

OFFICE OF THE  
FIRST SELECTMAN

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Email to: [lynne.vanderslice@wiltonct.org](mailto:lynne.vanderslice@wiltonct.org)



Lynne A. Vanderslice  
*First Selectwoman*

Lori A. Bufano  
*Second Selectwoman*

Joshua S. Cole  
*Selectman*

Deborah A. McFadden  
*Selectwoman*

Ross H. Tartell  
*Selectman*

TOWN HALL  
238 Danbury Road  
Wilton, CT 06897

**BOARD OF SELECTMEN MEETING**  
**Monday June 7, 2021**  
**Held Electronically**

**PRESENT:** First Selectwoman Lynne Vanderslice, Lori Bufano, Joshua Cole, Deborah McFadden, Ross Tartell

**GUESTS:** Director Public Works, Facilities & Energy Management-Chris Burney, Assistant Director Public Works/Town Engineer-Frank Smeriglio, Police Chief John Lynch, Captain Robert Cipolla, John Miscioscia-WVAC, Director of Health -Barry Bogle, Coordinator of Community Affairs-Sarah Gioffre, CFO Anne Kelly-Lenz

**A. Call to Order**

Ms. Vanderslice called the meeting to order at 7:22pm.

**B. Public Comment**

None.

**C. Consent Agenda**

Motion made by Mr. Tartell seconded by Ms. McFadden and carried 5-0 to approve the Consent Agenda as follows, with correction to the Board of Selectmen Special Meeting Minutes of May 20, 2021 correcting under possible appointments "Motion move to Motion moved":

- Minutes
  - Board of Selectmen Regular Meeting Executive Session – May 3, 2021
  - Board of Selectmen Regular Meeting – May 3, 2021
  - Board of Selectmen Regular Meeting Executive Session – May 18, 2021
  - Board of Selectmen Special Meeting – May 20, 2021
- Gifts
  - Jane & Michael Stavola - Andrew Headden Gift Fund - \$50.00
  - Ridgefield VNA – Senior Center Gift Fund - \$200.00
  - Gopal Tampi – To Plant Tree in Wilton - \$1,000

Ms. Vanderslice thanked all for their gifts.

**D. Discussion and/or Action**

**1. Recognition of COVID Leadership Team**

Ms. Vanderslice recognized the COVID Leadership Team by leadership tier:

- Co-Leadership by Health Director Barry Bogle, Chief of Police and Emergency Management Director John Lynch and Ms. Vanderslice. It was truly a mutually



respectful collaboration among the three, that only grew as time went on. She noted the she was pleased Barry and John were present at the meeting and the board will be hearing from them.

- Core Group, included Police Captains Tom Conlan and Rob Cipolla, Chris Burney, Interim Fire Chief Geoff Herald, Fire Chief Jim Blanchfield and Wilton Volunteer Ambulance Corps President John Miscioscia.
- Next tier included Superintendent of Schools Kevin Smith, department heads Anne Kelly-Lenz, Sarah Heath, Steve Pierce, Michael Wrinn, John Savarese and Sarah Taffel, Sarah Gioffre, Health Department Emergency Preparedness Co-Ordinator Mike Vincelli , Assistant Dave Heiden, Municipal Designees, Mike Conklin and Rocco Grosso, Contact Tracing Supervisor Jen Zbell, Visiting Nurse and Hospice Executive Director Sharon Bradley and Jim Brubaker, a Wilton resident and EMS Director for Norwalk Hospital.
- Vaccine team was led by Mike Vincelli and included Dave Heiden on behalf of the Health Department and CERT, Sarah Gioffre, Patricia Brandt, Sarah Heath, Chris Burney, Jen Fascitelli, Dave Hartman, Sharon Bradley and Wilton Public Schools Director of HR and General Administration Maria Coleman.

Ms. Vanderslice noted the Town was very fortunate to have had the team they had over the last 15 months. She noted the collaboration between town employees and the town's partners on the Board of Education and those outside of town government.

John Lynch thanked all who he worked with during the pandemic

John Miscioscia thanked the WVAC volunteers and professionals for their assistance during the pandemic. Ms. Vanderslice thanked Mr. Miscioscia for attending and representing the volunteers.

Barry Bogle-Director of Health thanked all for their support and collaboration during the pandemic. He noted his thanks and appreciation to Ms. Vanderslice for her support and her constant communication with the public during this pandemic. He thanked Dr. Kevin Smith of the BoE, Chief John Lynch, Captain Robert Cipolla and Captain Tom Conlan of the Police Department, Sarah Heath of the Social Services Department and a special thanks to Sarah Gioffre and Patricia Brandt who were instrumental in handling the vaccination clinics and thanked Mike Vincelli and his assistant Dave Heiden.

The Selectmen gave their thanks and appreciation to Mr. Bogle and posed questions to which he responded. The board gave their thanks and appreciation to all on the team for their dedication and contribution during this pandemic.

2. Traffic Accident Data - Captain Robert Cipolla

Ms. Vanderslice introduced Captain Robert Cipolla who reviewed the Traffic Accident Data (see attached). Floor opened to questions to which Captain Cipolla responded.

3. Bridge Replacement/Repair Grant Applications and Update– Frank Smeriglio

Ms. Vanderslice introduced Frank Smeriglio who reviewed the bridge replacement/repair grant applications (see attached). Mr. Smeriglio requested authorization for the First Selectman to execute two grant applications. Mr. Smeriglio then took questions from the BoS. After further review, motion moved by Ms. McFadden to authorize the First Selectwoman to execute the two grant applications. Motion seconded by Ms. Bufano and carried 5-0.



4. Authorization to Execute Strong Pond Dam (Merwin Meadows) Memo of Agreement Between Town of Wilton and Save the Sound  
Ms. Vanderslice reviewed the Memo of Agreement Between Town of Wilton and Save the Sound. Information available in attached memo provided to the board. After review, motion moved by Mr. Cole to execute the Strong Pond Dam (Merwin Meadows) Memo of Agreement Between Town of Wilton and Save the Sound. Motion seconded by Mr. Tartell and carried 5-0.
5. 2021 CT Neighborhood Assistance Act Tax Credit Program Application – Sarah Gioffre  
Ms. Vanderslice noted that a Public Hearing was just held on the 2021 CT Neighborhood Assistance Act Tax Credit Program applications. No public comment was received. Ms. Vanderslice asked for a Motion to approve the projects as presented in the Public Hearing. Motion moved by Ms. Bufano, seconded by Ms. McFadden and carried 5-0.
6. Proposed Additional Condition of Board/Commission Appointment and to Guide to Serving on a Town Board/Commission Language  
Ms. Vanderslice reviewed her recommendations provided in the attached memo provided to the board. Discussion amongst the board on suggested changes. All members in agreement with the changes.
7. Bond Refunding Sale-Anne Kelly-Lenz  
Anne Kelly-Lenz shared that on June 2, 2021 the Town sold refunding bonds of approximately \$7.6 Million. JPMorgan was awarded the bonds with a winning bid of .9012. The Town will realize a net savings of about \$350,000 over the 12-year life of the bonds.
8. American Rescue Fund Grant - U.S. Treasury Guidance Update  
Ms. Vanderslice shared she and Ms. Kelly-Lenz had attended training on the American Rescue Fund Grant. She noted the grant's focus is underserved populations. Spending by communities, such as Wilton, without a large underserved population will be heavily scrutinized.
9. COTT Hosting Contract  
Anne Kelly-Lenz reviewed the renewal and expansion of the contract with the vendor COTT, noting COTT is the software provider the Town Clerk's land records. The renewal agreement is for five years and has been extended to include a marriage license module and hosting on the cloud. Old contract was for approximately \$15,000, new contract is approximately \$17,000. Floor opened to the board for question/answer session. After review, motion moved by Mr. Cole to authorize the First Selectman to execute the COTT Hosting Contract. Motion seconded by Mr. Tartell and carried 5-0.
10. Appointment of Representative and Alternate to HRRA  
Motion moved by Ms. Bufano to appoint Ms. Vanderslice as the Representative and Chris Burney as the Alternate to the HRRA. Motion seconded by Ms. McFadden and carried 5-0.
11. Appointment to Economic Development Commission-Matthew Raimondi  
Motion moved by Mr. Cole to appoint Matthew Raimondi to the Economic Development Commission. Motion seconded by Ms. Bufano and carried 5-0.

#### E. Selectmen's Reports

1. First Selectman
  - Ms. Vanderslice updated the board on the possible solar project on the Transfer Station's landfill.
  - Ms. Vanderslice noted upcoming FOIA Training on September 9<sup>th</sup> at 7pm.



