Waterside Lane Bridge
April 10, 2025

Agenda

- Introductions
- Background
- Waterside Lane Bridge Overview
- Bridge Design Alternatives
- Next Steps

Background

Clinton is participating in the Federal Local Bridge Program (FLBP), administered by the CT Department of Transportation (DOT). The decision to participate was made by the Town Council at the December 20, 2023 meeting, based on the funding opportunity to address infrastructure needs.

This program funds 100% of the cost to replace eligible structures. The Town is required to pay upfront costs of construction and would be fully reimbursed.

Three structures in Clinton are in the design phase for replacement. They include:

> Country Village Lane over an unnamed brook, Ben Merrill Road over an unnamed brook, and Waterside Lane over the Hammock River.

BL Companies and CT DOT will design and manage the projects through construction.

Background

- The current bridge has been assessed by CT DOT and is identified as needing to be replaced.
- Work is required to meet CT DOT standards.
- DOT Standards will require changes to the look and size of the bridge.
- This meeting is to compile feedback for the design team.

January 10, 2024

Waterside Lane Bridge Overview

Construction is anticipated to begin in the spring of 2026 be complete in the fall of 2027. ** Note: this timeframe was estimated in 2023, and may be delayed into future years.**

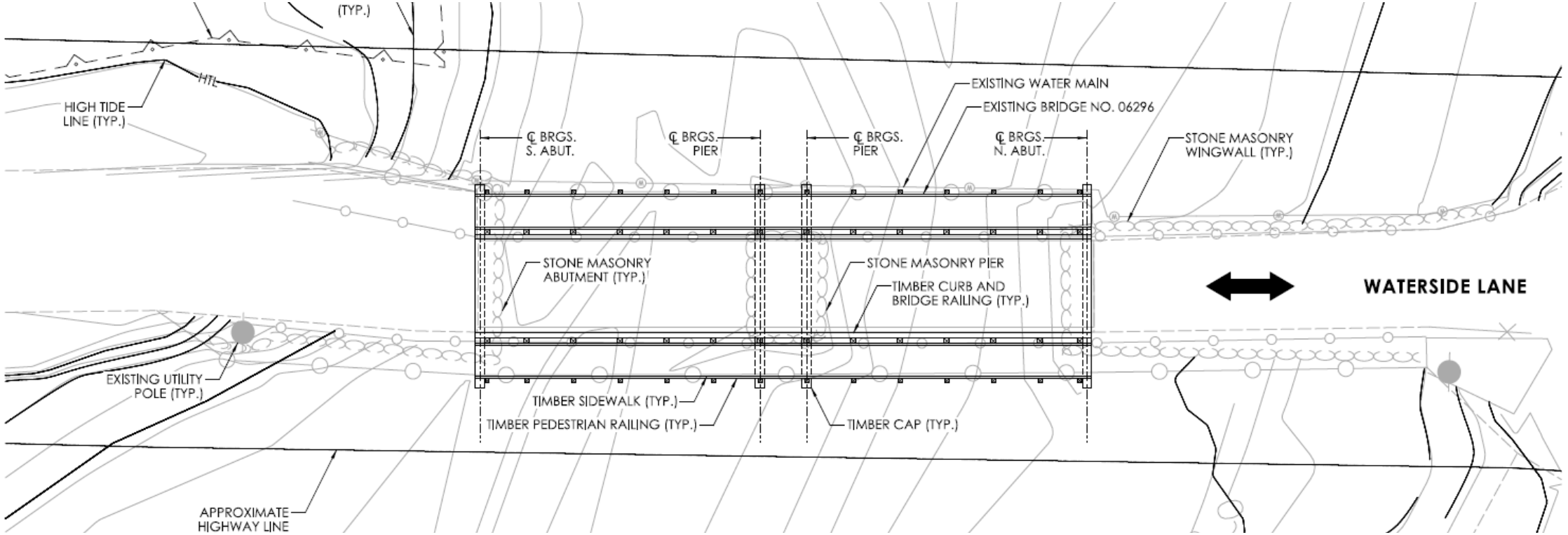
The Waterside Lane Bridge is anticipated to cost $5,500,000 from design through construction.

When complete, the project will cost the taxpayers $0.

