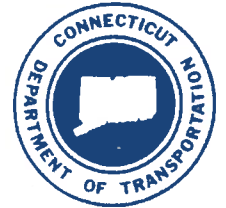


# Public Information Meeting

STATE PROJECT NO. 16-98



## SAFETY IMPROVEMENTS ON ROUTE 133 TOWN OF BRIDGEWATER

Held at the

**BURNHAM SCHOOL  
80 MAIN STREET SOUTH  
BRIDGEWATER, CT  
TUESDAY, APRIL 8, 2008**

### CONNECTICUT DEPARTMENT OF TRANSPORTATION REPRESENTATIVES:

#### OFFICE OF STATE DESIGN

**James H. Norman**  
Manager of State Design  
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**Timothy M. Wilson**  
Transportation Principal Engineer  
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**William Britnell**  
Project Manager  
Telephone No. (860) 594-3283

**Scott Bushee**  
Project Engineer  
Telephone No. (860) 594-2079

**Gabriele Hallock**  
Transportation Engineer  
Telephone No. (860) 594-3352

**Paul W. Yu**  
Transportation Engineer  
Telephone No. (860) 594-3396

#### OFFICE OF RIGHTS-OF-WAY

**Steven L. Degen**  
Right of Way Coordinator  
Telephone No. (860) 594-2579



## **GENERAL PROJECT INFORMATION**

### **LOCATION:**

This project is located on Route 133, Main Street South, in the Town of Bridgewater between Lake Lillnonah and Wewaka Brook Road; a length of approximately one mile.

### **EXISTING CONDITIONS:**

The purpose of this project is to improve safety and address a deteriorating retaining wall along Route 133. The pavement width throughout the project varies from 19 feet to 30 feet, with an average width of about 26 feet. This section of roadway has several sharp curves and parallels Wewaka Brook along the east side of Route 133. Most of the embankment along the brook is very steep. The entire length of the project has two cable guide rail with wood posts along the northbound travel lane with minimal snow shelf and erosion evident at several locations along the edge of road. Approximately 100 feet of the roadway is supported by a stone retaining wall that is bulging and showing signs of movement. Most of the west side of the road has steep rock slopes with rock outcrops immediately adjacent to the edge of pavement.

A total of 15 accidents scattered throughout the project limits were reported between January 2004 and December 2006. Most of the accidents are related to driver error compounded with narrow pavement width and protruding rock outcrops. One accident involved three fatalities.

### **PROPOSED IMPROVEMENTS:**

The proposed improvements involve widening the narrowest sections of the roadway to a minimum pavement width of 26 feet throughout the project, consisting of two 11ft. lanes and two 2ft. shoulders; removing rock outcrops, establishing a snow shelf, and improving sight lines. The outdated two cable wood post rail will be replaced with modern metal beam rail with proper post embedment and side support.

In the vicinity of the bulging retaining wall, a new retaining wall will be constructed along the west side of Route 133 and the road will be realigned away from the brook for approximately 600 feet to avoid in-stream work and to preserve the character of the area. The roadway realignment also avoids the need to relocate a sensitive and costly underground utility adjacent to the existing retaining wall. The existing stone retaining wall will remain in-place to avoid impacts to Wewaka Brook and the utility line, but will no longer be needed to support the roadway embankment. The existing rail and excess pavement will be removed and grass will be established. Aesthetic treatments for the new retaining wall are planned.





### **MAINTENANCE AND PROTECTION OF TRAFFIC:**

The Department of Transportation proposes a road closure and a detour of traffic as the best course of action to quickly and safely facilitate construction. The narrow roadway width in many locations within the project limits will not allow room for construction equipment and one lane of traffic for major construction operations. In addition, the lack of room along the roadway would require equipment and materials to be moved outside of the project limits at the beginning and end of each work day (substantially slowing progress), if the road were to remain open to traffic while the contractor is not actively working. State Routes 7/202 and 67 will be signed for a detour around the work on Route 133. Access along Route 133 from the north will be provided for the residential driveways at the north end of the project, but Route 133 will be closed to through traffic just south of Wewaka Brook Road and just north of Northrop Street. The duration of the detour required for the entire (1 mile) project is expected to be at least one construction season. Construction of the project without the use of a permanent detour is estimated to take 3 years.

### **ACCELERATED BREAK- OUT WORK:**

Another state construction project is planned along Route 67, within the limits of the detour. To avoid detouring traffic through another construction zone, consideration was given to delaying this project to 2012, when the Route 67 project is expected to be completed. The Department of Transportation feels that replacement of the guiderail along with the existing retaining wall on Route 133, should be addressed sooner and is planning a separate accelerated break-out project to complete that part of the work. The accelerated break out project would include about 600 feet of roadway reconstruction, a retaining wall on the west side of Route 133, and new guide railing along the east side of Route 133, between the boat launch and the existing retaining wall. The accelerated break-out work would require a detour of about 1 month. The remainder of the project would be constructed in 2012. This two phase approach would address the section of roadway with the most needed improvements early on and lessen the duration of the detour needed for the remaining work.