- Ms. Vanderslice noted the public will need passes for Merwin Meadows. Town Campus buildings are fully open. Masks required if not vaccinated. Visitors required to sign in if in building more than 10 minutes to facilitate contact tracing if needed.
- Ms. Vanderslice provided a status on legislation allowing hybrid meetings.
- Ms. Vanderslice thanked Steve Pierce, Gregg Zulkeski and the Parks & Recreation staff for a phenomenal job on Memorial Day at Merwin Meadows.
- Ms. Vanderslice noted that she attended the opening ceremony for the NRVt parking lot at Chipmunk that is part of the WilWalk system.
- The next BoS meeting will be on June 22<sup>nd</sup>, the third Tuesday of the month.

## 2. Selectmen

Mr. Cole

Attended the Chamber of Commerce meeting. He noted that the Chamber has scheduled the Annual Street Fair and Sidewalk sale for July 24, 2021 from 10am-3pm at its usual location. He commended the Conservation Commission on a successful town clean-up day despite the weather.

Ms. McFadden

Ms. McFadden thanked Kiwanis for donation to Town-Wide cleanup project. Thanked Lori for the wonderful job on the reading of the proclamation at the Memorial Day Celebration held at the cemetery. She also congratulated the Wilton High School Seniors.

Mr. Tartell

None

Ms. Bufano

Ms. Bufano thanked all for attending the Memorial Day Ceremony. She also thanked the Economic Development Commission for their very informative webinar.

## F. Public Comment

None

## G. Adjournment

Having no further business, Ms. Vanderslice asked for a motion to adjourn at 9:14pm. Motion moved by Ms. McFadden, seconded by Mr. Tartell and carried 5-0.

Jacqueline Rochester

Recording Secretary

Taken from Video



To: Board of Selectmen

From: Lynne Vanderslice

Date: June 4, 2021

RE: June 7 Agenda Items

The following information is being provided in advance of our meeting:

- **D-4: Memo of Agreement between Save the Sound and Town of Wilton:** Reminder the Board previously approved Save the Sound as the project manager for the removal of the Strong Dam. This MOU covers only Phase I (\$315,000 worth of work). A new MOU will be required for Phase II.
- **D-6: Proposed Additional Condition to Board/Commission Appointment and Guide to Serving on a Town Board/Commission Language:** As you know, I took office following a period when the Town had experienced a significant increase in FOIA violation claims and the Town spent significant resources addressing those claims. I made FOIA compliance a priority. A number of initiatives were implemented in an attempt to achieve 100% compliance with the Freedom of Information Act by town board and commission members. Those measures included
  - town emails addresses for all board and commission members,
  - every other year general FOIA training by Town Counsel. Some of which was videotaped
  - a Guide to Serving on a Town Board/Commission, which includes a FOIA overview prepared by Town Counsel,
  - availability of the Guide and training videos on the Town's [website](https://www.wiltonct.org/home/pages/volunteer) for easy referral. (<https://www.wiltonct.org/home/pages/volunteer>)

Despite these efforts, some appointed board/commission members struggle to understand and/or appreciate the FOIA requirements. It isn't clear whether they have forgotten the provided information or haven't reviewed the provided information.

As new additional efforts

- Sarah Gioffre will be attending meetings of appointed commissions with a high number of new members to review administrative matters, including FOIA. She was scheduled to present at Wednesday's Conservation Commission meeting, but her presentation was tabled as two of the newest members indicated they wouldn't be present for her presentation. The scheduled presentation is available [here](#).
- I propose we



1. make our board and commission appointments subject to the additional requirement that the appointee read the Guide to Serving on a Town Board/Commission prior to their being eligible to be sworn in, and
2. require appointed members to obtain a FOIA refresher every two years either through a board or commission chair reviewing the requirements at a regular board meeting or members participating in training offered by Town Counsel or CCM.

These requirements would be added to the language in the Guide. In addition I propose the Guide be updated with language related to remote/hybrid meetings as follows:

*Remote/Hybrid meetings should be conducted in the same respectful manner as if conducted fully in-person. This includes attention to attire and backgrounds when remote and no drinking of alcoholic beverages during the meeting.*

- **D-8 American Rescue Fund Grant:** You were previously provided with the U.S. Treasury's Interim Rule for informational purposes. You do not need to have read it prior to the meeting as we won't be discussing the specific contents as part of this agenda item.

Thanks.



# Performance Report



Report Covering Week of 05/17/2021 - 05/23/2021

	7-Day				28-Day				Year to Date			
	2021	2020	+/-	% Change	2021	2020	+/-	% Change	2021	2020	+/-	% Change
TOTAL Crashes	3	3	0	0%	29	16	13	81%	123	134	-11	-8%
Crashes w/ Inj	0	1	-1	-100%	1	6	-5	-83%	20	29	-9	-31%
Fatals	0	0	0	***	0	0	0	***	0	0	0	***
TOTAL Stops	83	72	11	15%	374	87	287	330%	1429	865	564	65%
Violation	77	65	12	18%	347	76	271	357%	1292	673	619	92%
Equipment	2	5	-3	-60%	17	7	10	143%	93	166	-73	-44%
Investigation	4	2	2	100%	10	4	6	150%	44	26	18	69%
UAR/Misd	10	5	5	100%	35	8	27	338%	111	59	52	88%
Infraction	7	18	-11	-61%	76	20	56	280%	280	102	178	175%
Written Warn	13	13	0	0%	62	14	48	343%	316	167	149	89%
Verbal	52	35	17	49%	197	43	154	358%	694	516	178	34%
TOTAL Offenses	4	11	-7	-64%	25	26	-1	-4%	111	121	-10	-8%
ALL Assault	0	1	-1	-100%	1	3	-2	-67%	18	13	5	38%
ALL Sex Offenses	0	0	0	***	0	0	0	***	0	1	-1	-100%
ALL Larceny	1	2	-1	-50%	8	5	3	60%	32	26	6	23%
Theft from MV	1	0	1	***	5	3	2	67%	21	11	10	91%
ALL Fraud	1	2	-1	-50%	6	4	2	50%	18	29	-11	-38%
Burglary	0	0	0	***	0	0	0	***	0	1	-1	-100%
Stolen MV	0	2	-2	-100%	2	2	0	0%	4	3	1	33%
TOTAL Arrests	2	2	0	0%	10	9	1	11%	55	51	4	8%
DUI Arrests	1	0	1	***	3	0	3	***	9	10	-1	-10%
Drug Arrests	0	0	0	***	0	0	0	***	4	1	3	300%
Marj. Citations	0	1	-1	-100%	0	4	-4	-100%	9	11	-2	-18%

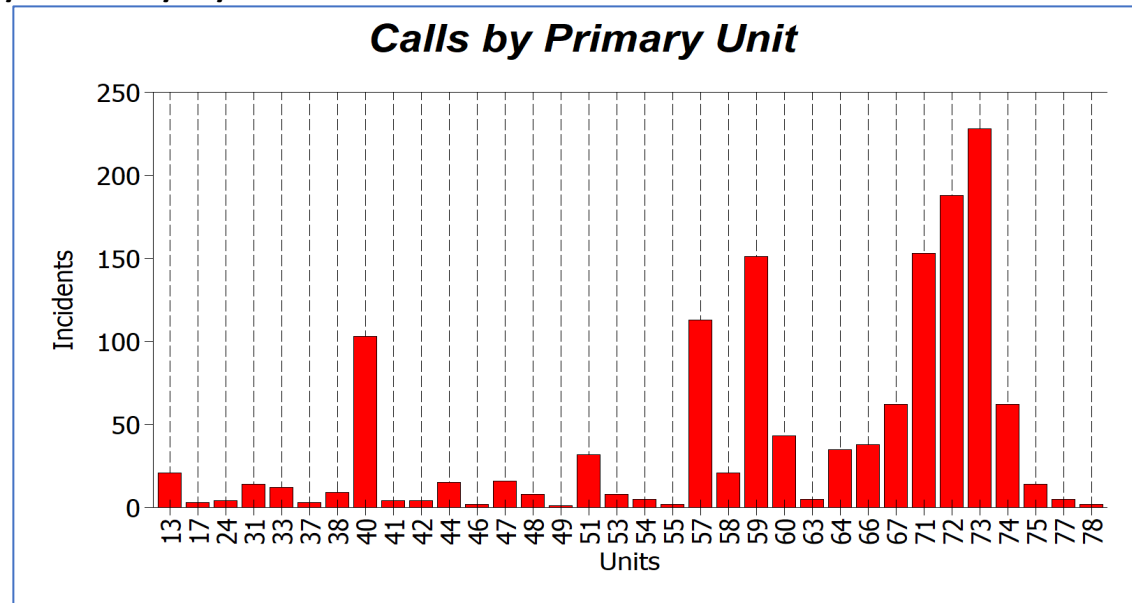
Figures are preliminary and subject to further analysis and revision

