

**MEETING MINUTES****DATE OF MEETING:** February 26, 2020 (6:00 PM – 7:00 PM)**LOCATION OF MEETING:** Shelton City Hall, Room 104  
54 Hill St., Shelton, CT 06484**SUBJECT OF MEETING:** Public Information Meeting No. 3**PROJECT NAME:** Derby-Shelton Bridge (No. 01659) Pedestrian and  
Bicyclist Access Improvements**STATE PROJECT NUMBER:** 126-174

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**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
Rick Dunne, Executive Director	NVCOG	(203) 735-8688
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
Mayor Richard Dziekan	City of Derby	(203) 736-1450
Mayor Mark Lauretti	City of Shelton	(203) 924-1555

(See attached attendance list for additional attendees)

Attendees were provided a handout that included “General Project Information” (attached).

Six members of the public were in attendance (sign-in sheet attached).

The Public Information Meeting was scheduled by NVCOG to update the public on the status of the project and to present the modifications to the project that have taken place since the Public Information Meeting held in January 2019. The discussion mainly focused on the closure of Bridge St. SE Ramp to motorized traffic, the extension of the project to include bicycle lanes and a pedestrian sidewalk to Canal Street, and the re-directing of motorized traffic onto the new access drive through the Spongex development. The following significant items were discussed:

- A. Mr. Mark Nielsen, Assistant Director, Naugatuck Valley Council of Governments (NVCOG) gave a 20 minute presentation about the project:
  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 comments and concerns expressed by attendees at previous Public Information Meetings;
  4. Presented the latest design plans and sketches – which include adding a 2<sup>nd</sup> eastbound lane, the narrowing of the pedestrian/bicycle plaza on the south side and reducing shoulder widths.
  5. Presented the Bridge St. SE Ramp extension design.

6. Provided the latest design and construction schedule. Mr. Nielsen mentioned that the construction duration has increased since preliminary design due to complications with relocating and/or replacing utilities.

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 the responses in italics):

1. Was there consideration given to eliminating the north sidewalk altogether? There is no sidewalk on the north side of the viaduct bridge, so once pedestrians reach the end of the Derby/Shelton bridge they continue walking on the north side of the viaduct bridge within the roadway. Will a cross walk be implemented on the west end of Bridge St. to allow pedestrians to cross over to the south side?

*The north sidewalk will be narrowed from 10'-0" wide to 5'-0", while the south sidewalk area will be widened and aesthetically improved. This will encourage pedestrians to use the south sidewalk. Consideration has been given to adding a cross-walk at the west end of Bridge St., however, we feel this would create a less safe condition at the intersection of Bridge St., Bridge St. NE, and the new access road.*

2. Was there consideration given to adding planters at the bottom of Bridge St. SE between the parking driveway and the bicycle lanes, similar to what will be used on the bridge to create uniformity within the project?

*Planters were considered, however, due to space restrictions they are not feasible. The driveway needs to provide enough room for vehicles to enter and exit safely, the bicycle lanes must be 10'-0" minimum, and the sidewalk must be 5'-0" minimum. As an alternative to planters at this location, bollards will be used to separate the motorized traffic from the bicycles/pedestrians.*

3. When the Spongex development is opened for business will Bridge St. SE remain open?

*When the new apartments and retail open this spring, the access road will be opened and Bridge St. SE will be closed using temporary concrete barriers. The developer of the Spongex property and the City of Shelton are currently coordinating signage and public notice for this change. The temporary concrete barriers will remain in place on Bridge St. SE until construction of this project is underway.*

4. Is the access road privately owned or will City of Shelton take over ownership and maintenance?

*The City of Shelton will be taking over ownership and maintenance of the new access drive.*

5. Has consideration been given to allowing maintenance vehicles on Bridge St. SE and Bridge St. pedestrian area? How will snow removal occur?