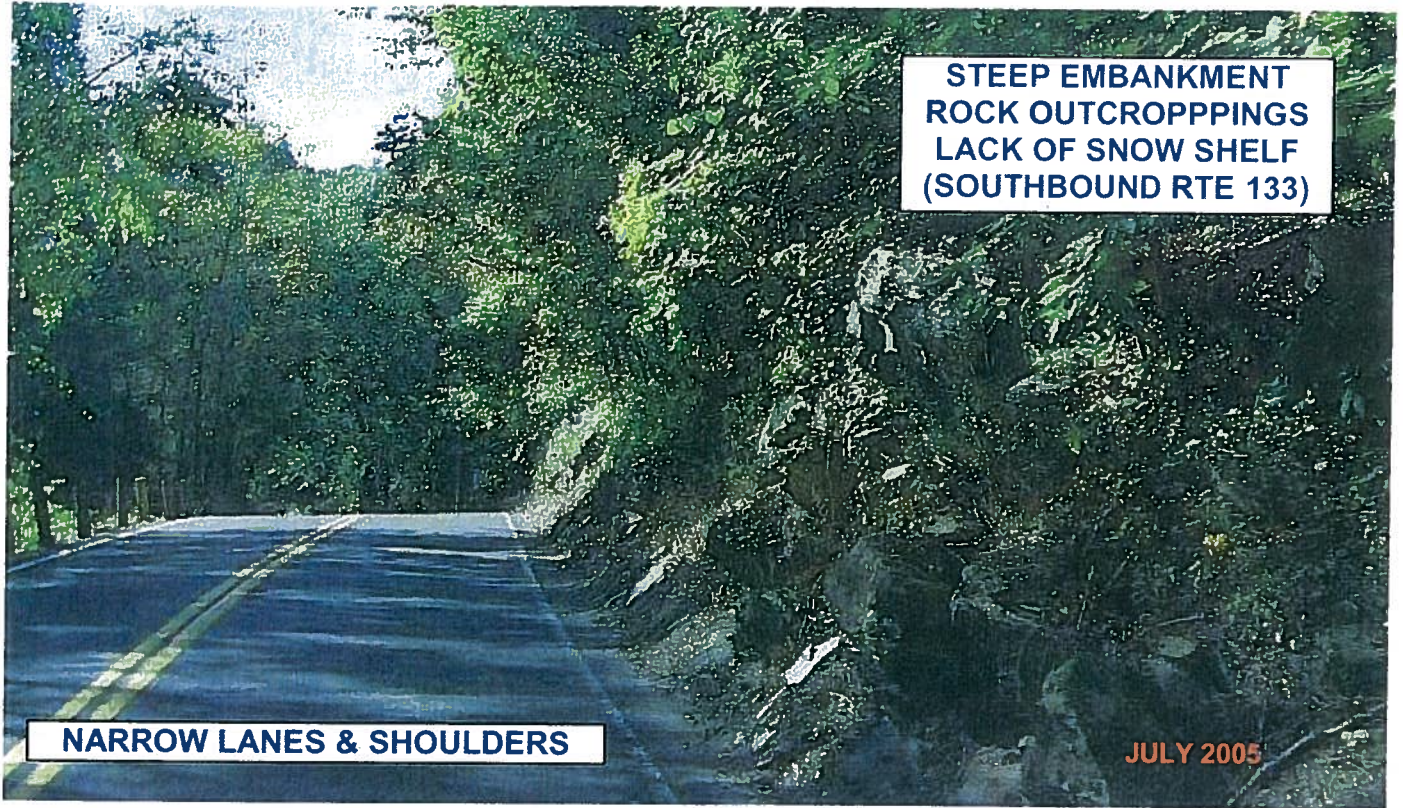
**ESTIMATED TOTAL CONSTRUCTION COST:** \$7 million

**FUNDING:** Federal – 80% / State – 20%

### **SCHEDULE:**

Begin Accelerated Break-Out Work – Spring 2009 - (Duration approximately 6 weeks)  
Start of Construction (Full-Build) – Spring 2012  
Anticipated Completion of Construction - Fall 2012

