St. – Derby, CT 06418**SUBJECT OF MEETING:** Public Information Meeting No. 2**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>
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
Thomas Beckman, P.E., Senior Engineer	BL Companies	(860) 760-1938
Jennifer Usher, P.E, Senior Project Manager	BL Companies	(860) 760-1939
Andre St. Germain, Project Manager	AECOM	(860) 263-5837

(See attached attendance list for additional attendees)

Attendees were provided a handout that included “General Project Information” (attached).
Approximately 15 folks were in attendance.

The Public Information Meeting was scheduled by NVCOG to update the public on the status of the project and the present the modifications to the project that have taken place since the previous Public Information Meeting in April 2018. The following significant items 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 recap of the project objectives;
 3. Provided a summary of the preliminary design plans presented in April 2018;
 4. Provided a summary of the comments and concerns expressed by attendees at the April 2018 meeting;
 5. Presented the revised concept – which includes adding a 2nd EB lane, which is made possible in part due to the narrowing of the pedestrian/bicycle plaza on the south side and shoulders.
 6. Acknowledged that the intersection at the west end of the bridge where Bridge St., Bridge St. SE Ramp, and the new SpongeX development road will meet is awkward and unsafe. NVCOG, CTDOT, and the Design Team are currently investigating options to increase functionality and safety at this intersection. The project scope may be expanded to include the section from the Derby-Shelton Bridge to Canal Street.
 7. Provided a revised design and construction schedule.

B. 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. Where does the bike path go at the end of the bridge on the Shelton side?
We are currently investigating options to extend the project limits to close the Bridge St. SE Ramp to vehicular traffic and extend the bicycle/pedestrian path down to Canal St., which will then connect to the Shelton RiverWalk.
2. If the public cannot use the Spongex development road, and the Bridge St. SE Ramp is closed to vehicular traffic, this would create a large detour for users who wish to access Bridge St. from Canal Street.
That is true, and that is something we want to avoid. We will continue to get more information about the Spongex development, and whether or not this road can be used for public travel.
3. Bicyclists are not safe. They cause vehicles to swerve into the opposite lane.
It is state law for motorists to provide at least 3 feet of clearance when passing bicyclists on the roadway. It is the motorists' responsibility to maintain safe driving practices and to wait for a safe opportunity to pass.
4. Will planters or bollards be used to separate the motorists from the bicyclists and pedestrians?
The intent of this project is to create separate and well defined paths for motorists, bicyclists, and pedestrians. The bicyclists will be separated from the motorists by at least a 4 foot buffer and granite curbing. We are also investigating options to add planters etc. to create a physical barrier along the bridge. The bicycle lanes and pedestrian sidewalk will be separated using a difference in surface texture and/or color to help delineate the areas. There will be bolsters at the bridge ends to prevent unwanted vehicles from entering the sidewalk.

Once off the bridge on the Shelton side, the bicyclists will need to cross the intersection with the Spongex development roadway. Again, we are currently investigating options to extend the project limits to close the Bridge St. SE Ramp to vehicular traffic and extend the bicycle lanes down to Canal St. This too, would create separate spaces for motorists and bicyclists/pedestrians to increase safety.
5. At the Main St. / Olivia St. intersection has the use of a roundabout been considered?
That intersection is part the Route 34 (Main Street) Reconstruction project, which is a separate project. The use of a roundabout was considered as part of the Downtown Now planning study that focused on the redevelopment of parcels along the south side of Main Street. It was determined there was not a sufficiently large footprint to build a roundabout without removing existing buildings on the east side. And, if the round-about could be shifted to the west, it would create a "straight shot" for traffic traveling west on Route 34 and continuing north on Roosevelt Drive. That would create unsafe travel speeds, so this alternative was removed from consideration. Because of the high volumes on Route 34, a two-lane round-about may be needed, which is undesirable.
6. Will the street lights be able to be turned off during fireworks?
Thank you for your comment. The lights will be LED "Dark sky compliant". We will look into the possibility of dimming and/or turning off the lights during final design. The street lights will match the lights used for the Route 34 (Main Street) Reconstruction project to provide uniformity.
7. Did you know there is a bus stop on the bridge, near the Derby side, at the North sidewalk?
Thank you for bringing that up. We were not aware of the bus stop at this location. It was noted that there is a second bus stop on the south side of Bridge St., within the Route 34 project limits.

Coordination with CT Transit will be necessary during final design in order to safely accommodate and/or relocate the bus stop.