*This has been considered. The bollards will be removable. The CTDOT will continue to perform maintenance and snow removal on Bridge St. A maintenance agreement between the Cities of Derby and Shelton will dictate responsibilities for the bicycle lanes and pedestrian areas.*

6. Will underbridge lighting be installed?

*Decorative accent lighting is proposed on both sides. The lighting will illuminate the arches and will have the ability to change colors for different holidays or festivals. A member of the public mentioned that they really liked the lights on the Maple Street bridge in Naugatuck.*

7. What is the condition of the substructure? Is any work being proposed?

*The existing substructure is in overall good condition. This project will include preservation work to patch spalls and cracks on the undersides and faces of the arches. Cleaning the surfaces of the arch fasciae is also proposed.*

8. Is it possible to add a flag pole at the center of the structure?

*We have investigated the feasibility of adding a flag pole on the structure. The flag pole that was proposed is a tall sail mast flag pole with multiple yardarms and gaffs supported by a series of cable stays. A flag pole of this size would result in enormous loads which would require a large footing or stout cantilevered structural elements built beyond the parapets to anchor the mast, which would be a significant and expensive retrofit, and also would not be allowed due to the historic nature of the bridge. A flagpole is planned at the gateway plaza at the northeast corner of bridge under Project 36-184 Route 34 Main St. Reconstruction.*

9. Has there been any consideration of the bus stops that are on both sides of the Derby/Shelton bridge?

*Yes, NVCOG has a separate planning study to investigate bus stop improvements within the Naugatuck Valley. There have also been studies to determine the ridership and usage of each stop. The study is ongoing. The bus stop on Derby/Shelton bridge heading west into Shelton may be relocated off the bridge to help with congestion.*

10. It was noted that there is a large parade event on Memorial Day each year, which will coincide with construction of the bridge.

*The Contractor will be notified in a "Notice to Contractor" so that proper planning and arrangements can be made.*

11. Will the existing bronze plaques be salvaged and re-used as part of the bridge renovation?

*Yes, the plaques will be removed, safely stored, and reinstalled onto the proposed concrete parapets as-is, without cleaning.*

12. Was considering given to using a bridge railing that is consistent with nearby bridge railing?

*Yes, the proposed bridge railing was selected because it mimics the existing railing at the Veterans Memorial Park in Shelton.*

13. (Prior to the Presentation) - Was there consideration to adding the bike lane on the north side instead of the south. It would be safe to separate bicycle users from pedestrians.

*During the planning phase many different options were investigated. It was determined that the bicycle lanes would function best on the south side. The cycle-track will connect the Derby Greenway (on the south side) to the Shelton Riverwalk (also on the south side). If the*


*bicycle lane was added to the north this would create two additional crossings of Bridge Street.*

*The bicyclists and pedestrians will have separate paths which will be clearly delineated with signage and striping, and each will have different surface textures. The cycle-track will have a bituminous concrete surface and the sidewalk will have a brushed or stamped concrete finish.*

- C. Mr. Nielsen noted that the presentation and the respective minutes will be placed on the NVCOG website. The website will also be updated with the latest plans and renderings. Mr. Nielsen thanked the public for their attendance and comments.

The meeting adjourned at approximately 7:00 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:   
Andre St. Germain, P.E.  
Project Manager, AECOM

Date: February 26, 2020.

Approved By:   
Mark C. Nielsen  
Assistant Director, NVCOG

Date: March 5, 2020

cc: Attendees

Attachments:  
PowerPoint Presentation  
Public Information Meeting Handout  
Attendance List





# 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, February 26, 6:00 p.m.  
in the  
Shelton City Hall Room 104  
54 Hill Street – Shelton, CT**

### **NAUGATUCK VALLEY COUNCIL of GOVERNMENTS**

**Rick Dunne Executive Director**

Telephone No. (203) 489-0364

**Mark C. Nielsen, Assistant Director**

Telephone No. (203) 489-0369

**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 – PROJECT DESIGN**

**Andre St. Germain, P.E. Project Manager**

Telephone No. (860) 263-5837

**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 Naugatuck Valley Council of Governments (NVCOG) will hold a public information meeting to update the public on design revisions to the Derby-Shelton Bridge over the Housatonic River on Wednesday, February 26, 2020. The meeting will begin at 6 p.m. in Shelton City Hall, Room 104, 54 Hill Street, Shelton and provide residents and stakeholders an opportunity to learn how the design of the project has progressed, view design plans, and to understand the project timeline. NVCOG Staff, AECOM and DOT Officials will be available at 5:30pm to informally discuss the project and answer questions.