The project needs to meet specific safety criteria.

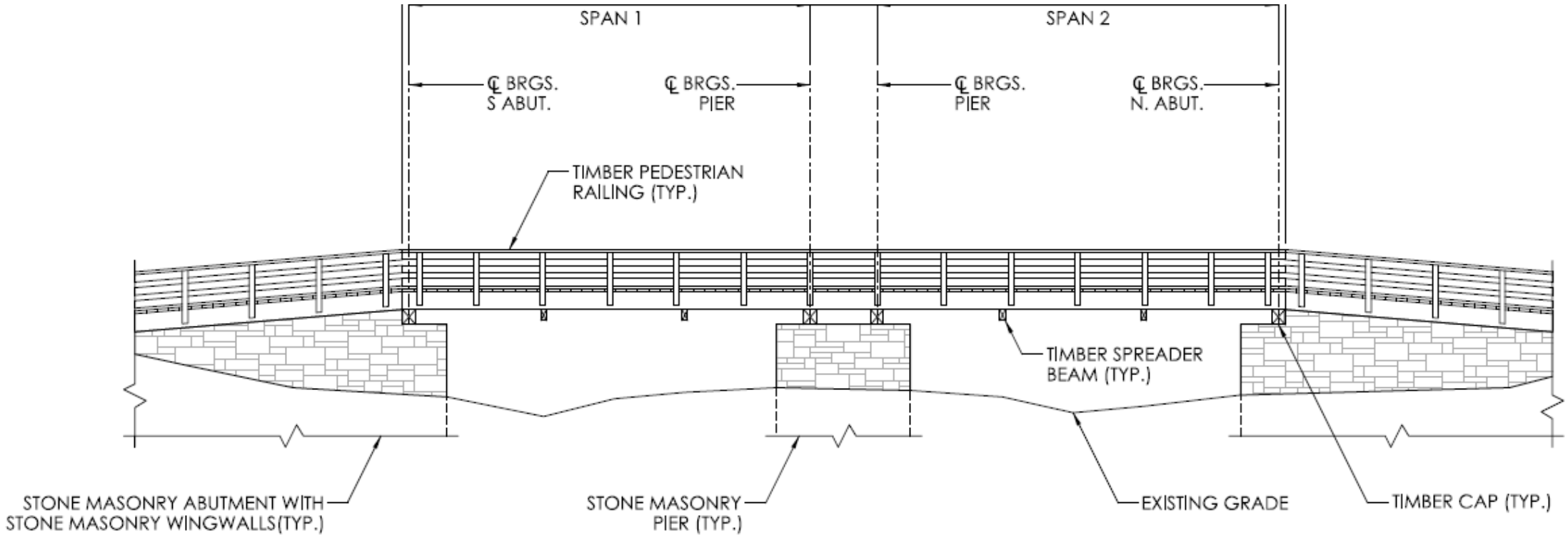
Meeting safety criteria means the bridge cannot be replicated as it currently exists.


104
0 AC
78
102
0 AC
84-84A
113-48
0.41 AC
28
60
0.7 AC
77
64
2.07 AC
65
0.6 AC
101
0 AC
85-87
61
1.3 AC
79
100
0.33 AC
96
99
0.38 AC
98
35
0.25 AC
36
0.18 AC
34
0.17 AC
33
0.15 AC
113-49
0.34 AC
27
113-53
0.7 AC
26



Existing Conditions

THE BRIDGE IS 26 FEET WIDE WITH A SPAN OF 79.2 FEET SUPPORTED BY A STONE MASONRY SUBSTRUCTURE.