- C. 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. Mr. Nielsen thanked the public for their attendance and comments.

The meeting adjourned at approximately 6:45 pm and was well received by the public with no objections.

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: St. Germain, Andre
Digitally signed by St. Germain, Andre
DN: CN="St. Germain, Andre", OU=USRKH2,
OU=US, OU=AMER, OU=AECOMUsers,
DC=na, DC=aecomnet, DC=com
Date: 2019.01.10 17:50:25-05'00'
Andre St. Germain, P.E.
Project Manager, AECOM

Date: January 10, 2019

Approved By: 
Mark C. Nielsen
Assistant Director, NVCOG

Date: January 10, 2019

cc: Attendees

Attachments:
PowerPoint Presentation
Public Information Meeting Handout
Attendance List



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

Public Information Meeting: January 9, 2019



NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS

AECOM

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Welcome & Introductions

- ▶ Mark C. Nielsen, Assistant Director
Naugatuck Valley Council of Governments (NVCOG)
 - Project Overview
 - Project Context: Related Derby–Shelton Efforts

- ▶ Design Team:
 - Project Administration: [NVCOG](#)
 - Consultant Engineer: [AECOM](#)
 - Project Oversight/Design Review: [CT DOT](#) / [BL Companies](#)




Follow-up from April 18, 2018 PIM

► Purpose & Need of the Project:

- Renovate deteriorated pavement & bridge deck
- Reconfigure to provide bicycle/pedestrian plaza
- Develop gateway between downtown Derby & downtown Shelton
- Maintain historical integrity – approval from SHPO
- Connect Derby Greenway & Shelton RiverWalk

► Presented Preliminary Design Plans:


- Reconfigure bridge deck: rehabilitate pavement & narrow travel lanes
 - Maintain 2 travel lanes
 - Install 10-foot, bi-directional cycle-track
 - Create 11-foot to 13-foot pedestrian area
 - Replace concrete parapets & add decorative lights & railing
- 

Follow-up from April 18, 2018 PIM


► Concerns expressed by attendees:

- Congestion on the bridge during evening – concern the project will worsen
- Need for a third lane on the bridge
- How the new access road from the SpongX redevelopment will be accommodated?
- Bump-out for cycle-track/pedestrian plaza & alignment of the reconfigured lanes with the lanes on the “viaduct” bridge

► Positive comments expressed by attendees:

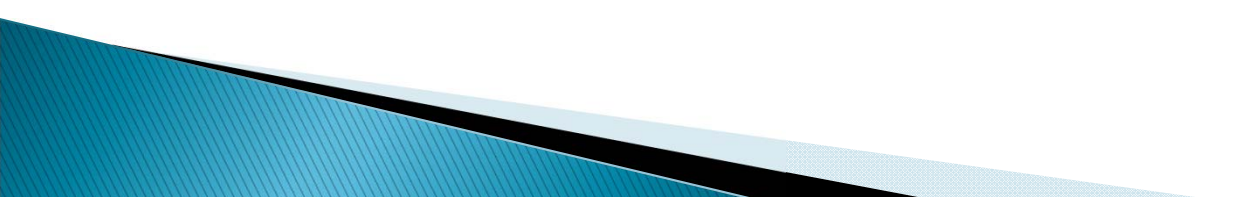
- Great opportunity to connect two communities
 - Nice plan; it considers people, not just cars
 - Design looks great
- 

Since the last meeting...