The intent of the project is to create an aesthetically pleasing public space along the Derby-Shelton Bridge and provide an attractive gateway to the downtown areas of Derby and Shelton. It is being designed by AECOM under contract to the NVCOG. Construction will be advertised and administrated by the Connecticut Department of Transportation (CTDOT).

The project will include:

- Reconfiguring the roadway; including adjusting lane and shoulder widths, creating a second eastbound traffic lane, and increasing the width of the sidewalk on the south side of the bridge to accommodate a wider public space and separate lanes for bicyclists.
- Replacing the bridge parapets to mimic existing; installing new decorative railings on top of bridge parapets.
- Replacing existing lighting with period style lights that both enhance the presence of the bridge at night and comply with dark sky guidelines; illuminating the bridge along the sides with new accent lighting to create a beautiful view of the bridge at night.
- Connecting the existing Housatonic Riverwalk trail network in Shelton to the Derby Greenway/Naugatuck River Greenway in Derby.
- Closing Bridge Street SE permanently to vehicles accessing the Bridge from Canal Street; maintaining parking beneath the bridge adjacent to Canal Street; and continuing the cycle path and pedestrian walkway off the bridge and down the ramp to connect to the sidewalk on Canal Street (this allows access to the Shelton River Walk and Veteran's Park along the Housatonic River and other attractions in the vicinity of Canal Street). Access to Bridge Street from Canal Street Drivers will be from the new roadway that is under construction behind the Canal Street Lofts Building (formerly Spingex).

It is currently expected that the design will be completed in July 2020, with the construction going to bid in the fall of 2020, construction starting in the spring of 2021 and completed by the fall of

2022. While travel lanes may be narrowed, there will be no reduction in roadway capacity during construction.

**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 \$ 5 million

**PROJECT FUNDING {CONSTRUCTION):** State Funds

**CONSTRUCTION SCHEDULE:**

Construction is anticipated to begin in April of 2021.

Anticipated construction completion in November, 2022.

COMMENT FORM on back of this page







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

## Public Information Meeting: February 26, 2020 Shelton City Hall



NAUGATUCK VALLEY  
COUNCIL of GOVERNMENTS

**AECOM**

ANSONIA • BEACON FALLS • BETHLEHEM • BRISTOL • CHESHIRE • DERBY • MIDDLEBURY • NAUGATUCK • OXFORD • PLYMOUTH  
PROSPECT • SEYMOUR • SHELTON • SOUTHURBY • THOMASTON • WATERBURY • WATERTOWN • WOLCOTT • WOODBURY