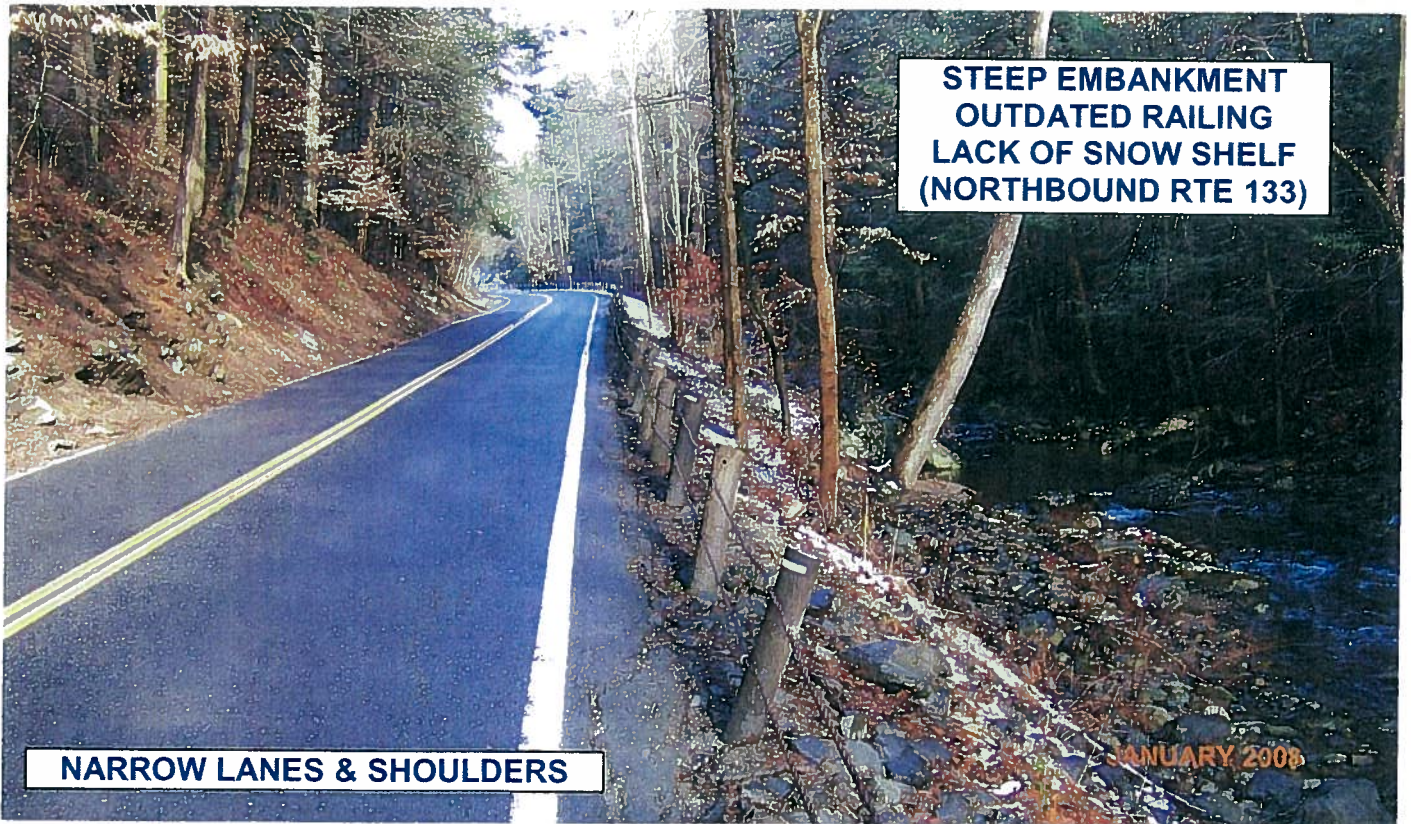
EXISTING CONDITIONS



**STEEP EMBANKMENT  
ROCK OUTCROPPINGS  
LACK OF SNOW SHELF  
(SOUTHBOUND RTE 133)**

**NARROW LANES & SHOULDERS**

**JULY 2005**

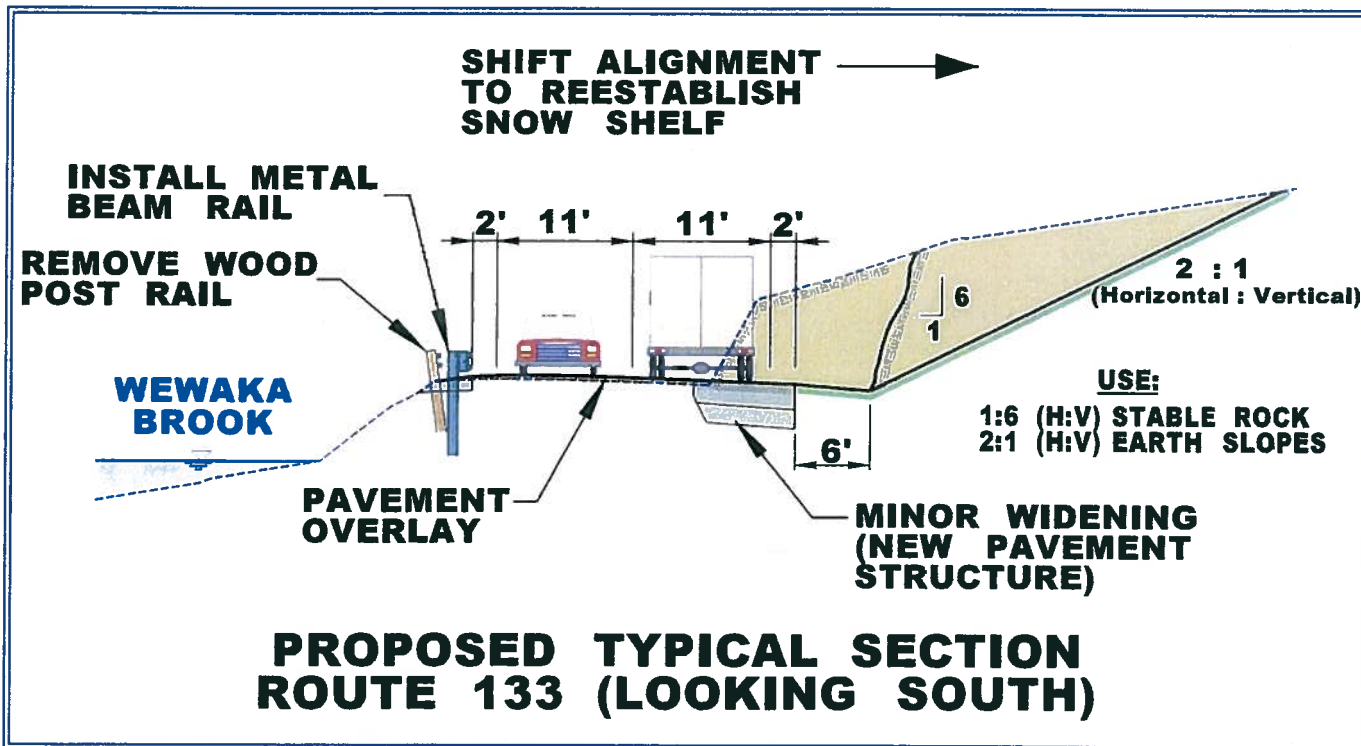
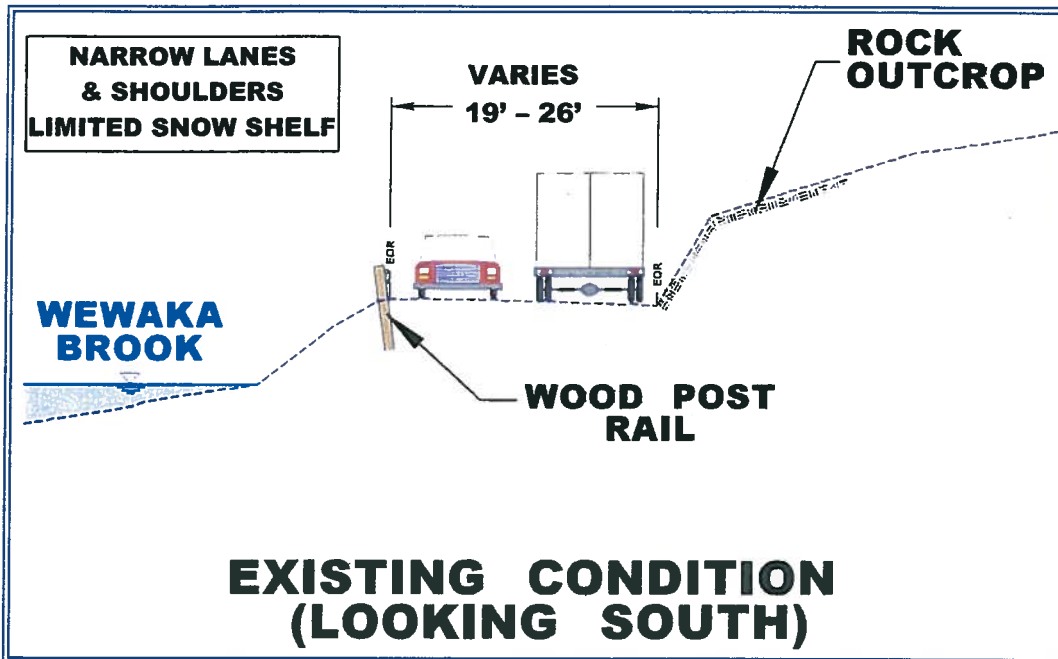