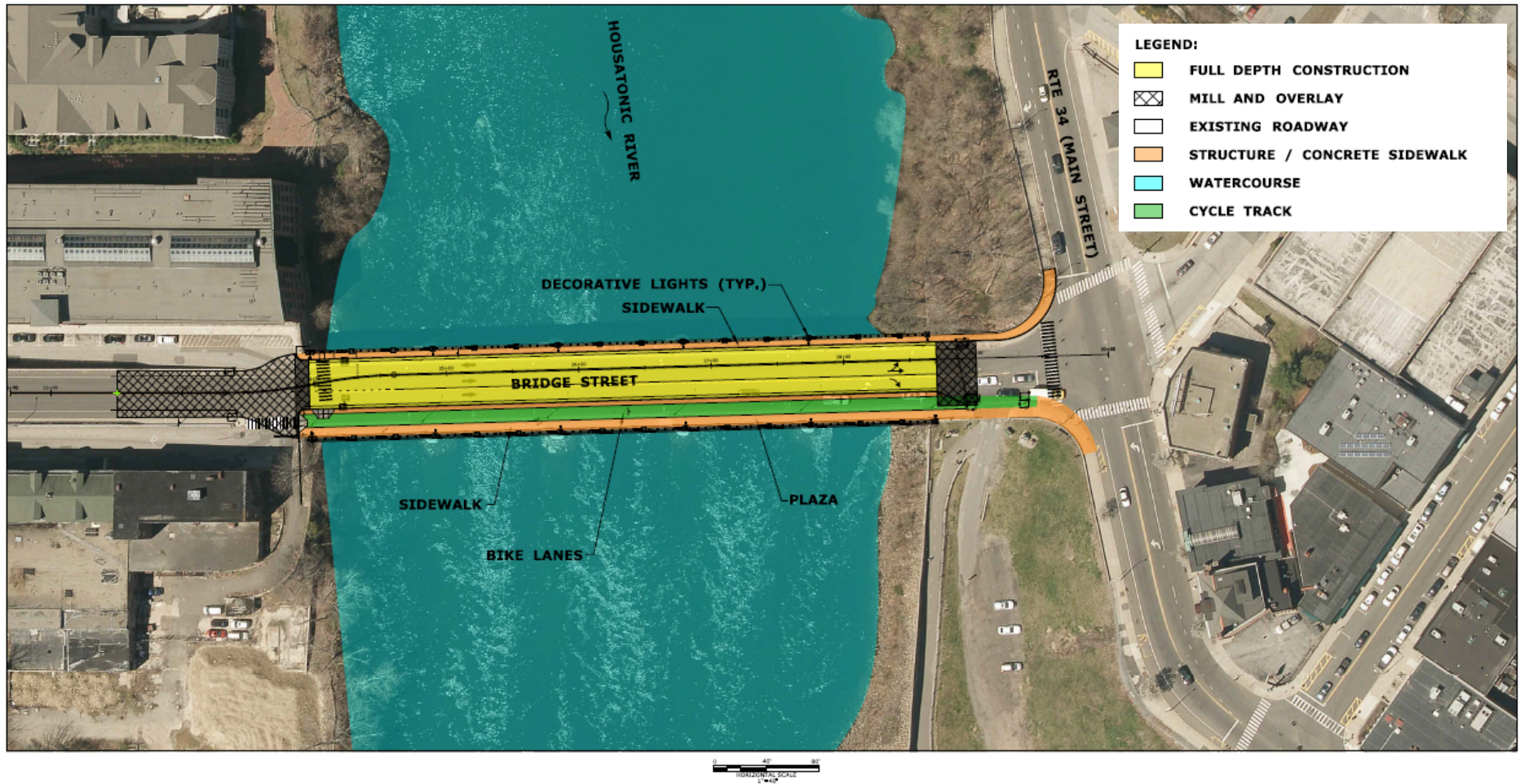
- ▶ Prepared Report of Meeting & Response to Comments:
 - Posted to NVCOG website (www.nvcogct.org)
 - ▶ Wanted to retain concept for bike/pedestrian plaza & address public concerns
 - ▶ Design Team considered several options:
 - Maintaining the PD plans as presented – no change
 - Installing a longer EB storage lane
 - Eliminating the cycle track / installing bike lanes
 - Narrowing the pedestrian plaza
 - Tapering the transition between the “viaduct” bridge & Derby–Shelton Bridge
 - Adding a second EB travel lane
- 

Revised concept...