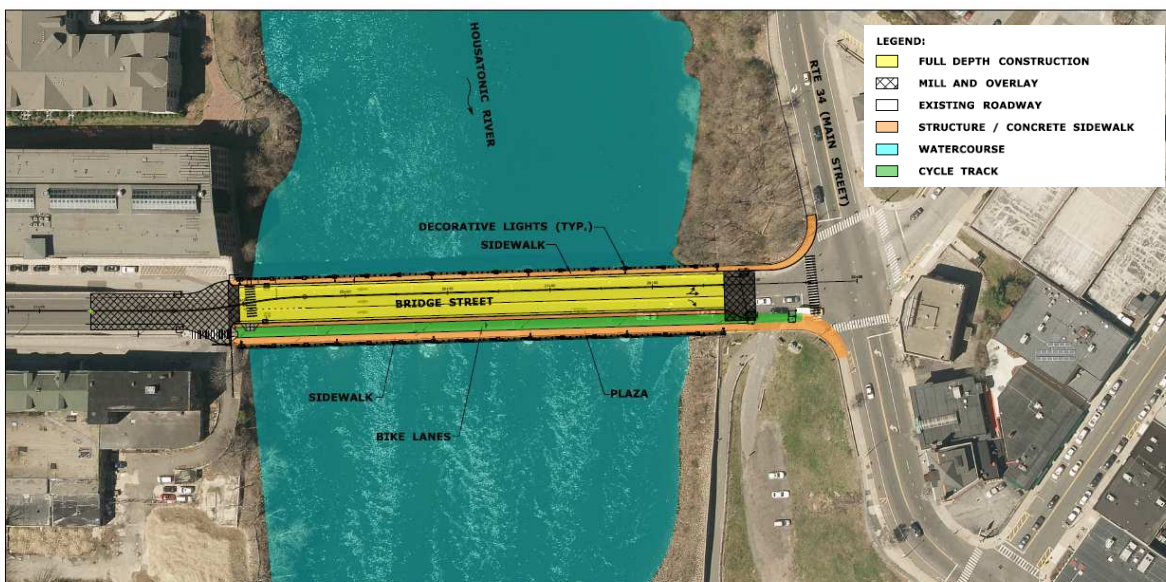
## Welcome & Introductions

- ▶ Design Team:
  - Project Administration: [Mark Nielsen, NVCOG](#)
  - Consultant Engineer: [Andre St. Germain, AECOM](#)
  - Project Oversight/Design Review: [CT DOT / BL Companies](#)


# Project Overview

- ▶ Purpose & Need of the Project:
  - Develop gateway between downtown Derby & downtown Shelton
  - Maintain historical integrity of bridge – approval from SHPO
  - Renovate deteriorated pavement & bridge deck
  - Replace concrete parapets & add decorative lights & railing
  - Reconfigure to provide pedestrian plaza on south side
  - Add 10-foot bi-directional, cycle-track
  - Connect Derby Greenway & Shelton RiverWalk


# Project Location



## Follow-up from Previous Public Meetings

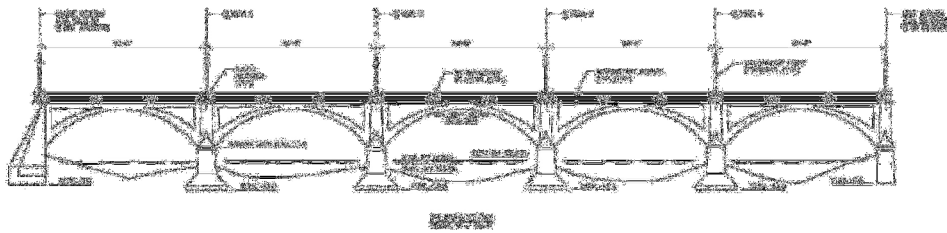
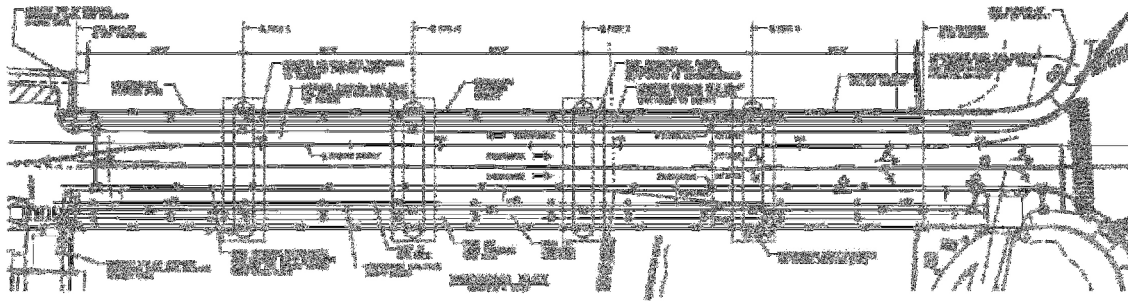
- ▶ **Concerns expressed by attendees:**
    - Congestion on the bridge during evening – concern the project will worsen
    - Need for a third lane on the bridge
    - How the new access road from the Primrose Development project will be accommodated?
    - Bump-out for cycle-track/pedestrian plaza & 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
- 

