

Public Informational Meeting

STATE PROJECT NO. 104-162
CULVERT REPLACEMENT
ON ROUTE 1 (BOSTON POST ROAD)

January 14, 2009

TOWN OF OLD LYME
TOWN HALL BUILDING
IN THE
FIRST FLOOR MEETING HALL ROOM
52 LYME STREET
OLD LYME, CONNECTICUT

CONNECTICUT DEPARTMENT OF TRANSPORTATION:

HIGHWAY DESIGN

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**Project No. 104-162
Culvert Replacement On Route 1 (Boston Post Road)
in Old Lyme**

pond

Old Post Road

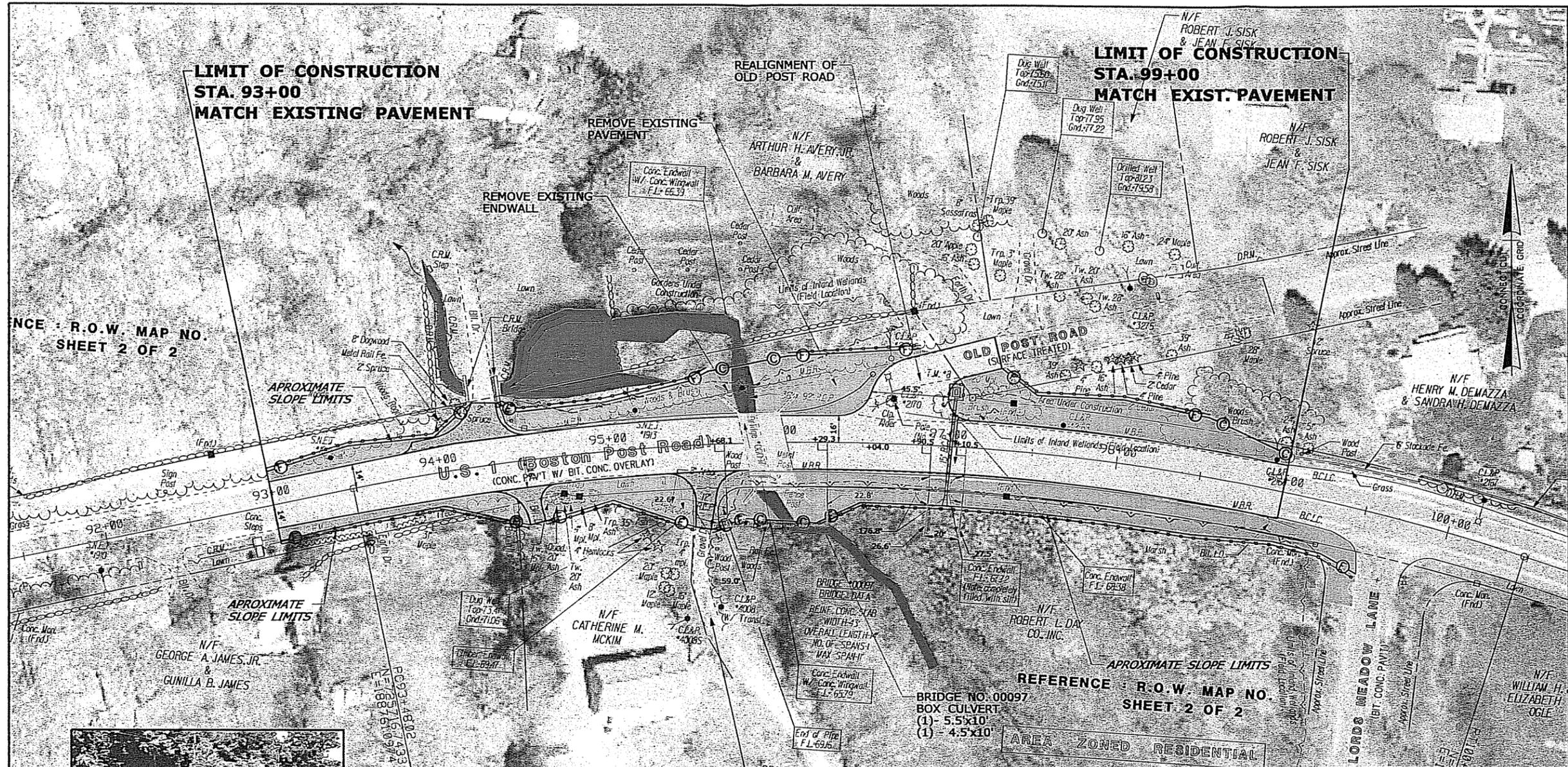
Structure 0097

Route 1 (Boston Post Road)

wetland area

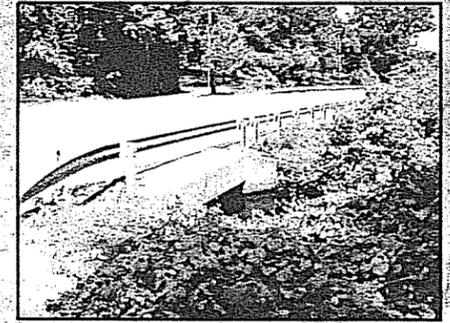
Lords Meadow Lane

40 yds



ANCE : R.O.W. MAP NO.
SHEET 2 OF 2

REFERENCE : R.O.W. MAP NO.
SHEET 2 OF 2



EXISTING BRIDGE NO. 00097

GENERAL NOTES

1. TRAFFIC SHALL BE MAINTAINED IN AN ALTERNATING ONE-WAY PATTERN WITH A TEMPORARY SIGNAL DURING CONSTRUCTION.
2. THE CONSTRUCTION AREA SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE DURATION OF THE PROJECT AND SHALL INCLUDE ALL MAINTENANCE RESPONSIBILITIES WITH THE EXCEPTION OF SNOW REMOVAL.