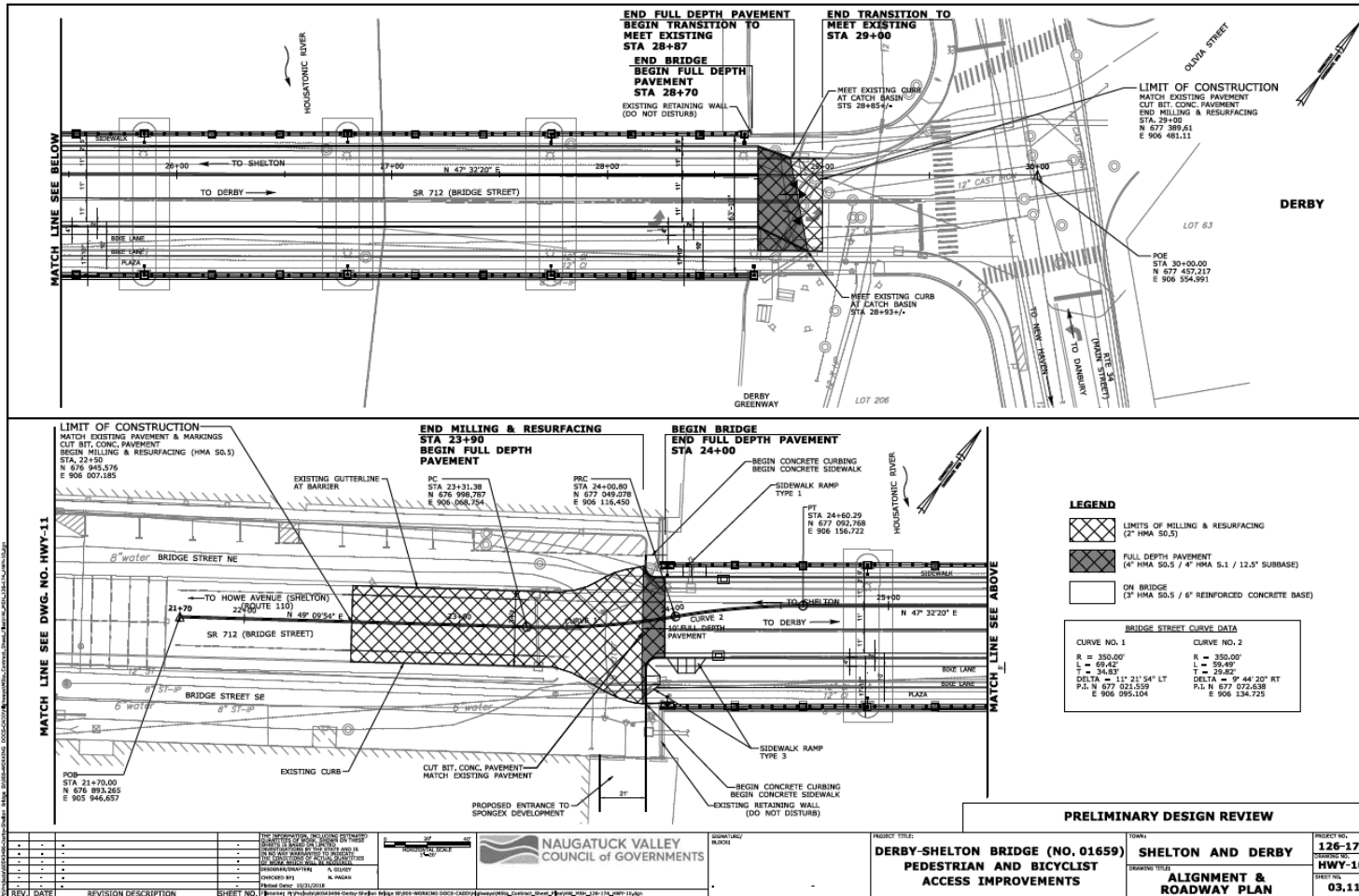
- ▶ 5-foot sidewalk on north side – no change
- ▶ 2-foot EB & WB shoulders – reduced from 4-foot shoulder width
- ▶ 3, 11-foot travel lanes – 2nd EB lane added
- ▶ 4-foot buffer between the road and pedestrian/bicycle plaza – install planters to add separation
- ▶ ≈ 17 -foot bicycle/pedestrian plaza – narrowed by ≈ 5 feet
 - 10-foot cycle-track
 - 7-foot pedestrian space
- ▶ Textured pavement for pedestrian space to differentiate from cycle-track (smooth surface) – physical barrier eliminated