## Based on Public Input...Concept Revised

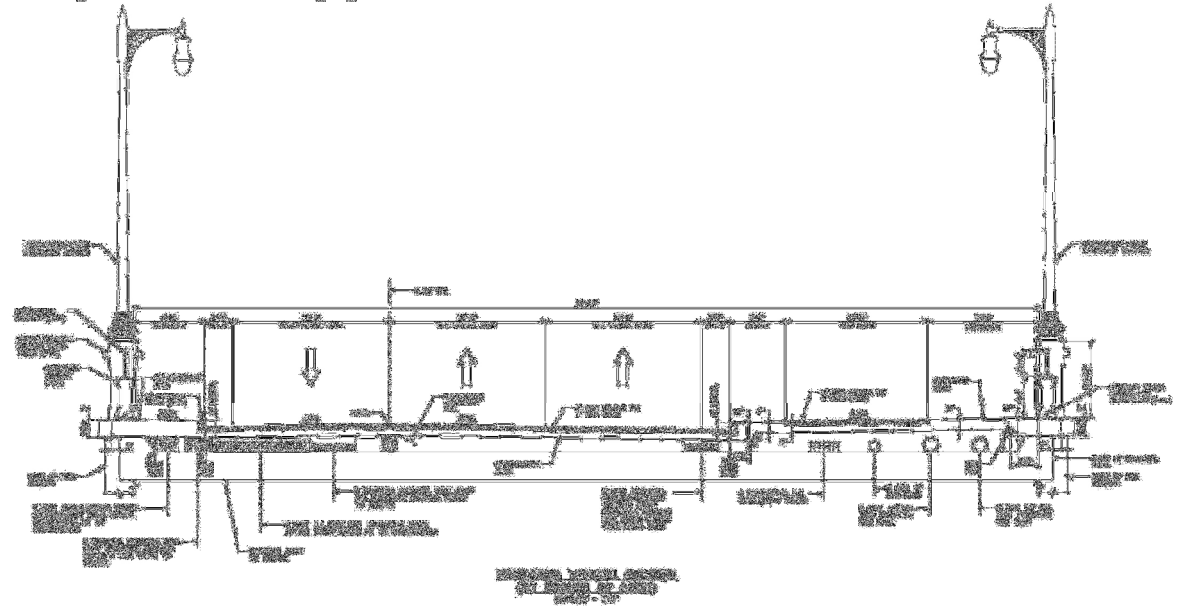
- ▶ Retained concept for bicycle & pedestrian plaza, but reduced shoulder width & narrowed pedestrian space to better align at west end of bridge:
    - 10-foot cycle-track
    - 7-foot pedestrian space
    - Install planters to add separation between the road & cycle-track /pedestrian plaza
    - Provide different pavement textures to differentiate between cycle-track & pedestrian plaza
  - ▶ Added 2<sup>nd</sup> EB lane – 3, 11-foot travel lanes
  - ▶ Extended project to include Bridge Street SE Ramp to Canal St
  - ▶ Design coordination with Primrose Development access road
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# Road Alignment