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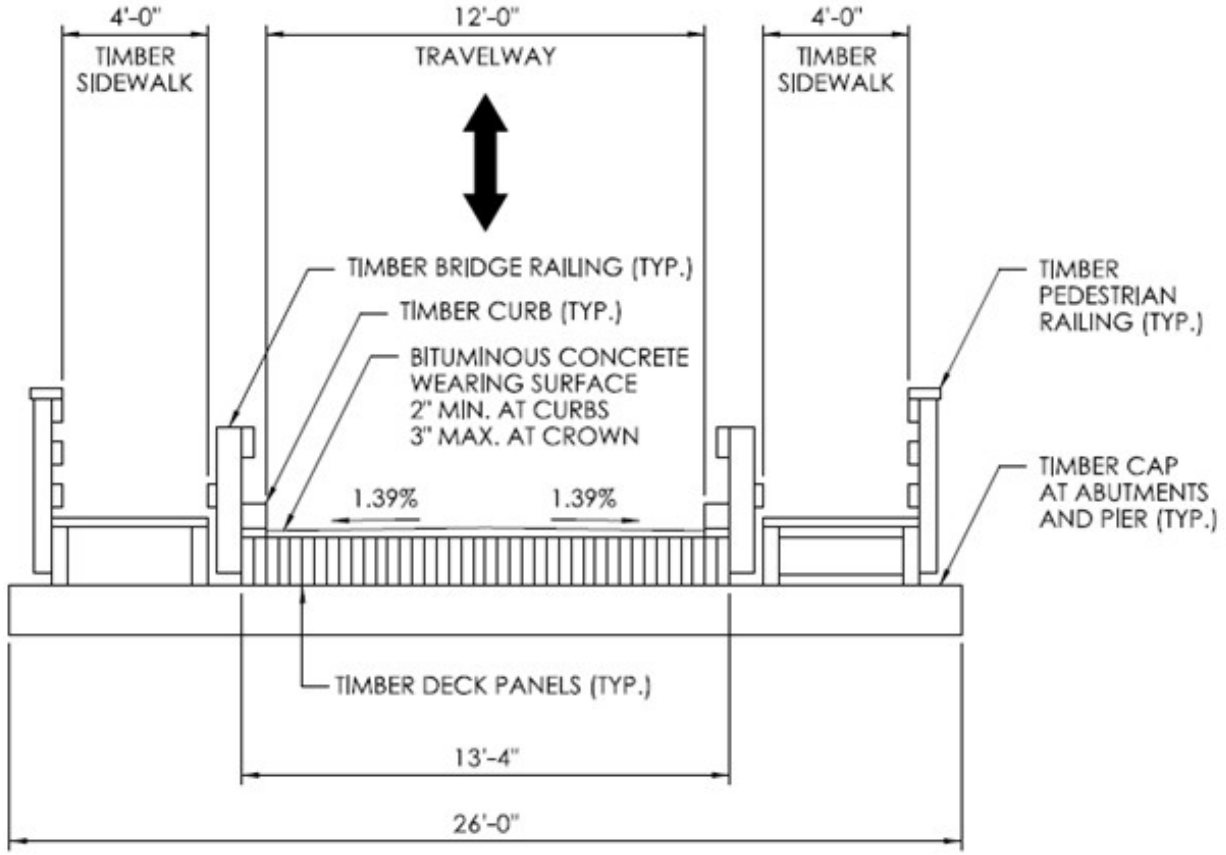
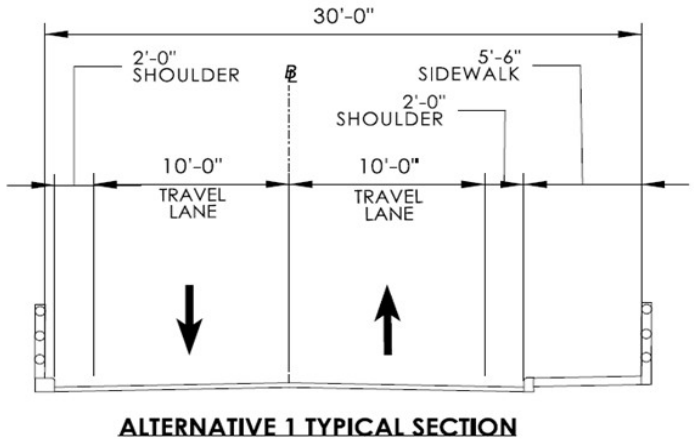