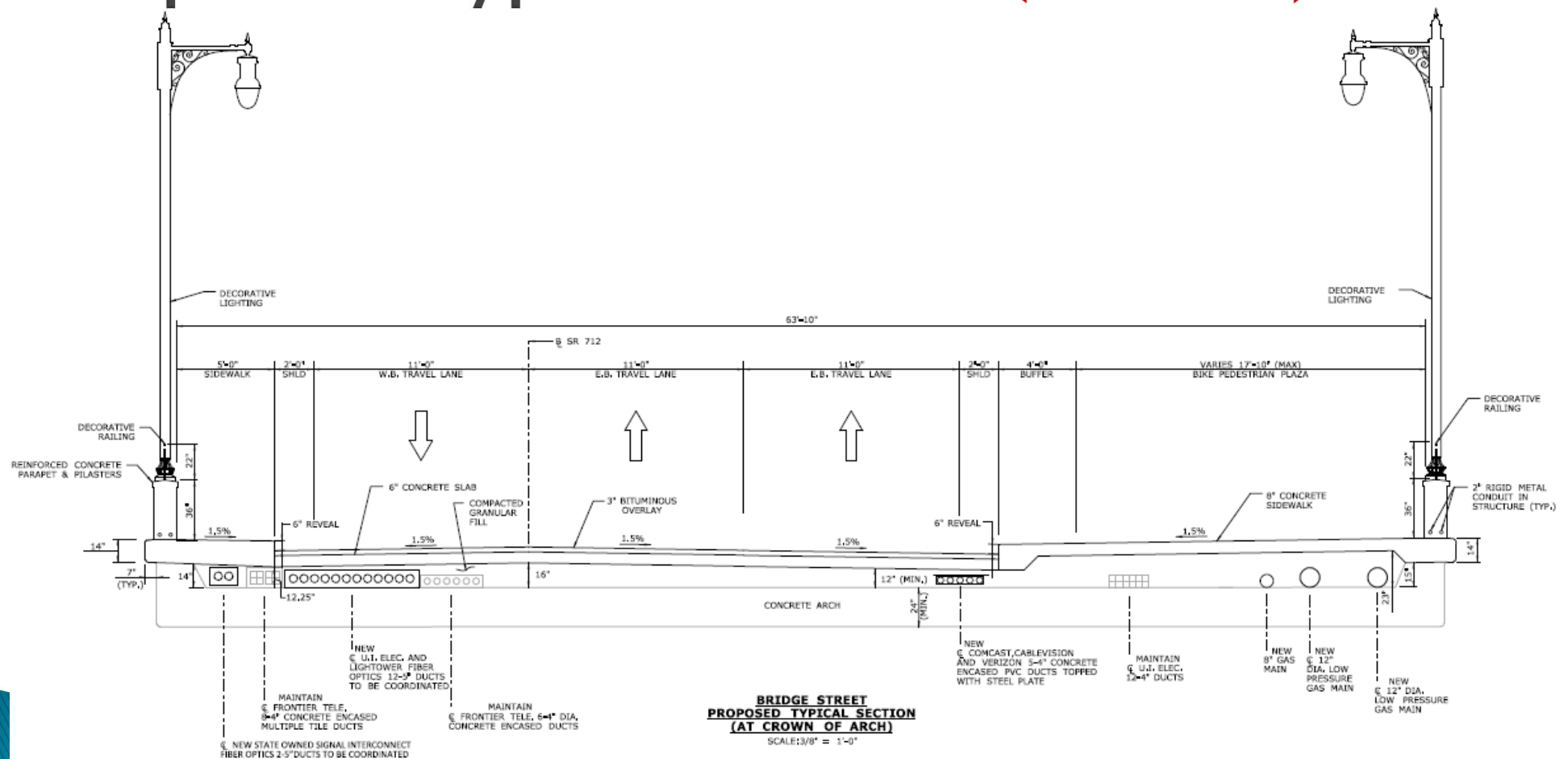
Proposed Plan (Revised)