Prepared: 05/27/2021 RC46

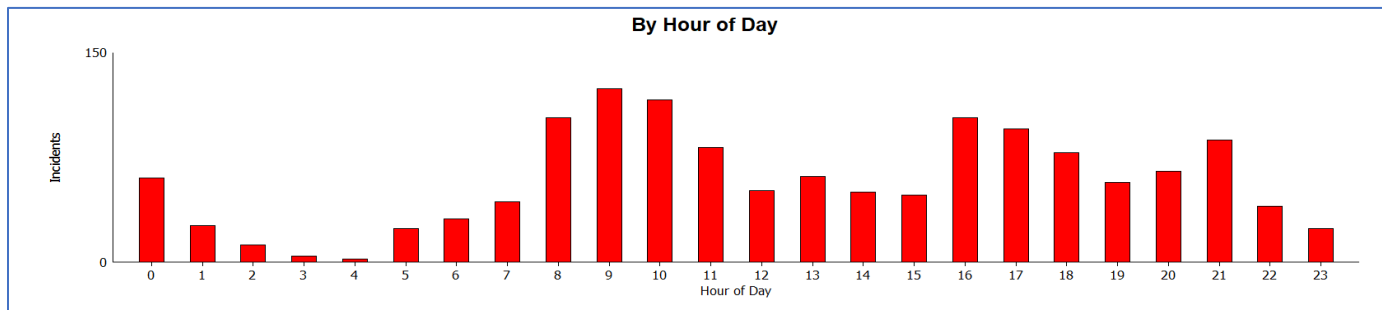


## ACTIVITY PERIOD 01/01/2021 - 05/23/2021

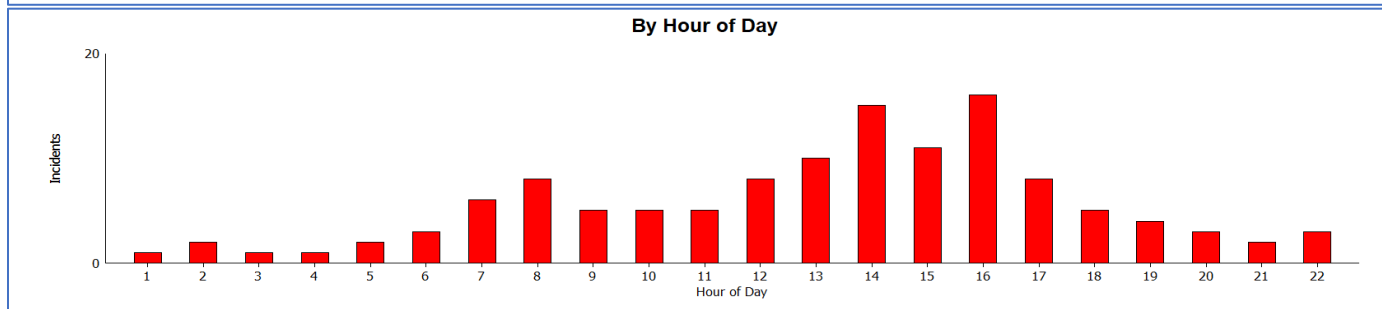
### STOPS



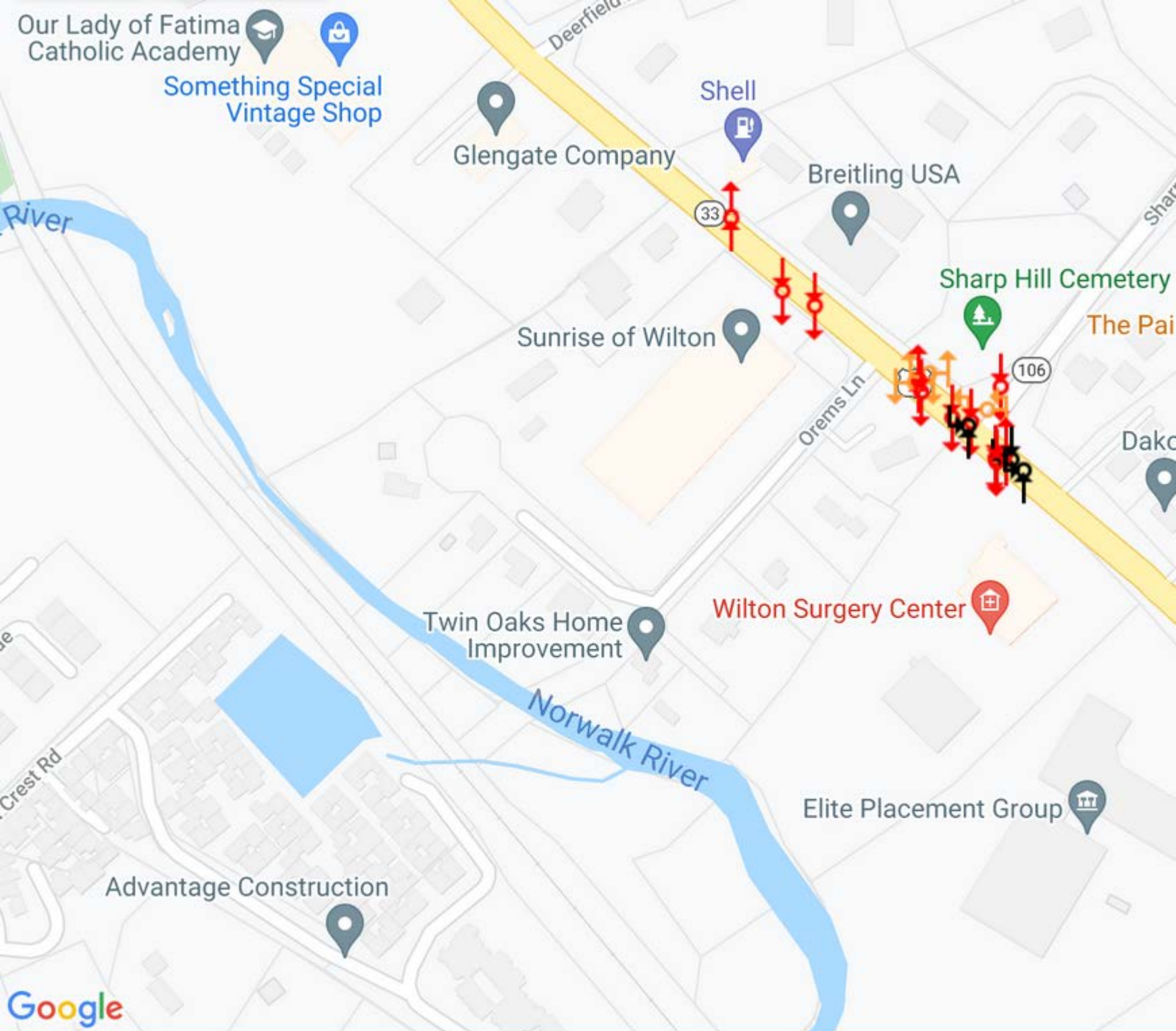
### STOPS



### CRASHES







Google

Markers

Heatmap

Crashes By Route

Select & Query

Query Selection

View Vehicle Vectors

Route Segment Score

0

\*Front to rear

\*Front to front

\*Angle

\*Sideswipe, same direction

\*Sideswipe, opposite direction

\*Rear to side

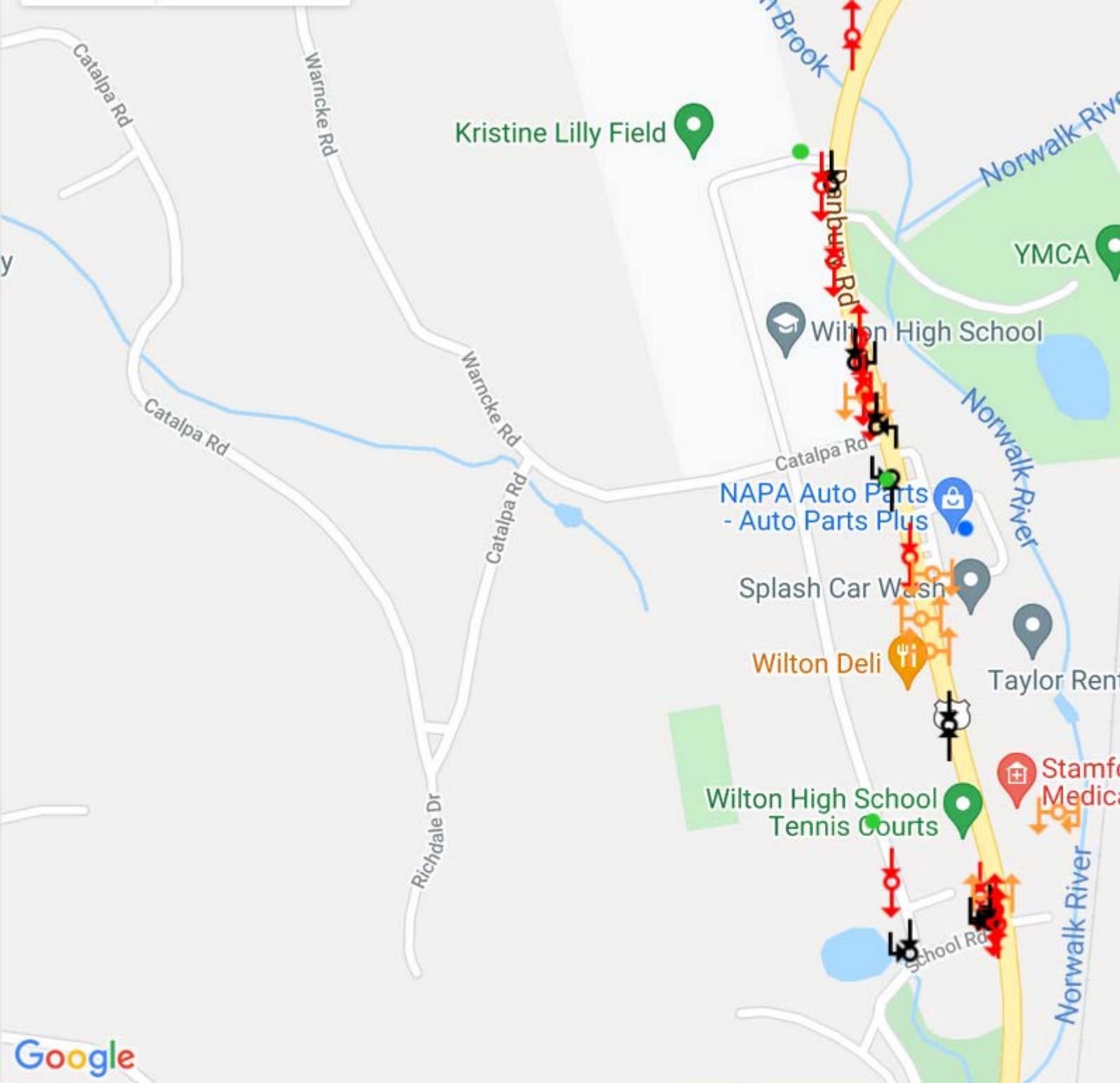
\*Rear to rear

\*Not Applicable

\*Other

\*Unknown





Markers

Heatmap

Crashes By Route

Select & Query

Route Seg  
0

Query Selection

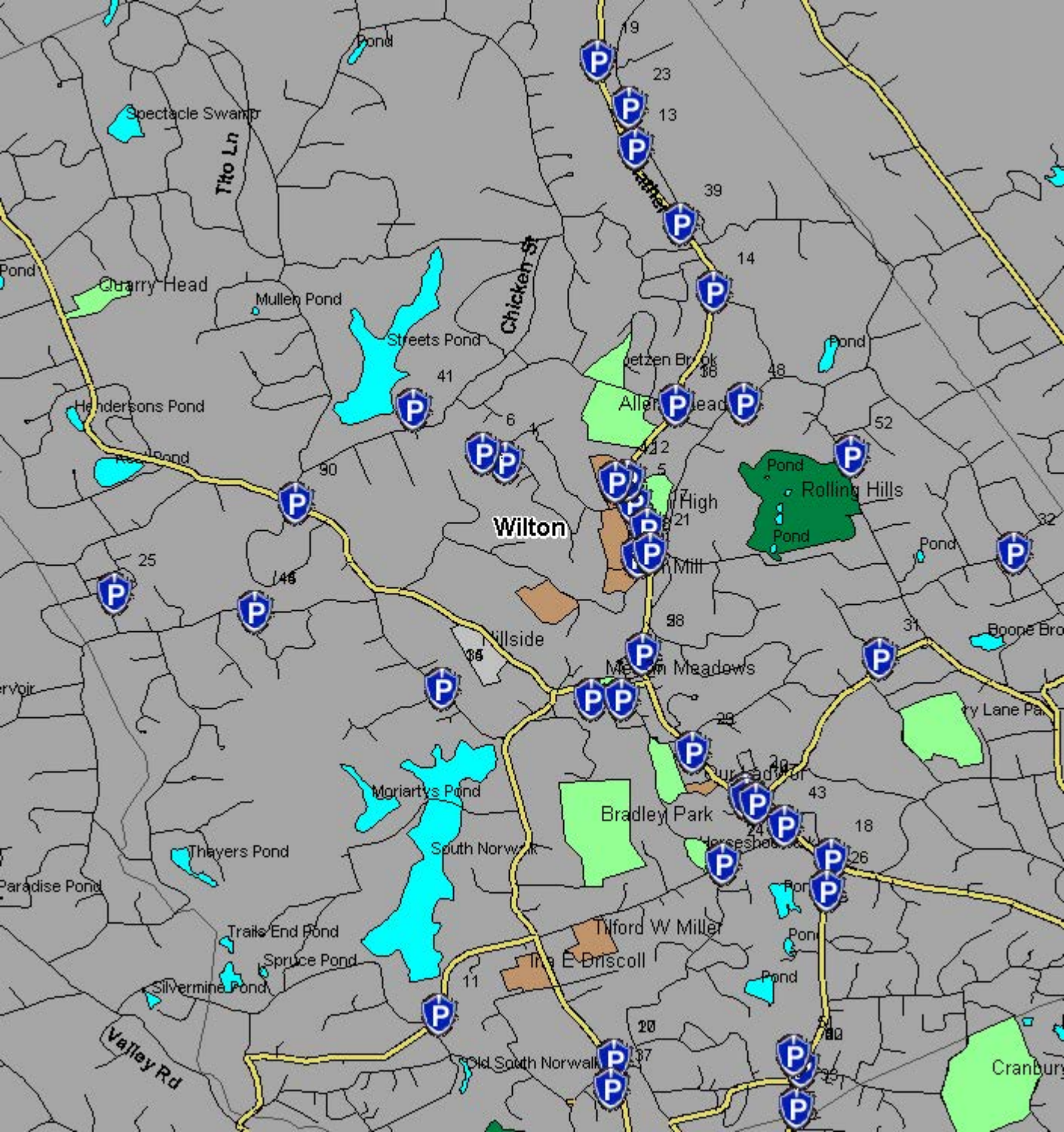
View Vehicle Vectors

\* Front to rear \* Front to front \* Angle

\* Sideswipe, same direction \* Sideswipe, opposite direction

\* Rear to side \* Rear to rear \* Not Applicable \* Other \* Unknown







Wilton Bridge Capital Plan  
Thursday, May 20, 2021

					Approved Grants		Pending Grant Submissions		Potential Federal/Local Grant Submissions		Town	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2025	TOTAL SPENT BY TOWN OF WILTON	
BRIDGE NUMBER	FEATURED CARRIED	FEATURED CROSSED	Sufficiency Rating	Estimated Cost Opinion FY 2021 dollars	Town Match	Grant Amount	Town Match	Grant Amount	Town Match	Grant Amount	Other Non-Qualifying Grant Bridge Improvements	Capital Plan TOTAL APPROVED								
5501	Arrowhead Road	Norwalk River	54.50	\$ 3,617,000	\$ 673,400	\$ 2,943,600						673,400								
4975	Lovers Lane	Comstock Brook	42.10	\$ 3,087,500	\$ 567,500	\$ 2,520,000						567,500								
	Pedestrian Bridge	Norwalk River		\$ 1,405,200		\$ 1,405,200														
4976	Honey Hill Rd	Norwalk River	42.10	\$ 3,500,000					\$ 700,000	\$ 2,800,000					700,000					
161-006	Musket Ridge Lane	Belden Hill Brook	58.44	\$ 775,000			\$ 387,500	\$ 387,500	\$ -	\$ -				\$ 100,000	\$ 287,500.00					
161-004	Olmstead Hill Road	Barretts Brook	52.70	\$ 35,000							\$ 35,000				35,000					
5734	Borglum road	Silvermine Brook	66.10	\$ 189,282							\$ 189,282				37,856	151,426				
4985	Old Mill Road	Norwalk River	68.20	\$ 267,760			\$ 38,825	\$ 228,935						38,825						
4896	SugarHollow Road	Norwalk River	67.80	\$ 2,362,500										50,000				\$ 472,500.00		
4978	Old Ridgefield Road	Norwalk River	69.50	\$ 579,161			\$ 83,978	\$ 495,183						83,978						
4980	Middlebrook Farm Rd	Comstock Brook	72.90	\$ 90,243			\$ 13,085	\$ 77,158						13,085						
4355	River Gate Drive	W Branch Saugatuck River	73.60	\$ 761,225			\$ 110,378	\$ 650,847						110,378						
4981	Cannon Road	Norwalk River	76.80	\$ 4,650,000					\$ 930,000	\$ 3,720,000					930,000					
4979	Kent Road	Norwalk River	76.60	\$ 366,660												73,332	366,660			
161-002	Nod Hill Road	Comstock Brook	79.40	\$ 27,000							\$ 27,000					27,000				
4982	Seeley Rd	Norwalk River	79.80	\$ 613,498			\$ 88,957	\$ 524,541						88,957						
5991	Ruscoe Rd	E Branch Silvermine River	79.90	\$ -							\$ -									
WT-S6	Huckleberry Hill Rd	Parting Brook	80.70	\$ 23,000							\$ 23,000						23,000			
161-003	Old Boston Rd	Belden Hill Brook	81.00	\$ 86,000							\$ 86,000						86,000			