**STEEP EMBANKMENT  
OUTDATED RAILING  
LACK OF SNOW SHELF  
(NORTHBOUND RTE 133)**

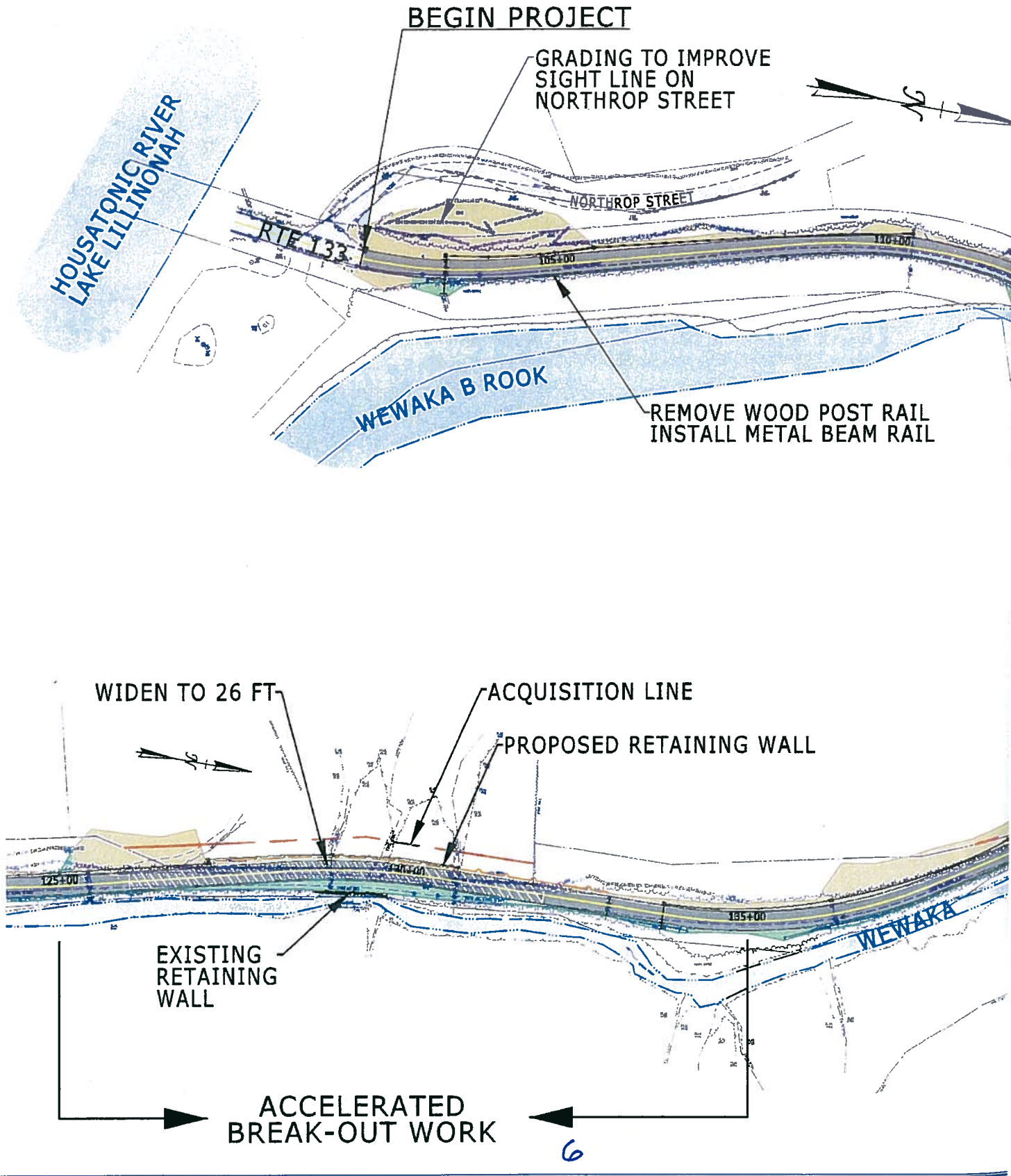