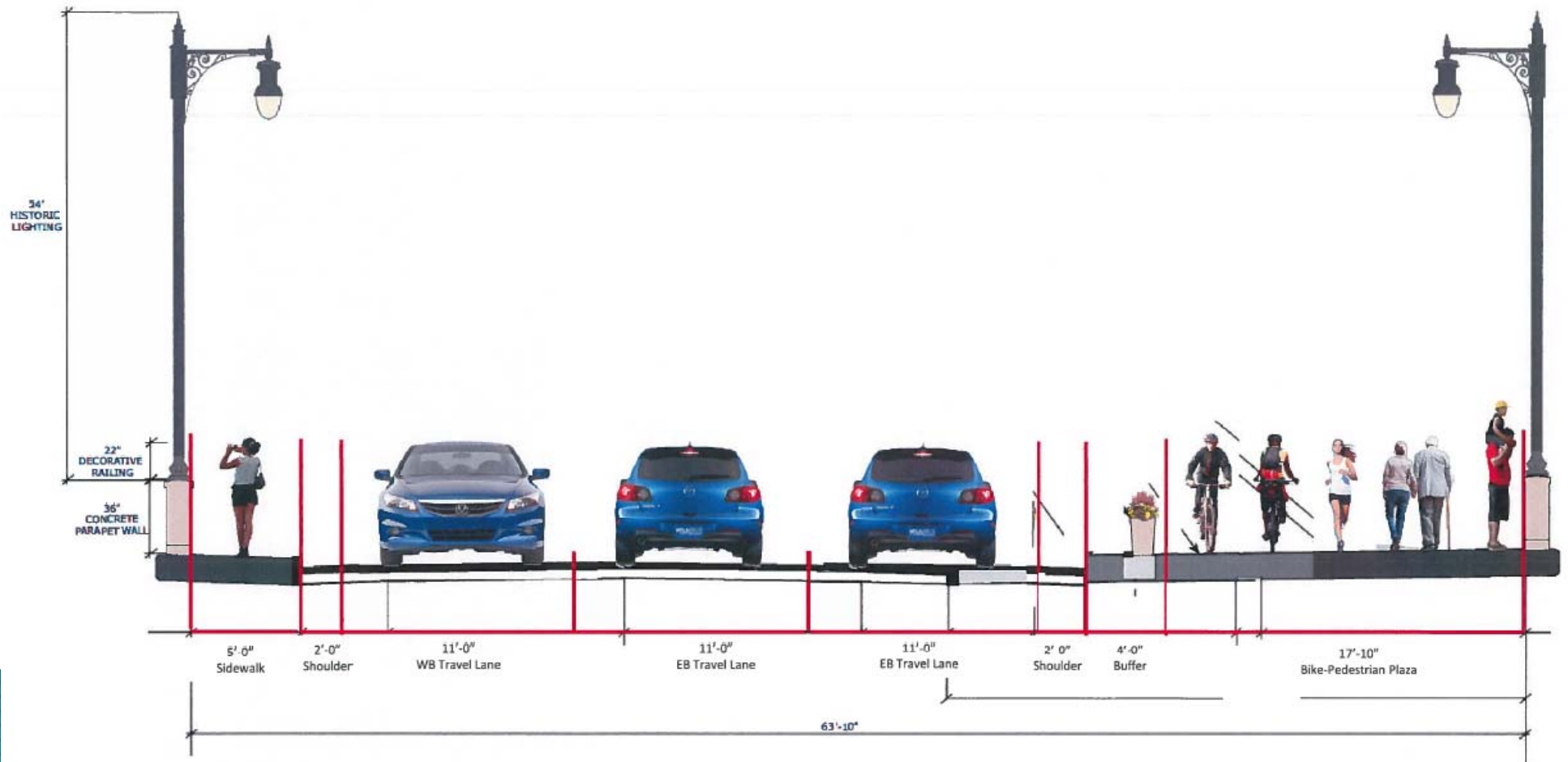
Preliminary Road Alignment (Revised)



Proposed Typical Section (Revised)



Proposed Schematic (Revised)



Proposed Perspective (Revised)



Proposed Elevation (No Change)



Next Steps...

- ▶ Work with City of Shelton & CTDOT on extending project to Canal Street
- ▶ Coordinate design with new roadway through SpongX parcel
- ▶ Initiate Final Design phase
- ▶ Revised Schedule:
 - Initiate Final Design: **November 2018**
 - Design Completion Date : **May 2020**
 - Begin Construction: **October 2020**
 - End Construction: **December 2021**



Questions & Input...

- ▶ NVCOG website:
www.nvcogct.org/content/derby-shelton-bridge-enhancements
- ▶ Mark C. Nielsen – Assistant Director
Naugatuck Valley COG
Ph: 203.489.3069
Email: mnielsen@nvcogct.org
- ▶ Andre St. Germain, PE – Project Engineer
AECOM
Ph: 860.263.5837
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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 January 9, 2019 6:00 p.m.
in the
Derby City Hall Aldermanic Chambers
1 Elizabeth Street - Derby, CT**

NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

**Rick Dunne, Executive Director
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**Karen Svetz, Regional Transportation Engineer
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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 lane and shoulder areas to establish two eastbound traffic lanes along the entire length of the bridge. Travel lanes will be 11' wide and shoulders will be 2' wide.
- The lane configuration at the approach to Main St., Derby will include a dedicated right-turn lane and a combination thru/left turn lane.
- 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 October 2020. Anticipated construction completion in Fall 2021.

**For the Public Informational Meeting held
Wednesday January 9, 2019, 6:00 p.m. for
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**

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Address: _____

☐ Check here if you would like a response via telephone



NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

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

Public Information Meeting - Wednesday, January 9, 2019, 6:00 PM

Derby City Hall - Aldermanic Chambers

Derby-Shelton Bridge Rehabilitation & Pedestrian & Bicycle Access Project

State Project No. 126-174

Sign-In

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