6188	Snowberry Lane	E Branch Silvermine River	83.20	\$ -							\$ -									
WT-S4	St. Johns Rd	Stream	86.50	\$ 32,000							\$ 32,000						32,000			
161-001	Branch Brook Rd	Barretts Brook	87.40	\$ 54,000							\$ 54,000						54,000			
WT-S1	Kellogg Drive	Silver Spring Brook	87.50	\$ 100,000							\$ 100,000						100,000			
WT-S5	Seir Hill Rd	Stream	88.30	\$ 23,000							\$ 23,000							23,000		
WT-S2	McFadden Drive	Stream	90.00	\$ 44,000							\$ 44,000							44,000		
4983	Bald Hill Rd	E Branch Silvermine River	90.50								\$ -									
6189	Long Meadows Rd	Silvermine Brook	92.70	\$ 66,000							\$ 66,000							66,000		
WT-S3	Springbrook Lane	Stream	99.00	\$ 106,000							\$ 106,000							106,000		
161-007	Wild Duck Rd	Thayers Brook	100.00	\$ 50,000							\$ 50,000							50,000		
MISCELLANEOUS DESIGN SERVICES				\$ 36,000							\$ 36,000	-		36,000	36,000	36,000	36,000	36,000		
	Engineering Total				\$ 22,947,030	\$ 1,240,900	\$ 6,868,800	\$ 722,724	\$ 2,364,163	\$ 1,630,000	\$ 6,520,000	\$ 871,282	\$ 1,240,900		\$ 521,224	2,026,356	287,758	697,660	797,500	5,571,399
						ADJUSTMENTS FOR INFLATION 3% STARTING FY 2022						\$ 1,240,900	\$ -	536,860	2,149,762	314,441	785,223	897,593	5,924,779	

Notes

*Musket Ridge Lane Bridge - Submitted State/Local Bridge Grant - Awaiting State Review 50% Town Match*

*Honey Hill Rd Bridge & Cannon Rd Bridge -Potential Federal/Local Bridge Grant - 20% Town Match - 80% Federal Reimbursement*

*Various Bridges - Potential LOTCIP Grant submission - Town pays 100% of Design - State pays 100% of Construction - Submit all Bridges highlighted in purple as 1 application*





# CONNECTICUT DEPARTMENT OF TRANSPORTATION

## LOCAL BRIDGE PROGRAM



### PRELIMINARY APPLICATION

Preliminary application is hereby made by the Town/City/Borough of Wilton  
for possible inclusion in the Local Bridge Program for Fiscal Year **2021** for the following structure:

Bridge Location: Cannon Road over Norwalk River

Bridge Number: 04981 Structure Length: 75.0 feet Curb-to-Curb Width: 22.1 feet

Sufficiency Rating: 76.80 % Priority Rating: 76.20 %

Evaluation & Rating Performed by: ☒ State Forces ☐ Others

If Others, Name of Professional Engineer: \_\_\_\_\_

Connecticut Professional Engineers License Number: \_\_\_\_\_

Engineering Firm: \_\_\_\_\_

Engineer's Address: \_\_\_\_\_

Engineer's E-mail Address: \_\_\_\_\_

Description of Existing Condition of Structure: *(attach description)*

Description of Project Scope: C, G, L, EE *(note Bridge Repair Code as per Figure 5-1 of the current Local Bridge Program Manual; attach narrative/preliminary plans & specifications).*

Name of Municipal Official to Contact: Chris Burney

Title: DPW and Facilities Director Telephone: (203) 563-0152 Ext: \_\_\_\_\_ Fax: (203) 563-0269

Mailing Address: Town Annex, 238 Danbury Road, Wilton, CT 06897

E-mail: Chris.Burney@wiltonct.org

#### Anticipated Schedule:

(MM/DD/YYYY)

Public Meeting Conducted: 06/30/2022

Design Completion: 09/30/2023

Property Acquisition Completion: 09/30/2023

Utilities Coordination Completion: 09/30/2023

Construction Advertising: 11/01/2023

Supplemental Application Submission: \_\_\_\_\_