Existing Conditions

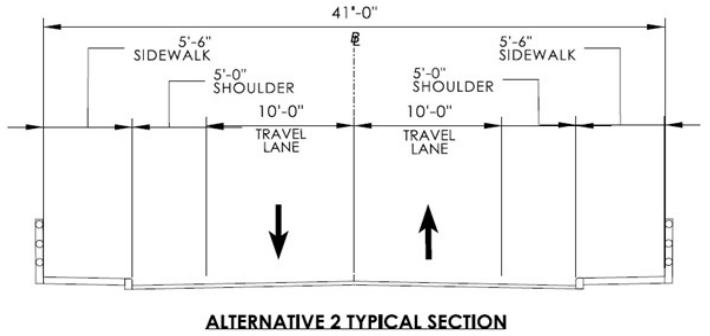
THE CURRENT BRIDGE DATES BACK TO 1689. REPAIRS WERE MADE IN 1939, 1987, 1993, 2009, AND 2015. HOWEVER, THE BRIDGE, INCLUDING THE SUPPORTING STRUCTURE, HAS NEVER BEEN FULLY REPLACED.

How should the new bridge look…

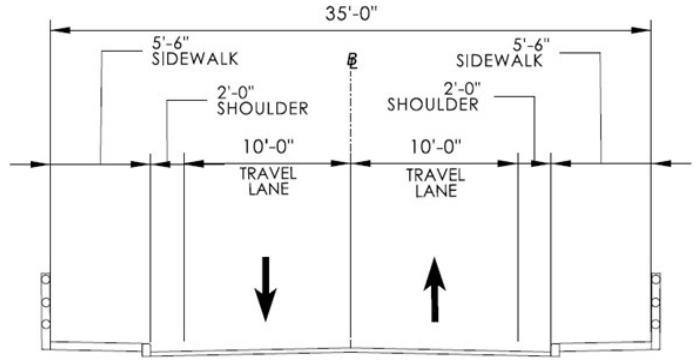
…AND WHAT ARE OUR OPTIONS CONSIDERING CONSTRUCTION RULES?



ALTERNATIVE 1 TYPICAL SECTION



ALTERNATIVE 2 TYPICAL SECTION



ALTERNATIVE 3 TYPICAL SECTION

Alternative Section Options

WHAT WIDTH AND FUNCTIONALITY SHOULD THE BRIDGE HAVE?

1. **Rolled Steel Beams**

Figure 1 – Rolled steel beam bridge example

2. **Press Brake-Formed Tub Girder**

Figure 2 – Press brake-formed tub girder bridge example

Superstructure Options

1. Rolled steel may give an option for a single span instead of a center support column, but design is necessary to determine if a single span is an option.
2. Weathered steel is not allowed over salt water, so the beams would need to be galvanized or painted.
3. Press Brake-Formed Tub Girder requires a center pier, but may have a more shallow depth (less is visible under the bridge).
4. Both options may be able to accommodate a partially hidden conduit for the water line and possibly electrical service.

Figure 5 – Aesthetic open bridge rail

Figure 6 – Aesthetic open bridge rail with sidewalk

Bridge/Rail Barrier Options

1. There are no timber options that meet DOT requirements. ***This means there will be metal and/or stone-like barriers on the bridge.***
2. Open steel rail options are galvanized and can be installed with or without paint.

Figure 7 – Formliner concrete parapet and substructure

Figure 8 – Concrete parapet with stone veneer

Bridge/Rail Barrier Options

1. Two types of parapets to consider:
   - Formliner: textured concrete that can be colored/stained.
   - Concrete with stone veneer.

Abutment and Substructure Options

THE SUBSTRUCTURE WILL BE CAST-IN-PLACE CONCRETE WITH FORMLINER OR STONE VENEER.

ENDBLOCKS CAN BE INCORPORATED USING FORMLINER OR STONE VENEER.

Figure 10 – Stone veneer substructure and endblocks with open bridge rail

Figure 11 – Stone veneer substructure with concrete parapet and bridge rail

Next Steps

Project details will be posted on the Public Works Department webpage:

www.clintonct.org

Construction Projects | Clinton, CT

Contacts:

Todd Hajek, DPW Director

thajek@clintonct.org

Abby Piersall, AICP Town Planner

apiersall@clintont.org

1. Town staff bring feedback to the design team.
2. Designs are completed in the Spring of 2025.
3. The Town reviews the final design and proceeds with funding process.
4. Construction is roughly anticipated to begin in spring, 2026. ** Note: this timeframe was estimated in 2023, and may be delayed into future years.**