**NARROW LANES & SHOULDERS**

**JANUARY 2006**

## TYPICAL SECTIONS OF ROUTE 133

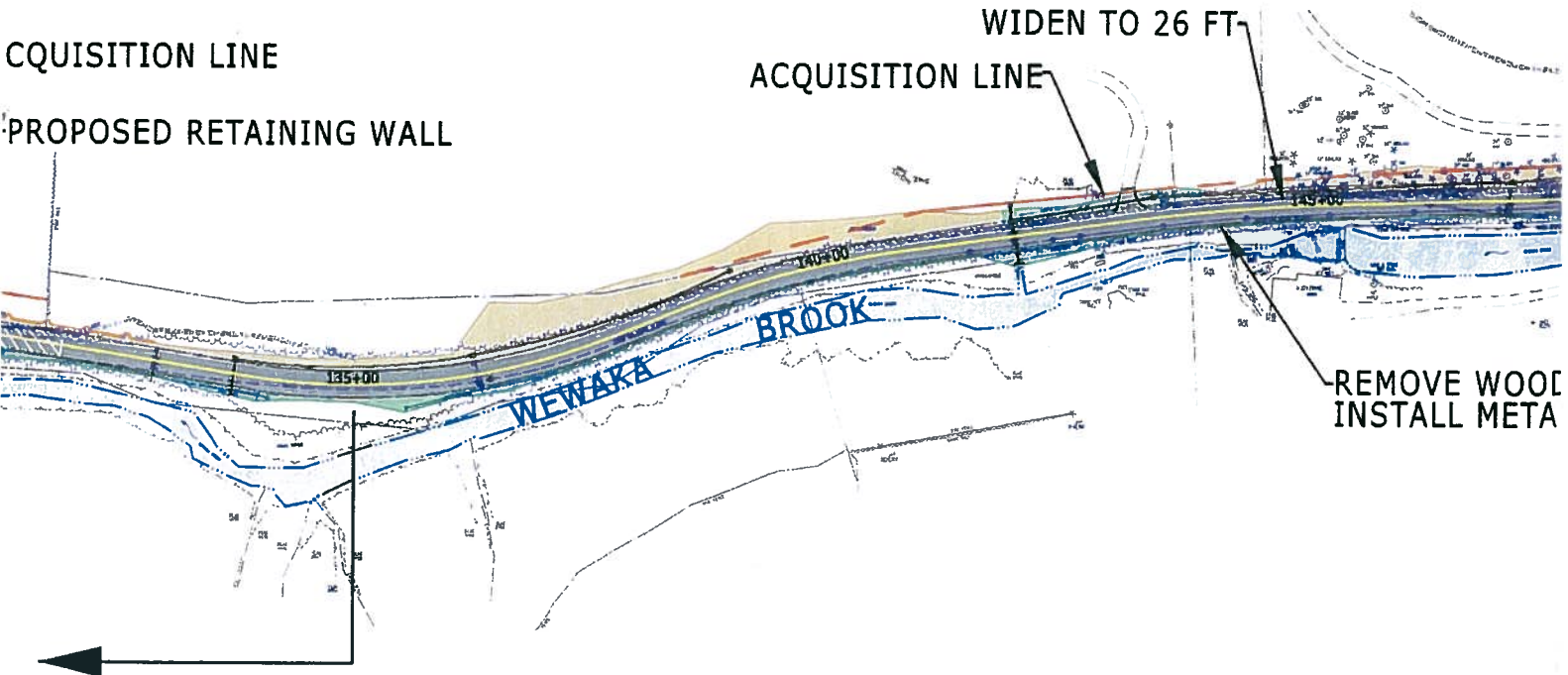
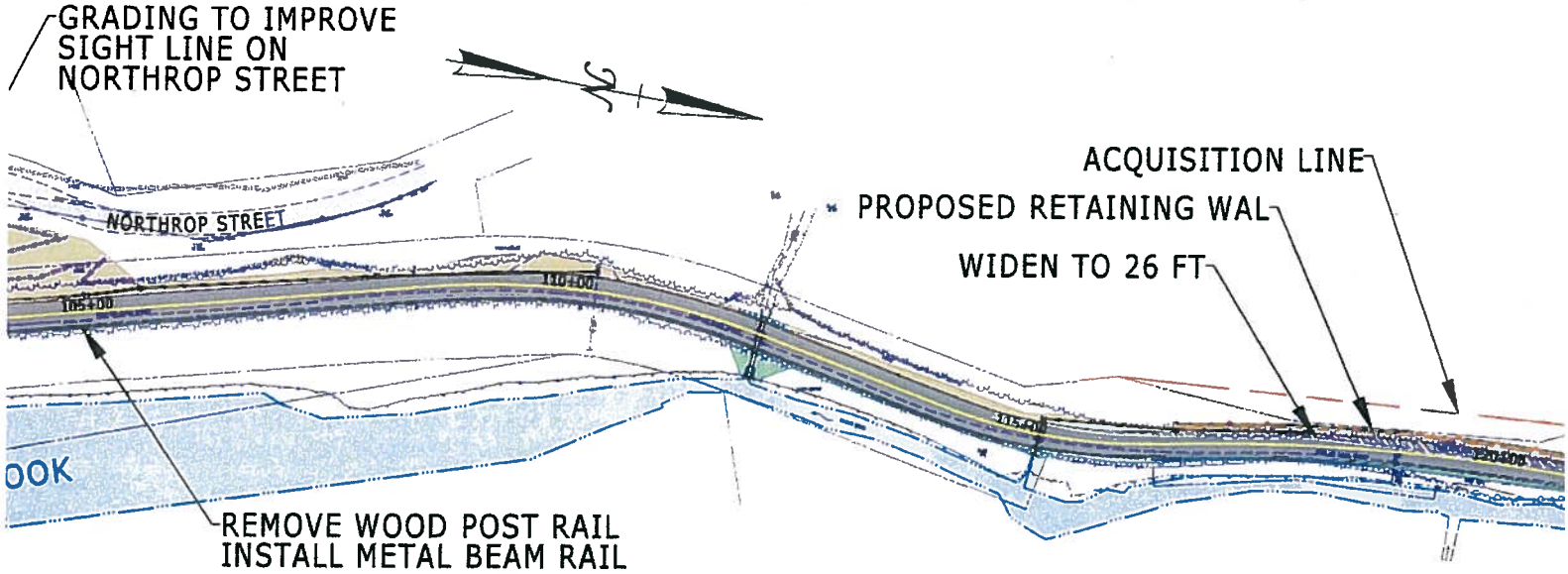