(Not applicable for Federal Local Bridge Program Projects)

Start of Construction: 04/01/2024

Completion of Construction: 11/30/2024



**Local Bridge Program – FY 2021 Preliminary Application**

Page 2

Bridge Number 04981, Town/City/Borough of Wilton**Preliminary Cost Figures:**

Preliminary Engineering Fees (Include Breakdown of Fees)	\$ <u>600,000.00</u>
Rights-of-Way Cost (If applicable)	\$ <u>50,000.00</u>
Municipally Owned Utility Relocation Cost	\$ <u>0.00</u>
Estimated Construction Costs (Include Detailed Estimate)	\$ <u>3,000,000.00</u>
Construction Engineering (Inspection, Materials Testing)	\$ <u>700,000.00</u>
Contingencies ( <i>10% of Construction Costs Only</i> )	\$ <u>300,000.00</u>
Total Estimated Project Cost	\$ <u>4,650,000.00</u>

**Financial Aid Data:**

**NOTE:** funding limited to Eligible Bridges as published at [www.ct.gov/dot/localbridge](http://www.ct.gov/dot/localbridge) or those found to be eligible in accordance with Section 2.3 – Priority Lists of the current Local Bridge Program Manual.

**Federal Reimbursement:**

Total Estimated Project Cost multiplied by 80%:

Federal Aid Request \$ 3,720,000.00**State Local Bridge Project Grant:** (*Cannot be combined with Federal reimbursement*)

Total Estimated Project Cost multiplied by 50%:

Project Grant Request: \$ \_\_\_\_\_

Other Source of State or Federal funding received/applied for: \$ \_\_\_\_\_, State/Federal \_\_\_\_\_  
Funding program: \_\_\_\_\_

I hereby certify that the above is accurate and true, to the best of my knowledge and belief. I also certify that this form has not been modified in any way from that distributed by the Department of Transportation for FY 2021.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name: \_\_\_\_\_ Title: \_\_\_\_\_  
(Must be signed by Chief Elected Official, Town Manager, or other Officer Duly Authorized)

Submit application by email to [Francisco.Fadul@ct.gov](mailto:Francisco.Fadul@ct.gov)



### Description of Existing Conditions

Bridge No. 04981 carries Cannon Road over Norwalk River in the Town of Wilton, Connecticut. The bridge is located approximately ¼ mile east of US Route 7 and approximately 100 feet west of the intersection of Cannon Road and Pimpewaug Road. There is an at-grade MNRR crossing located approximately 100 feet east of the bridge. The 2-span (34' long each) 75' long bridge superstructure comprises of prestressed concrete deck units supported by concrete abutments and a concrete center pier with spread footings bearing on unknown stratum. The bridge was built approximately 65 years ago in 1956 and construction plans for the bridge are not available. The bridge carries bi-directional traffic in an east-west direction over a 22'-1" roadway curb-to-curb width. There is a 5'-0" wide sidewalk on the north side of the bridge and a 1'-6" wide safety walk on the south side of the bridge. The Average Daily Traffic (ADT) on the bridge is estimated to be 1,740 vehicles (Year 2019) and the roadway over the bridge is classified as a Rural Minor Collector. The Norwalk River flows under the bridge from the north to the south, primarily under the westerly Span 1 with no flows observed under the easterly Span 2.

