



May 9, 2025

Ms. Abby Y. Piersall, AICP
Town Planner
Town of Clinton
54 East Main Street
Clinton, Connecticut 06413
apiersall@clintononct.org

Dear Ms. Piersall:

Subject: State Project No: 0027-0128
Replacement of Bridge No. 06296
Waterside Lane Bridge over Hammock River
Town of Clinton

This letter serves as a response to the questions and requests outlined in your memorandum to BL Companies, the Consultant Liaison Engineer (CLE) representing the Connecticut Department of Transportation (CTDOT), dated April 24, 2025 (copy enclosed).

1. The current single lane configuration slows traffic in an area where people are prone to speeding. Widening the bridge may result in faster vehicle speeds. Seasonal speed bumps were discussed.

Temporary or permanent speed bumps are not permitted under the CTDOT Federal Local Bridge Program. The Town of Clinton may install seasonal speed bumps after construction has been completed and all project documents have been accepted.

2. Since the bridge serves as a driveway into the beach parking lot, does it actually need to include two-way travel? Is there a way to classify it as an access way and not a road?

Waterside Lane is classified as a certified public road, which allows Bridge No. 06296 to be eligible for funding under the CTDOT Federal Local Bridge Program. Re-classifying the roadway as an access road or driveway will make this bridge ineligible to be part of this program. The CTDOT Local Bridge Program Manual states that new one-lane bridges are only acceptable on one-lane roads. Since the existing roadway (Waterside Lane) is a two-lane roadway, the replacement bridge must provide two lanes to comply with this requirement.

3. Would widening the bridge result in a wider drive into the beach since the existing pavement matches the width of the bridge pavement? What would the dimensions of any widening be?

The proposed bridge and approaches would need to meet the minimum width requirements and would transition back to the width of Waterside Lane. Waterside Lane, classified as a Local Urban Street, must meet the CTDOT Highway Design Manual's minimum curb-to-curb width of 24 feet, comprising two 10-foot travel lanes and two 2-foot shoulders. Additionally, the Town of Clinton's Construction and Development Standards Form CCDS-2005 requires the minimum pavement width (measured from face to face of curb) of a local road without parking to be 24-feet.

4. Maintaining a physical barrier between the sidewalk(s) and the vehicle travel lane(s) is important. If the bridge will be widened, can it accommodate a physical barrier?

Addition of a physical barrier would create a blunt end at each bridge approach, which would require the installation of impact attenuators such as the one below.



Alternatively, the sidewalks could be constructed on separate structures, however, these structures would not be eligible for funding under the CTDOT Federal Local Bridge program.

However, granite curbs may be installed at the face of the sidewalk to help create a barrier.

5. Is it possible to not stripe the pavement to maintain the current look, especially if the pedestrian access is separated by a physical barrier?

Per the Manual on Uniform Traffic Control Devices (MUTCD), yellow center lines are not required based on this roadway classification and width.

6. Can vehicle traffic be separated by a metal barrier, but the pedestrian rail be timber?

See response to question 4.

7. Small watercraft passing under the bridge already have a small area to use, and there are obstacles in the water. Can these be removed? Can the bridge be designed to better accommodate small craft?

Accommodation of small watercraft will be considered in the development of the rehabilitation study report and hydraulic analysis.

8. What degree of erosion is anticipated during/after construction? Residents were concerned with existing scour/erosion.

A hydraulic and scour analysis will be performed; deficiencies will be addressed as part of this project.

9. Maintaining two pedestrian lanes is important, especially since sidewalks double as fishing platforms.

The proposed replacement bridge can include a sidewalk on each side.

10. Several people referred to the bridge as the first colonial public works project in Connecticut. There was a long discussion on the historic nature of the bridge and its relationship to the character of the neighborhood and nearby historic district. The landscape view of the bridge from waterside lane was a priority. Residents would like to know from SHPO if there are any designations or design options that can be used to replicate the existing bridge. Preservation of the bridge as an historic resource was mentioned several times. A suggestion was made to incorporate an historic marker.

CTDOT Office of Environmental Planning (OEP) screened this project for National Register of Historic Places (NRHP) consideration under the Advisory Council on Historic Preservation (AChP) Program Comment regarding Post-War Bridges and found that Bridge No. 06296 was exempt, as the bridge was reconstructed in 1994.

The bridge replacement project is being funded through the CTDOT Federal Local Bridge Program, which provides the Town with 100% funding for design, rights-of-way, and construction. If the Town wishes to add non-eligible items to the project, these will be paid for by the Town. Non-eligible items are generally recognized as items that are not reasonable or necessary for the performance of the project to the standards used on CTDOT projects. In addition, the proposed structure must meet CTDOT's Life-Cycle Cost Assessment (LCCA) Guidelines. These guidelines require a bridge replacement to be designed for a 75-year service life. This limits the structure to the use of steel and/or concrete as timber bridge typically have a service life of less than 50 years.

11. Is there a way to save the original stones and incorporate them in some way into the final design? Abutments should attempt to match the existing stonework.

Ashlar stone masonry, which closely resembles the existing stonework, will be utilized on the new abutments, piers, and endblocks.

12. Can the bridge design incorporate an easy-to-lock gate to deter people from accessing the beach after dark/when the park is closed?

As noted in response 2, Waterside Lane is a certified public road, which allows Bridge No. 06296 to be eligible for funding under the CTDOT Federal Local Bridge Program. If a gate is added north of Bridge No. 06269, Waterside Lane would not be eligible for funding. However, the Town can install a gate at the booth prior to the beach parking lot to help deter people from accessing the beach when closed.

13. Is there a modular construction option that would reduce the construction timeframe?

Accelerated Bridge Construction (ABC) construction methods will be investigated as part of the rehabilitation study report. ABC methods will be appropriately incorporated into the project to reduce construction duration and minimize impacts to the public.

14. Generally, the lowest profile superstructure was preferred and hiding conduit to accommodate a larger water line and electrical was discussed.

The rehabilitation study report will investigate feasibility of using press brake tub girders, which will allow for the utilities to be concealed within the girders and improve aesthetics. The final location and sizes will need to be coordinated with the utility companies.

15. Colors and materials should match existing stonework to the extent possible.

See response 11.

16. Metal elements should be painted.

Metal bridge elements will be metalized, with the final color determined by the Town of Clinton.

17. Any lighting should be at a scale and style that reflects the historic nature of the bridge.

The existing bridge currently does not have illumination on the structure itself. Existing streetlights are located on utility poles to the north of Bridge No. 06296 and near the beach parking lot. Additional illumination was not proposed as part of the replacement bridge, however, this is considered an eligible item if the Town requests to add illumination.

18. Bridge aesthetics need to be considered from the perspectives of drivers, walkers, and boaters.

Bridge aesthetics will be developed with these considerations and in coordination with the Town of Clinton.

The Connecticut Department of Transportation looks forward to continuing working with you towards the successful completion of this bridge replacement project. Should you have any questions or concerns, please contact Mr. Marc P. Byrnes, P.E. at marc.byrnes@ct.gov or (860) 594-3489.

Very truly yours,

Digitally signed by
Marc P. Byrnes, P.E.
Date: 2025.05.09
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Marc P. Byrnes, P.E.
Program Manager – Local Bridge Program
Bureau of Engineering and Construction

Enclosure: [0027-0128 MEM Clinton Public Comments.pdf](#)

cc: Todd Hajek – Director of Public Works thajek@clintonct.org
Sean Laudati – BL Companies