# STATE PROJECT NO. 16-98 SAFETY IMPROVEMENTS ON ROUTE 133 TOWN OF BRIDGEWATER








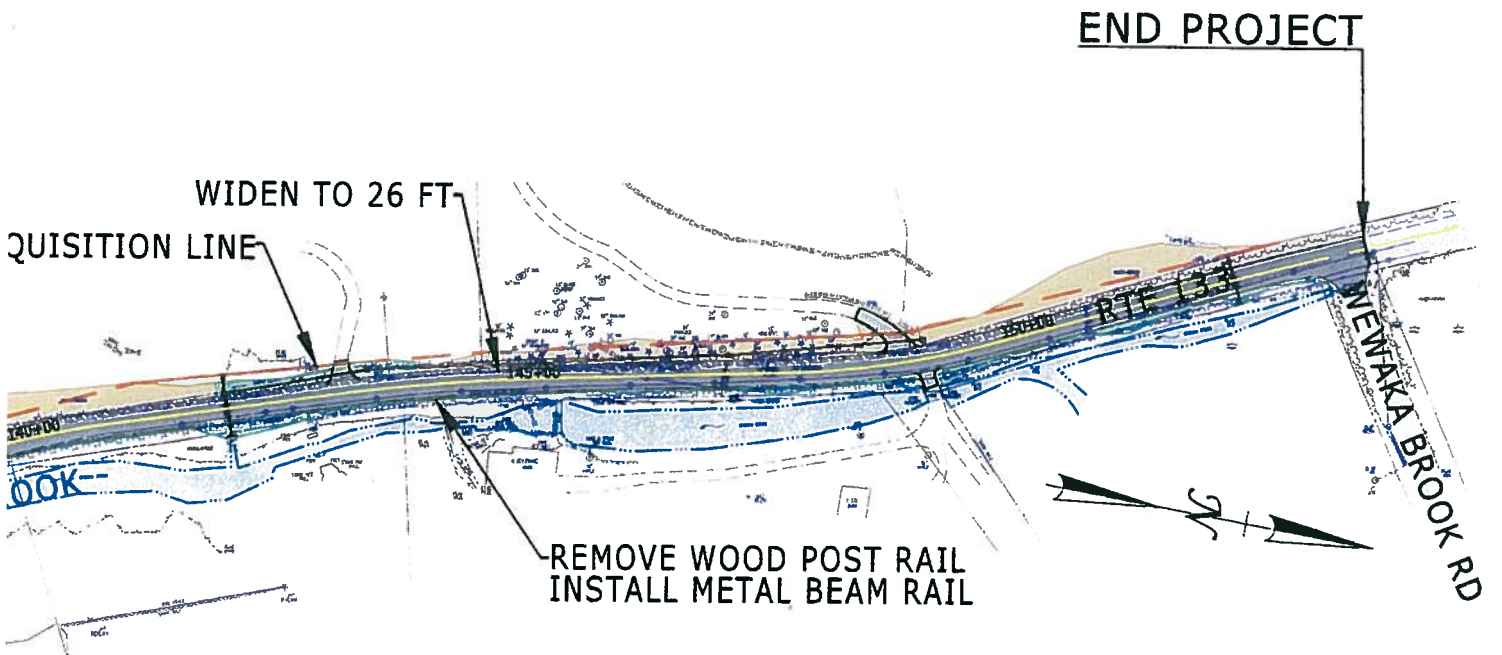
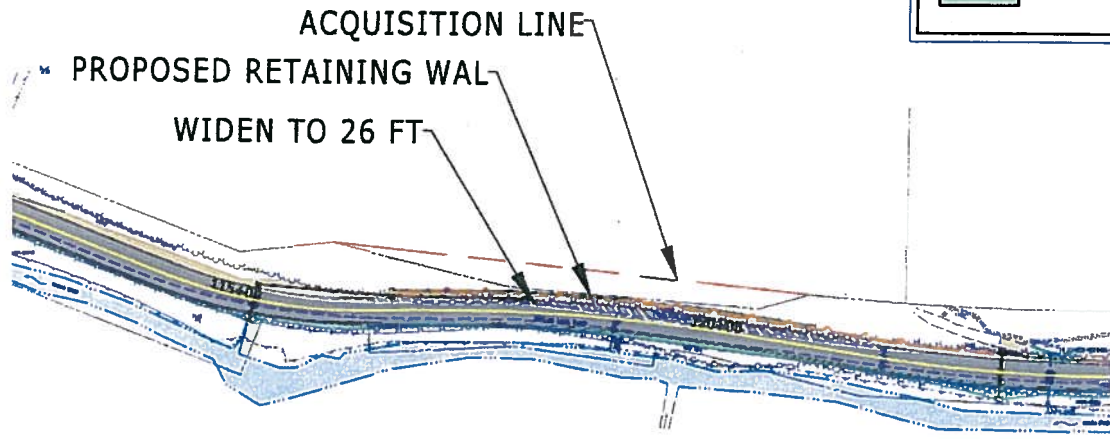
8  
ON ROUTE 133