**REPLACEMENT OF BRIDGE NO. 00097
ROUTE 1
OLD LYME, CONNECTICUT
STATE PROJECT NO. 104-162**

Scale: 1"=20'

LEGEND

- RIGHTS OF WAY
- ROADWAY
- ▨ DRIVEWAYS
- - - WETLAND LIMITS
- STRUCTURES
- WATER COURSE
- ▨ CUT AREA
- ▨ FILL

Place
Stamp
Here

James H. Norman
Manager of State Design
Connecticut Department of Transportation
P.O. BOX 317546
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STATE PROJECT NO. 104-162

GENERAL INFORMATION

PROJECT LOCATION:

This project is located on Route 1 at the intersection of Route 1 (Boston Post Road) and Old Post Road, in the vicinity of Lords Meadow Lane. The project begins 650 feet west of Lords Meadow Lane and ends immediately west of Lords Meadow Lane. The reconstruction along Old Post Road extends east approximately 100 feet from the intersection with Route 1 (Boston Post Road).

PROJECT DESCRIPTION:

The project involves the replacement of Structure No. 0097, including any associated roadway drainage and safety improvements. Approximately 650 feet of Route 1 will be reconstructed (300 feet east and 300 west of structure 0097).

The existing structure 0097 carries Route 1 traffic over an unnamed brook. One section of this single span structure is a concrete arch and the second section (an extension of the original arch) is a concrete slab supported by concrete abutments. The original concrete arch was built in 1924. This structure was last inspected and evaluated in November of 2007. The structure is in poor condition. The recommendation from the Bridge Inspection Report of November 2007, is to replace the structure.

A twin box culvert has been designed to replace the existing structure. One box culvert is proposed to have an opening of 4.5 feet x 10 feet and the second is proposed to have an opening of 5.5 feet x 10 feet. The larger box culvert will have a natural stream bottom, that will be set 1 foot lower than the smaller box culvert to facilitate fish passage during low flow. The existing structure will experience pressure flow and the roadway will overtop during the 100 year storm event. The Route 1 vertical alignment will be raised approximately one foot over the structure to mitigate flooding of the roadway during a 100 year storm event.

The Old Post Road (west junction) alignment will be revised to improve the skewed intersection with Boston Post Road. The revised alignment will result in a "T" intersection at approximately 300 feet west of Lords Meadow Lane. Structure No. 0097 will be shortened on the northerly end to match the revised edge of road. The southerly end of the culvert will be lengthened to provide the required stopping sight distance for vehicles traveling in the easterly direction. The total proposed length of the structure will be approximately 47'. The roadway guiderailing will be attached to the top of a cutoff parapet on the southerly end of the structure and will run along the south side of Route 1, offset from the edge of pavement to improve the stopping sight distance.

HISTORIC AND NATURAL RESOURCES:

There are no impacts to these resources.

RIGHTS OF WAY:

The proposed improvement will require one partial acquisition to construct the southerly extension of the box culvert, slope easements on two properties along the south side of Route 1 and one drainage easement on the south side of Route 1. In addition temporary work areas will be required on the north side for construction of the box culvert.

PERMITS:

Inland wetlands are located within the project limits and will be affected on the south end and north end of the proposed culvert replacement and therefore an Inland Wetland permit application will be submitted to the Department of Environmental Protection for approval.

MAINTENANCE AND PROTECTION OF TRAFFIC:

Traffic will be maintained utilizing one lane in each direction at off-peak hours during construction for operations other than construction of the box culverts. The construction of Structure No. 0097 will require a temporary signal on Route 1 (Boston Post Road) that will control an alternating one way traffic pattern through the box culvert construction area. Placement of temporary concrete barrier will be used to separate the work zone and adjacent traffic. A detour will not be necessary for this project.

The access to all residential properties located within the project will be maintained during construction.

ESTIMATED CONSTRUCTION COSTS:

The construction cost of this project is approximately \$ 1,500,000.

SCHEDULE:	Design Completion:	January 2010
	Advertising for Construction:	February 2010
	Anticipated Construction Start:	Spring 2010
	Anticipated Completion:	Fall 2010

FUNDING (CONSTRUCTION): 80% Federal Funds
20% State Funds

Documents and other information are available for public inspection or copying at the Connecticut Department of Transportation Engineering Office at 2800 Berlin Turnpike, Newington, Monday - Friday, between the hours of 8:30 A.M and 4:00 P.M., holidays excluded.

All comments and recommendations made at this meeting will receive careful consideration by the Connecticut Department of Transportation.

As a result of the information gained at this meeting, some of you may wish to make additional statements. Additional statements, made in writing, should be sent to:

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