The following summarizes the condition of the existing bridge components based on a Routine Inspection performed on 10/03/19 by the Connecticut Department of Transportation (Report attached) in accordance with National Bridge Inspection Standards (NBIS):

1. **Deck** (NBIS Item 58): Rating 5 (Fair Condition) – The deck condition rating, due to absence of a deck, is based on the condition of the bituminous concrete overlay which is rated to be in fair condition with areas of substantial cracking, raveling, and potholes. The condition of the steel bridge rail system is satisfactory due to presence of surface rust and the rail system does not meet current safety standards.
2. **Superstructure** (NBIS Item 59): Rating 6 (Satisfactory Condition) – The precast prestressed concrete deck units are in satisfactory condition with areas of spalling and evidence of active leakage through the deck unit joints. The bearing devices are rated to be in satisfactory condition with presence of bulges and tears in the elastomeric pads.
3. **Substructure** (NBIS Item 60): Rating 7 (Good Condition) – The reinforced concrete abutments and pier are rated to be in good condition and wingwalls are rated to be in satisfactory condition with presence of hairline cracking, shallow spalls and light scaling.
4. **Channel & Channel Protection** (NBIS item 61): Rating 6 (Satisfactory Condition) – There is an isolated 20' diameter scour hole that is 1'-6" deep in the channel under the westerly Span 1 near the west abutment. Minor erosion is present along the channel embankments.
5. **Load Rating Capacity** – No Load Rating has been performed on this bridge due to the lack of existing information on the structure. **The bridge has been assigned a judgement Inventory Rating factor of 1.00** since it does not exhibit evidence of any distress during its service life.
6. **Structural Evaluation** (NBIS Item 67): Rating 6 – The structural evaluation is rated to be 6 based on the condition of the superstructure.
7. **Deck Geometry** (NBIS Item 68): **Rating 3** – The Bridge is classified to be **functionally obsolete** due to the curb to curb width of 22'-1". The ADT across the bridge is



approximately 1,740 vehicles, which requires a minimum roadway curb to curb width of 24'-0" to meet Federal and State Standards.

8. **Waterway Adequacy** (NBIS Item 71): **Rating 9** – The 1998 Comparative Scour Analysis Report states that a Flood Insurance Study dated June 1990 indicates overtopping of the bridge and west approach under a 100-year flood event.
9. **Scour Critical Rating** (NBIS Item 113): **Rating 3 (Scour Critical)** – The 1998 Comparative Scour Analysis Report recommended a rating of 3 indicating the bridge to be scour critical based on visual inspections and comparison to similar structures due to potential undermining of the pier from a 100-year storm event and presence of channel scour even though the bridge has withstood a 50-year and a 50-75 year storm event in the 1970's.
10. **Sufficiency Rating** of the bridge is calculated to be 76.8



### **Description of Proposed Conditions**

Based on the condition of the existing bridge, a superstructure replacement is proposed in order to eliminate the functional obsolescence of the existing narrow roadway width on the bridge and assuming that the existing abutments/pier will either be determined to be adequate for scour for design storm events or a riprap or permanent sheet piling countermeasure will suffice to provide the necessary protection. A full replacement is not anticipated. The proposed work for a superstructure replacement will involve:

1. Removal of the existing bridge superstructure.
2. Installation of riprap or permanent sheet piling scour countermeasure at the abutments and pier if necessary.
3. Construction of a new two span superstructure to carry a 24'-0" wide roadway and a 5'-0" north sidewalk meeting FHWA and CTDOT design standards.
4. The proposed bridge rail system will comprise of an aesthetically pleasing open bridge rail system meeting current safety standards. The deck out-to-out width is estimated to be approximately 33'-0".
5. The proposed span lengths of 34'-0" will match existing.
6. The proposed superstructure will likely comprise of multiple precast prestressed concrete deck units with Ultra High Performance Concrete (UHPC) closure pours to eliminate the need for a topping slab in order to maintain the existing low chord and hydraulic opening while at the same time avoiding the need to raise the roadway profile due to the presence of an intersection at the east approach and an at-grade railroad crossing at the west approach to the bridge. The proposed superstructure will provide a redundant structure.
7. The proposed bridge superstructure will be supported on the existing concrete abutments and pier. Depending on the existing substructure configuration, corbels could be required to accommodate the widened superstructure.
8. Roadway will be reconstructed approximately 100' at both approaches to the bridge.
9. New guiderails will be installed at all approach corners to the bridge to meet current design standards.
10. Traffic is anticipated to be detoured during construction. A short detour route to the bridge (1 mile) is available.

The construction cost of the project assuming a superstructure replacement is estimated to be approximately \$3,000,000 (see attached). The total cost of project is estimated to be approximately \$4,650,000 including incidentals and contingencies (\$1,000,000), ROW (\$50,000) and Engineering (\$600,000).



ITEM Bridge #04981 Prelim Application Estimate	COMPUTATION BY TL	DATE 5/2/21	SHEET 1	OF 1
	CHECKED BY	DATE	CME PROJECT NO.	
	CLIENT ConnDOT Federal Local Bridge Liaison Project		CLIENT PROJECT NO. 161-TBO Wilton	

### Superstructure Replacement Estimate

1. Replace existing bridge superstructure. New bridge superstructure to provide for an out-to-out width of 33'-0" to accommodate a 24'-0" curb-to-curb roadway width and a 5' wide sidewalk.
2. New structure likely to be prestressed concrete deck units with UHPC Closure pours supported by existing concrete abutments and pier. Assume corbels for substructures to support widened bridge width. Scour countermeasure to comprise of riprap or permanent sheeting.
3. Replace the bridge and approach rail at all four approaches to meet current standards
4. Reconstruct Approx. 100' of approach roadway on each side

### STRUCTURE ITEMS

<u>ITEM NO.</u>	<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QUANTITY</u>	<u>UNIT PRICE</u>	<u>TOTAL</u>
N/A	Superstructure Removal (deck area per inspection report)	SF	2340	\$70.00	\$163,800.00
N/A	Substructure Repairs & Scour Countermeasures	LS	1	\$40,000.00	\$40,000.00
N/A	New Bridge Superstructure (assume 75 ft long based on x 31 ft wide; \$360/SF per CTDOT guidelines; Add 15% unknowns/aesthetics)	SF	2475	\$420.00	\$1,039,500.00
STRUCTURE TOTAL:					\$1,243,300.00

### ROADWAY ITEMS

<u>ITEM NO.</u>	<u>ITEM DESCRIPTION</u>	<u>UNIT</u>	<u>QUANTITY</u>	<u>UNIT PRICE</u>	<u>TOTAL</u>
N/A	Estimate Roadway Items based on Per Square Foot Costs	SF	4800	\$40.00	\$192,000.00
ROADWAY TOTAL:					\$192,000.00

SUBTOTAL 1 (STRUCTURE PLUS ROADWAY) \$1,435,300.00

### MINOR ITEMS

	<u>UNIT</u>	<u>QUANTITY</u>	<u>UNIT PRICE</u>	<u>TOTAL</u>
Minor Items (30% of Subtotal 1)	LS	1	\$430,590.00	\$430,590.00
SUBTOTAL 2				\$430,590.00

### LUMP SUM ITEMS

	<u>UNIT</u>	<u>QUANTITY</u>	<u>UNIT PRICE</u>	<u>TOTAL</u>
Clearing & Grubbing (3% of Subtotal 1 and 2)	LS	1	\$55,976.70	\$55,980.00
M & P of Traffic (4% of Subtotal 1 and 2)	LS	1	\$74,635.60	\$74,640.00
Mobilization (7% of Subtotal 1 and 2)	LS	1	\$130,612.30	\$130,620.00
Construction Staking (1% of Subtotal 1 and 2)	LS	1	\$18,658.90	\$18,660.00
SUBTOTAL 3				\$279,900.00

### ENGINEERING PERCENTAGES

		<u>UNIT PRICE</u>	<u>TOTAL</u>
Incidentals (0% of Subtotal 1, 2, and 3)	0%	INCIDENTALS	\$0.00
Contingency (30% of Subtotal 1, 2, and 3)	30%	CONTINGENCY	\$643,740.00
SUBTOTAL 4			\$643,740.00