PROJECT



**LEGEND**

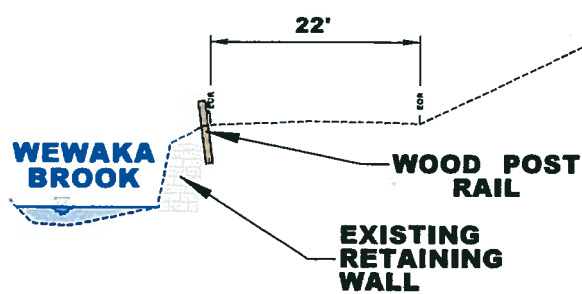
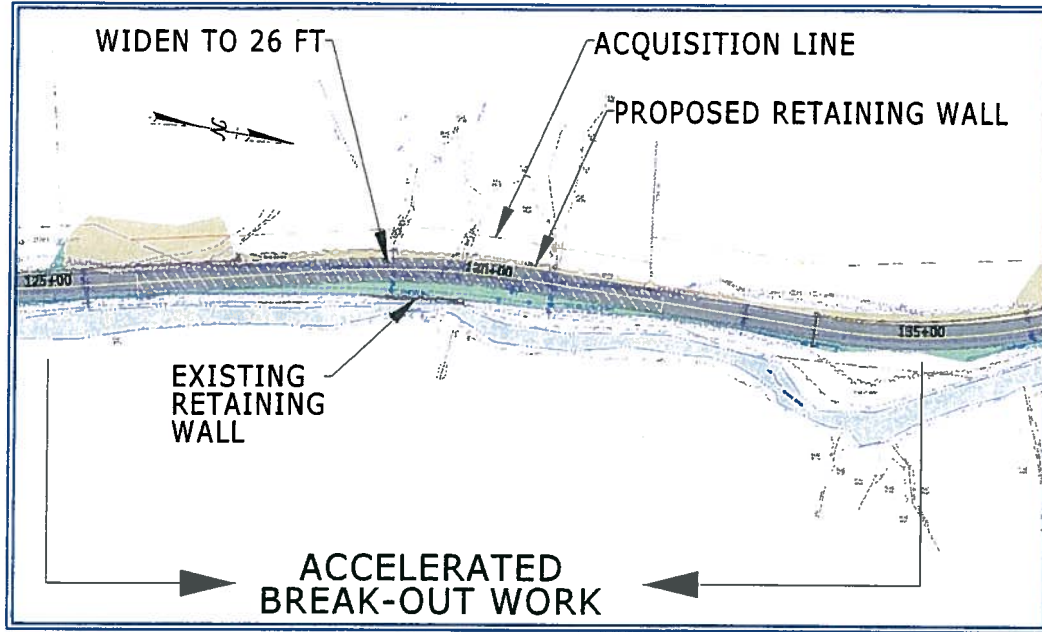
-  EXISTING PAVEMENT
-  2" OVERLAY
-  RECONSTRUCTION/  
WIDENING
-  CUT
-  FILL