# Proposed Typical Section



## Surface Material Option



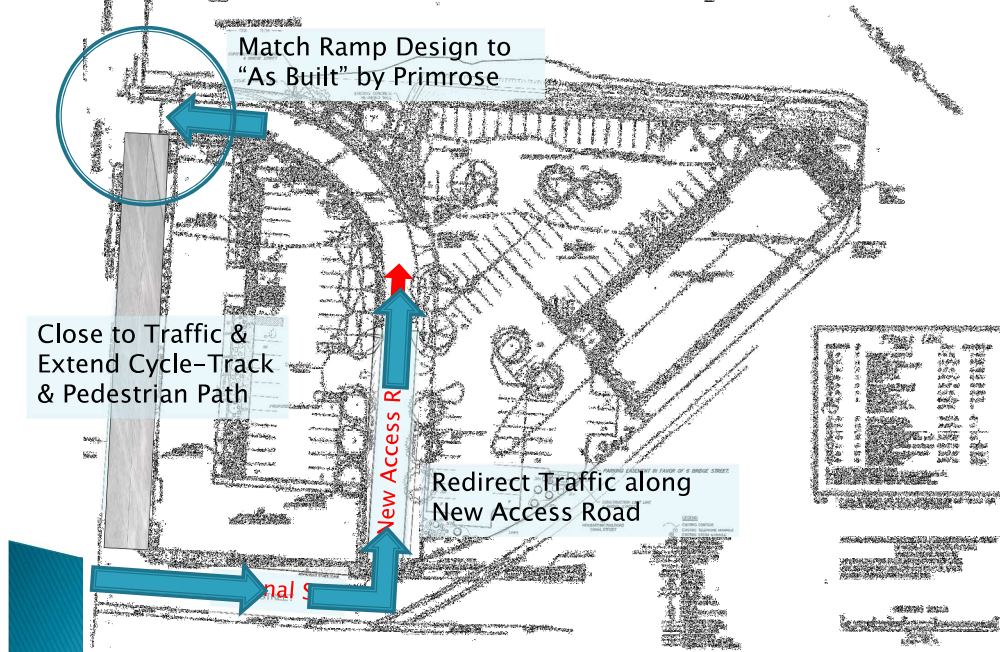
## Surface Material Option



# Bridge Street SE Ramp Extension

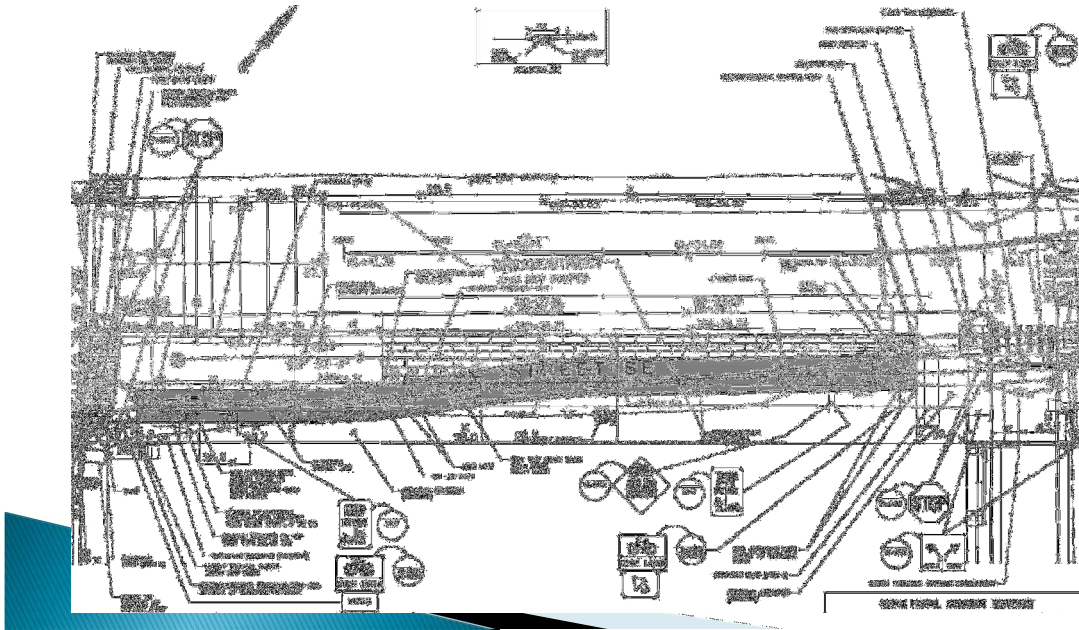
- ▶ Project limits extended to Canal Street:
  - Close ramp to motorized traffic
  - Convert to bicycle / pedestrian path
- ▶ Redirect traffic to new access road through Primrose Development
- ▶ Tie-in at exit from Primrose Development
- ▶ Maintain full access to parking under the Viaduct Bridge