### NON-CONTRACT ITEMS

	<u>UNIT PRICE</u>	<u>TOTAL</u>
(None)		
SUBTOTAL 5		\$0.00

### ESCALATION TO YEAR OF CONSTRUCTION

	<u>TOTAL</u>
Say 3.5% per Year to 2024	
SUBTOTAL 6	
	\$198,690.00

TOTAL \$2,988,220.00

<b>GRAND TOTAL</b>	<b>\$3,000,000.00</b>
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# CONNECTICUT DEPARTMENT OF TRANSPORTATION

## LOCAL BRIDGE PROGRAM



### PRELIMINARY APPLICATION

Preliminary application is hereby made by the Town/City/Borough of Wilton  
for possible inclusion in the Local Bridge Program for Fiscal Year **2021** for the following structure:

Bridge Location: Honey Hill Road over Norwalk River

Bridge Number: 04976 Structure Length: 51.0 feet Curb-to-Curb Width: 22.0 feet

Sufficiency Rating: 42.10 % Priority Rating: 38.62 %

Evaluation & Rating Performed by: ☒ State Forces ☐ Others

If Others, Name of Professional Engineer: \_\_\_\_\_

Connecticut Professional Engineers License Number: \_\_\_\_\_

Engineering Firm: \_\_\_\_\_

Engineer's Address: \_\_\_\_\_

Engineer's E-mail Address: \_\_\_\_\_

Description of Existing Condition of Structure: *(attach description)*

Description of Project Scope: C, G, EE *(note Bridge Repair Code as per Figure 5-1 of the current Local Bridge Program Manual; attach narrative/preliminary plans & specifications).*

Name of Municipal Official to Contact: Chris Burney

Title: DPW and Facilities Director Telephone: (203) 563-0152 Ext: \_\_\_\_\_ Fax: (203) 563-0269

Mailing Address: Town Annex, 238 Danbury Road, Wilton, CT 06897

E-mail: Chris.Burney@wiltonct.org

#### Anticipated Schedule:

(MM/DD/YYYY)

Public Meeting Conducted: 06/30/2022

Design Completion: 09/30/2023

Property Acquisition Completion: 09/30/2023

Utilities Coordination Completion: 09/30/2023

Construction Advertising: 11/01/2023

Supplemental Application Submission:  
(Not applicable for Federal Local Bridge Program Projects)

Start of Construction: 04/01/2024

Completion of Construction: 11/30/2024



**Local Bridge Program – FY 2021 Preliminary Application**

Page 2

Bridge Number 04976, Town/City/Borough of Wilton**Preliminary Cost Figures:**

Preliminary Engineering Fees (Include Breakdown of Fees)	\$ <u>450,000.00</u>
Rights-of-Way Cost (If applicable)	\$ <u>50,000.00</u>
Municipally Owned Utility Relocation Cost	\$ <u>0.00</u>
Estimated Construction Costs (Include Detailed Estimate)	\$ <u>2,000,000.00</u>
Construction Engineering (Inspection, Materials Testing)	\$ <u>800,000.00</u>
Contingencies (10% of Construction Costs Only)	\$ <u>200,000.00</u>
Total Estimated Project Cost	\$ <u>3,500,000.00</u>

**Financial Aid Data:**

NOTE: funding limited to Eligible Bridges as published at [www.ct.gov/dot/localbridge](http://www.ct.gov/dot/localbridge) or those found to be eligible in accordance with Section 2.3 – Priority Lists of the current Local Bridge Program Manual.

**Federal Reimbursement:**

Total Estimated Project Cost multiplied by 80%:

Federal Aid Request \$ 2,800,000.00**State Local Bridge Project Grant:** (Cannot be combined with Federal reimbursement)

Total Estimated Project Cost multiplied by 50%:

Project Grant Request: \$ \_\_\_\_\_

Other Source of State or Federal funding received/applied for: \$ \_\_\_\_\_, State/Federal \_\_\_\_\_  
Funding program: \_\_\_\_\_

I hereby certify that the above is accurate and true, to the best of my knowledge and belief. I also certify that this form has not been modified in any way from that distributed by the Department of Transportation for FY 2021.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name: \_\_\_\_\_ Title: \_\_\_\_\_

(Must be signed by Chief Elected Official, Town Manager, or other Officer Duly Authorized)

Submit application by email to [Francisco.Fadul@ct.gov](mailto:Francisco.Fadul@ct.gov)



### **Description of Existing Conditions**

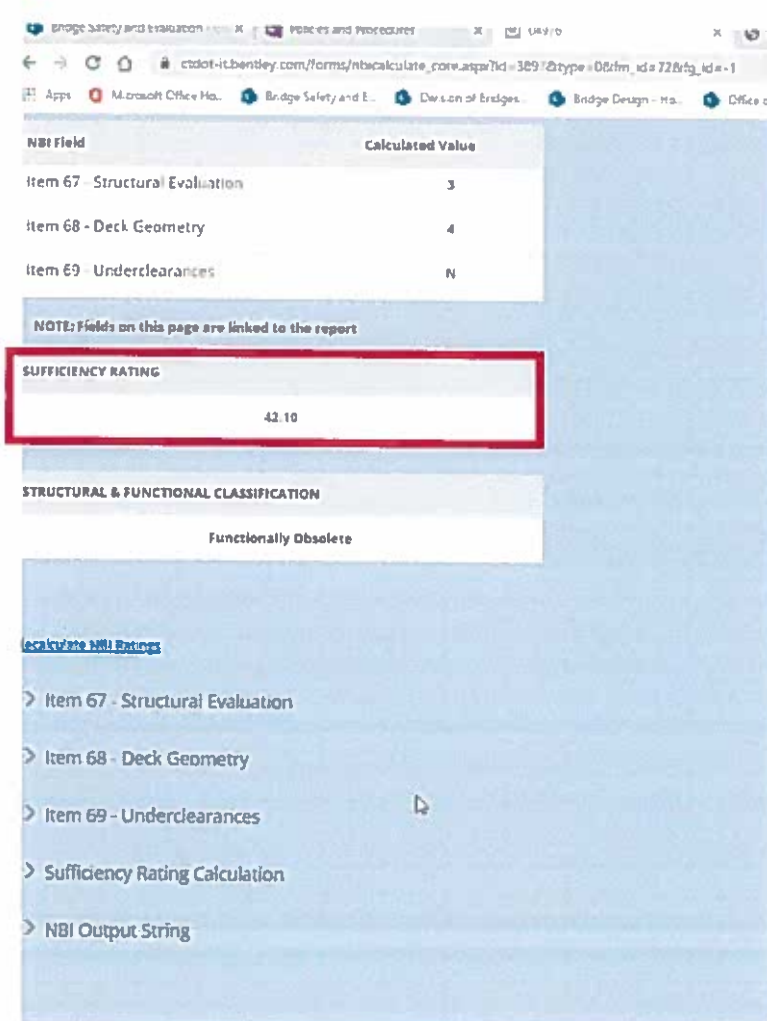
Bridge No. 04976 carries Honey Hill Road over Norwalk River in the Town of Wilton, Connecticut. The bridge is located approximately 125 feet east of US Route 7 and there is an at-grade MNR crossing located approximately 100 feet east of the bridge. The bridge superstructure comprises of prestressed concrete I-Beams with a concrete deck supported by concrete abutments with spread footings on soil. The bridge was built approximately 64 years ago in 1957. The bridge carries bi-directional traffic in an east-west direction over a 22'-0" roadway curb-to-curb width and has a span length of approximately 46'. The Average Daily Traffic (ADT) on the bridge is estimated to be 360 vehicles (Year 2019) and the roadway over the bridge is classified as an Urban Local Road. Norwalk River flows under the bridge from the north to the south. There is a water main located immediately south of the bridge that is not attached to the structure.

