Senate

General Assembly

File No. 208

February Session, 2010

Senate Bill No. 411

Senate, March 30, 2010

The Committee on Transportation reported through SEN. DEFRONZO of the 6th Dist., Chairperson of the Committee on the part of the Senate, that the bill ought to pass.

AN ACT CONCERNING THE REPLACEMENT OF THE BROAD STREET BRIDGE OVER THE AMTRAK RAILROAD TRACKS IN HARTFORD.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. Subsection (a) of section 13b-251 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective from passage*):

(a) The minimum overhead clearance for any structure crossing over railroad tracks for which construction is begun on or after October 1, 1986, shall be twenty feet, six inches, except that, (1) if the construction includes only deck replacement or minor widening of the structure, and the existing piers or abutments remain in place, the minimum overhead clearance shall be the structure's existing overhead clearance; (2) the minimum overhead clearance for any structure crossing any railroad tracks on which trains are operated that are attached to or powered by means of overhead electrical wires shall be twenty-two feet, six inches; (3) the minimum overhead clearance for

the structure that carries (A) Route 372 over railroad tracks in New Britain, designated state project number 131-156, (B) U.S. Route 1 over railroad tracks in Fairfield, designated state project number 50-6H05, (C) Route 729 over railroad tracks in North Haven, designated state project number 100-149, (D) Grove Street over railroad tracks in Hartford, designated state project number 63-376, (E) Route 1 over railroad tracks in Milford, designated state project number 173-117, (F) Ingham Hill Road over railroad tracks in Old Saybrook, designated state project number 105-164, (G) Ellis Street over railroad tracks in New Britain, designated state project number 88-114, (H) Route 100 over the railroad tracks in East Haven, bridge number 01294, and (I) Church Street Extension over certain railroad storage tracks located in the New Haven Rail Yard, designated state project number 92-526, shall be eighteen feet; (4) the minimum overhead clearance for those structures carrying (A) Fair Street, bridge number 03870, (B) Crown Street, bridge number 03871, and (C) Chapel Street, bridge number 03872, over railroad tracks in New Haven shall be seventeen feet, six inches; (5) the minimum overhead clearance for the structure carrying State Street railroad station pedestrian bridge over railroad tracks in New Haven shall be nineteen feet, ten inches; (6) the overhead clearance for the structure carrying Woodland Street over the Griffins Industrial Line in Hartford, designated state project number 63-501, shall be fifteen feet, nine inches, with new foundations placed at depths which may accommodate an overhead clearance to a maximum of seventeen feet, eight inches; (7) the Department of Transportation may replace the Hales Road Highway Bridge over railroad tracks in Westport, Bridge Number 03852, with a new bridge that provides a minimum overhead clearance over the railroad tracks that shall be eighteen feet, five inches; **[**and**]** (8) the Department of Transportation may replace the Pearl Street Highway Bridge over railroad tracks in Middletown, Bridge Number 04032, with a new bridge that provides a minimum overhead clearance over the railroad tracks that shall be seventeen feet, eleven inches; and (9) the Department of Transportation may replace the Broad Street Highway Bridge, Bridge Number 03629, over the AMTRAK railroad tracks in Hartford, with a

new bridge that provides a minimum overhead clearance over the railroad tracks that shall be nineteen feet, four inches.

This act shall take effect as follows and shall amend the following sections:		
Section 1	*from passage*	13b-251(a)

TRA *Joint Favorable*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 11 $
Department of Transportation	TF Bonds - Savings	1,395,000

Note: TFBonds=Transportation Fund bonds

Municipal Impact: None

Explanation

Waiving certain height requirements for the Broad Street highway bridge in Hartford is expected to reduce the cost of replacing the bridge by approximately $1.4 million. Since project is part of the New Britain-Hartford Busway, which is being financed with both federal and state funding (Special Tax Obligation (STO) bonds), it is unclear how much of the $1.4 million savings will be STO bonds. The total projected cost of the project is $569 million, with an estimated $455.2 million in federal funds and $113.8 million in STO bond funds.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation.

OLR Bill Analysis

SB 411

AN ACT CONCERNING THE REPLACEMENT OF THE BROAD STREET BRIDGE OVER THE AMTRAK RAILROAD TRACKS IN HARTFORD.

SUMMARY:

This bill authorizes the Department of Transportation to replace the Broad Street Highway Bridge (bridge number 03629) over the Amtrak railroad tracks in Hartford with a new bridge with a minimum overhead clearance over the tracks of 19 feet, four inches. The law generally requires a minimum overhead clearance of 20 feet, six inches for any structure above railroad tracks.

EFFECTIVE DATE: Upon passage

COMMITTEE ACTION

Transportation Committee

Joint Favorable
Yea 35 Nay 1 (03/16/2010)