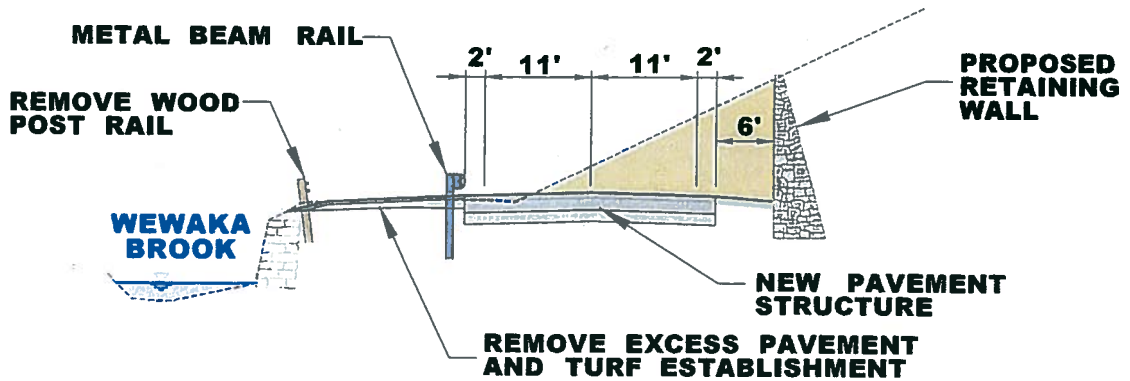
EXISTING CONDITIONS BREAK-OUT WORK



## ACCELERATED BREAK-OUT WORK

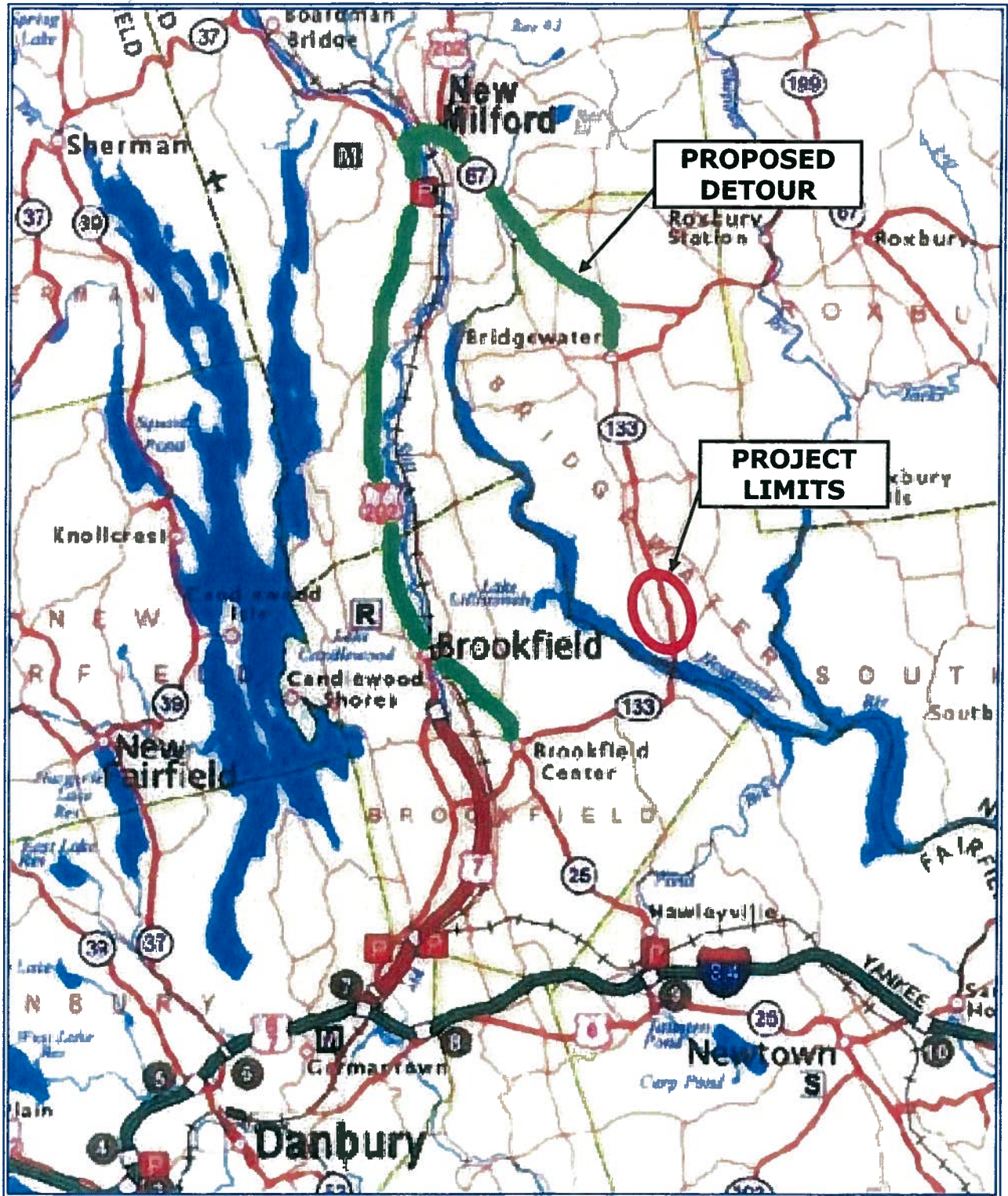


**EXISTING CONDITION  
BREAK-OUT WORK  
(LOOKING SOUTH)**



**PROPOSED TYPICAL SECTION  
BREAK-OUT WORK  
(LOOKING SOUTH)**

PROPOSED DETOUR





### PROPOSED DETOUR

THROUGH TRAFFIC IS DIRECTED TO UTILIZE ROUTE 7/202 &  
ROUTE 67 TO BYPASS THE PROJECT SITE

DETOUR SIGNS REDIRECT TRAFFIC TO  
ROUTES 7 & 202 & ROUTE 67

ADDITIONAL MILEAGE RESULTING FROM DETOUR: APPROXIMATELY 6.5 MILES

#### FROM BROOKFIELD CENTER:

- TAKE CT ROUTE 25 (NORTH) TO US ROUTE 7 & 202 (NORTH)
- TAKE US ROUTE 7 & 202 (NORTH) TO NEW MILFORD
- TAKE CT ROUTE 67 (SOUTH) TO BRIDGEWATER
- TAKE CT ROUTE 133 (SOUTH) TO BRIDGEWATER CENTER

#### FROM BRIDGEWATER CENTER:

- TAKE CT ROUTE 133 (NORTH) TO CT ROUTE 67 (NORTH) TO NEW MILFORD
- TAKE US ROUTE 7 & 202 (SOUTH) TO BROOKFIELD
- TAKE CT ROUTE 25 (SOUTH) TO BROOKFIELD CENTER

**COMMENTS AND ADDITIONAL INFORMATION:**

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:

**Mr. James H. Norman**  
**Manager of State Design**  
**Connecticut Department of Transportation**  
**P.O. Box 317546**  
**Newington, Connecticut 06131-7546**  
**or at Internet address**  
**james.norman@po.state.ct.us**

It would be appreciated to receive comments by April 22, 2008

Local traffic only - 3 year design + maintenance project  
Close Northrop Street - temp ul-de-sec for public safety  
Traffic enforcement - temp speed bumps  
Use wooden guide rails

Retaining walls in type w/ character of roadway

Fair traffic

Hire consultant to explore options to discuss at tomorrow

One way, northbound street - reversing community patterns