The following summarizes the condition of the existing bridge components based on a Routine Inspection performed on 10/02/19 by the Connecticut Department of Transportation (Report attached) in accordance with National Bridge Inspection Standards (NBIS):

1. **Deck** (NBIS Item 58): Rating 6 (Satisfactory Condition) – The cast-in-place concrete deck is rated to be in satisfactory condition. Spalls with exposed rusted shallow rebar are present on the underside of deck. The bridge rail system consists of two wire cable rails and a top rail channel cap with steel posts. The existing rail system does not meet current safety standards and is rated to be in poor condition. Random steel post anchor bolts and nuts have up to 100% section loss, base plates are rusted, and the north cable rail is loose.
2. **Superstructure** (NBIS Item 59): Rating 6 (Satisfactory Condition) – The prestressed concrete I-girders atop steel fixed and sliding bearings are rated to be in satisfactory condition. The concrete girders and diaphragms have numerous spalls, some with exposed rebar. The bearing devices are also rated to be in satisfactory condition with presence of rust and section loss on plates and tipped anchor bolts. The expansion bearings do not appear to be functioning properly and may be frozen as they are observed to be in contraction mode during warmer temperatures.
3. **Substructure** (NBIS Item 60): Rating 7 (Good Condition) – The concrete abutment stems and wingwalls are rated to be in good condition with the presence of some cracks, spalls, hollow sounding areas and light scaling in the concrete. The abutment backwalls are in satisfactory condition with presence of large spalls and exposed rebar.
4. **Channel & Channel Protection** (NBIS item 61): Rating 7 (Good) – No scour in the channel or in the vicinity of the abutments have been observed. There is minor embankment erosion with exposed tree roots and undercutting.
5. **Load Rating Capacity** – A load rating analysis for the bridge completed in April 2020 indicates the inventory rating factor for the AASHTO HL-93 Design Vehicle to be 0.26 (1.00 minimum standard). In addition, the rating factors for all AASHTO and Connecticut Legal Load Vehicles have been determined to be less than 1.00 (minimum standard) thereby **requiring weight restrictions on the bridge**. The inventory load rating capacity of the bridge for an AASHTO HS20 vehicle is 17.3 Tons (36 Tons standard). **The bridge is being posted for 16 Ton single unit truck and 26T semi-truck.**



6. **Structural Evaluation** (NBIS Item 67): **Rating 3** – As a result of the load rating capacity not meeting current standards and due to the need for weight restrictions on the bridge, the rating for structural evaluation is reduced to a 3 indicating “an intolerable condition with a high priority for corrective action” and a “**functionally obsolete**” classification”.
7. **Deck Geometry** (NBIS Item 68): **Rating 4** - The existing roadway width of 22’-0” meets FHWA Standards (20’-0” Minimum based on ADT between 100-400 vehicles) and CTDOT Standards (22’-0” minimum for Local Urban Street – Built Up Condition).
8. **Waterway Adequacy** (NBIS Item 71): **Rating 9** – The 2001 Comparative Scour Analysis Report states that there is no pressure flow during the design 100-year storm event based on FEMA FIS dated 1990 and the crossing provides a 2.5 feet of freeboard and therefore recommended a rating of 9 indicating the existing hydraulic opening to be adequate with slight chance of overtopping of the bridge deck and approach roadways.
9. **Scour Critical Rating** (NBIS Item 113): **Rating 5** – The 2001 Comparative Scour Analysis Report has recommended a rating of 5 since the bridge is considered scour susceptible due to potential undermining from a 50-year storm event even though no channel scour was observed and the bridge has withstood two 50-year storm events in the 1970’s.
10. **Sufficiency Rating** of the bridge is calculated to be 42.10



bridge safety and evaluation - X | Policies and Procedures - X | 04/10 - X | 34

ctdot-it.bentley.com/forms/nbiscalculate\_core.aspx?id=3697&type=0&fm\_id=72&rbg\_id=1

Apps | Microsoft Office Ho... | Bridge Safety and E... | Division of Bridges... | Bridge Design - Ma... | Office of

NBI Field	Calculated Value
Item 67 - Structural Evaluation	3
Item 68 - Deck Geometry	4
Item 69 - Underclearances	N

NOTE: Fields on this page are linked to the report

**SUFFICIENCY RATING**  
42.10

**STRUCTURAL & FUNCTIONAL CLASSIFICATION**  
Functionally Obsolete

[Recalculate NBI Ratings](#)

- > Item 67 - Structural Evaluation
- > Item 68 - Deck Geometry
- > Item 69 - Underclearances
- > Sufficiency Rating Calculation
- > NBI Output String



### **Description of Proposed Conditions**

Based on the condition of the existing bridge, a superstructure replacement is proposed assuming that the existing abutments will either be determined to be adequate for scour for design storm events or a riprap countermeasure will suffice to provide the necessary protection. If this is not determined to be feasible, a full replacement will be necessary. The proposed work for a superstructure replacement will involve:

1. Removal of the existing bridge superstructure.
2. Installation of riprap scour countermeasure at the abutments if necessary.
3. Construction of a new superstructure to carry a 22'-0" wide roadway matching existing and meeting FHWA and CTDOT design standards.
4. The proposed bridge rail system will comprise of an aesthetically pleasing open bridge rail system meeting current safety standards. The deck out-to-out width is estimated to be approximately 26'-0".
5. The proposed span length of 46'-0" will match existing.
6. The proposed superstructure will likely be multiple rolled steel beams, prestressed concrete I beams or precast concrete deck units, with a concrete deck resulting in a redundant structure.
7. Roadway will be reconstructed approximately 125' at both approaches to the bridge.
8. New guiderails will be installed at all approach corners to the bridge to meet current design standards.
9. Traffic is anticipated to be detoured during construction. A short detour route to the bridge (3 miles) is available.

The construction cost of the project assuming a superstructure replacement is estimated to be approximately \$2,000,000 (see attached). The total cost of project is estimated to be approximately \$3,500,000 including incidentals and contingencies (\$1,000,000), ROW (\$50,000) and Engineering (\$450,000).



	COMPILED BY	DATE	SHEET	OF
	TL	5/2/21	1	1
	CHECKED BY	DATE	CME PROJECT NO.	
ITEM	CLIENT	CLIENT PROJECT NO.		
	ConnDOT Federal Local Bridge Liaison Project		161-TBD Wilton	
Bridge #04976 Prelim Application Estimate				

### Superstructure Replacement Estimate

1. Replace existing bridge superstructure. New bridge superstructure to provide for an out-to-out width of 26'-0" to accommodate a 22'-0" curb-to-curb roadway width.
2. New structure likely to be a steel I beams or prestressed concrete I beams or prestressed concrete deck units with a concrete deck supported by existing concrete abutments
3. Replace the bridge and approach rail at all four approaches to meet current standards
4. Reconstruct Approx. 125' of approach roadway on each side

#### STRUCTURE ITEMS

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
N/A	Superstructure Removal (deck area per inspection report)	SF	1300	\$70.00	\$91,000.00
N/A	Substructure Repairs & Scour Countermeasures	LS	1	\$20,000.00	\$20,000.00
N/A	New Bridge Superstructure (assume 51 ft long based on x 26 ft wide; \$360/SF per CTDOT guidelines. Add 25% unknowns/aesthetics)	SF	1326	\$450.00	\$596,700.00
STRUCTURE TOTAL:					\$707,700.00

#### ROADWAY ITEMS

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
N/A	Estimate Roadway Items based on Per Square Foot Costs	SF	5500	\$40.00	\$220,000.00
ROADWAY TOTAL:					\$220,000.00

SUBTOTAL 1 (STRUCTURE PLUS ROADWAY) \$927,700.00

#### MINOR ITEMS

		UNIT	QUANTITY	UNIT PRICE	TOTAL
Minor Items (30% of Subtotal 1)	30%	LS	1	\$278,310.00	\$278,310.00
SUBTOTAL 2					\$278,310.00

#### LUMP SUM ITEMS

		UNIT	QUANTITY	UNIT PRICE	TOTAL
Clearing & Grubbing (3% of Subtotal 1 and 2)		LS	1	\$36,180.30	\$36,180.00
M & P of Traffic (4% of Subtotal 1 and 2)		LS	1	\$48,240.40	\$48,250.00
Mobilization (7% of Subtotal 1 and 2)		LS	1	\$84,420.70	\$84,430.00
Construction Staking (1% of Subtotal 1 and 2)		LS	1	\$12,060.10	\$12,070.00
SUBTOTAL 3					\$180,940.00

#### ENGINEERING PERCENTAGES

			UNIT PRICE	TOTAL
Incidentals (0% of Subtotal 1, 2, and 3)	0%	INCIDENTALS		\$0.00
Contingency (30% of Subtotal 1, 2, and 3)	30%	CONTINGENCY		\$416,090.00
SUBTOTAL 4				\$416,090.00

#### NON-CONTRACT ITEMS

		UNIT PRICE	TOTAL
(None)			
SUBTOTAL 5			\$0.00

#### ESCALATION TO YEAR OF CONSTRUCTION

		UNIT PRICE	TOTAL
Say 3.5% per Year to 2024			
SUBTOTAL 6			\$128,430.00

TOTAL \$1,931,470.00

GRAND TOTAL	\$2,000,000.00
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