## Bridge Street SE Ramp Plan

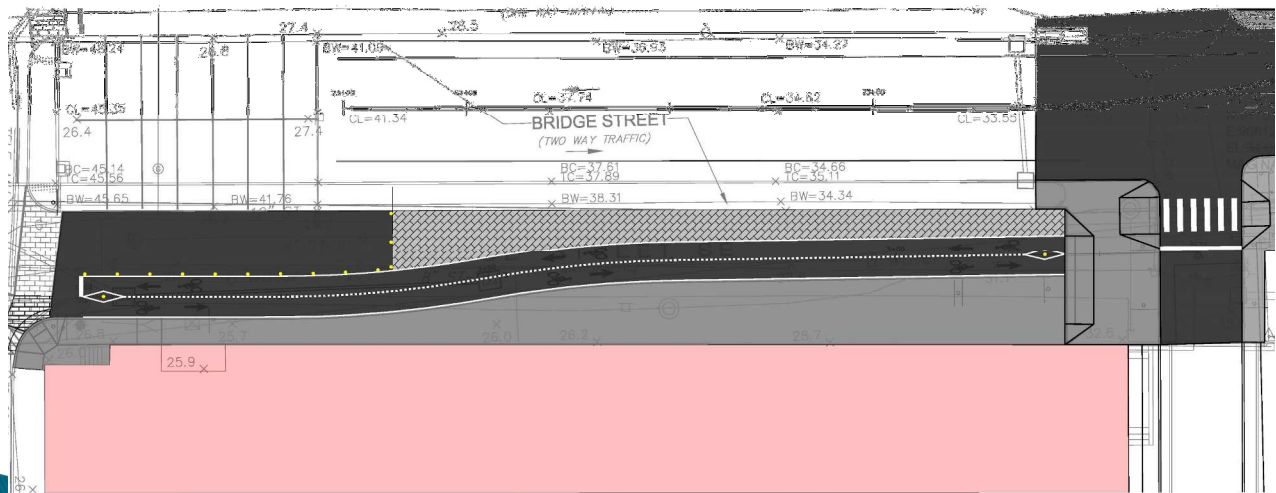




# Bridge Street SE Ramp Plan

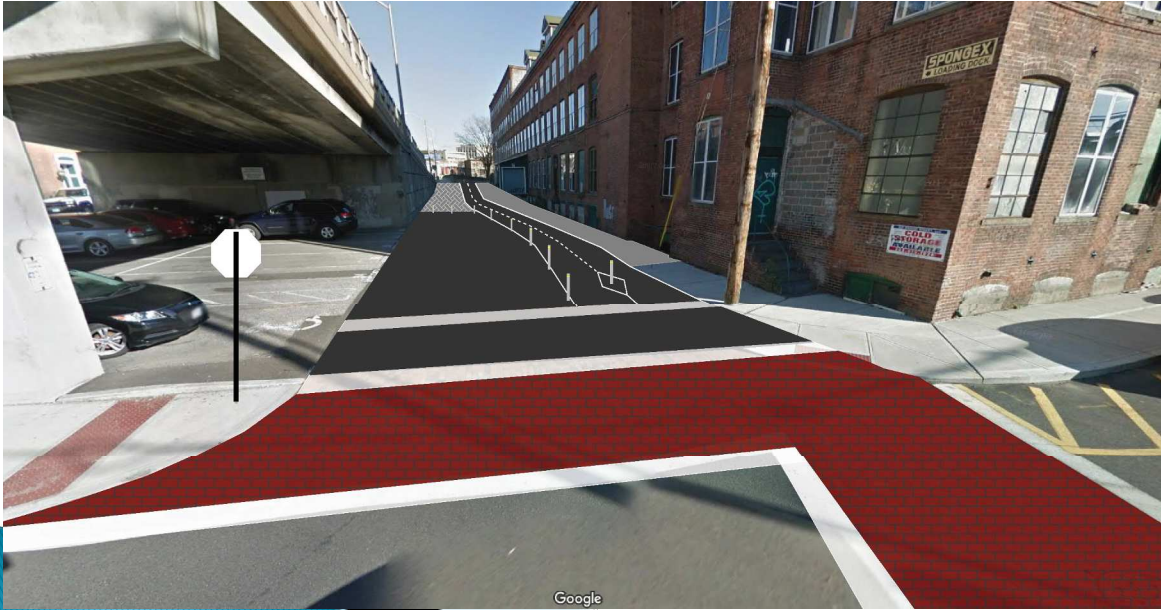


# Bridge Street SE Ramp Plan





# Bridge Street SE Ramp Perspective



## Status of Design Plans

- ▶ 60% Design Plans – Submitted & reviewed
- ▶ Utility Relocation & Coordination – Underway; meetings held
- ▶ Final Design Completion – July 2020
- ▶ Advertising – September 2020
- ▶ Contract Award – December 2020
- ▶ Start of Construction – April 2021
- ▶ End of Construction – November 2022

# Questions & Input...

- ▶ NVCOG website:  
<https://nvcogct.gov/project/current-projects/roadway-projects/derby-shelton-bridge-pedestrian-and-bicyclist-enhancements/>
- ▶ Mark C. Nielsen – Assistant Director  
Naugatuck Valley COG  
Ph: 203.489.0369  
Email: [mnielsen@nvcogct.gov](mailto:mnielsen@nvcogct.gov)
- ▶ Andre St. Germain, PE – Project Engineer  
AECOM  
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