

Connecticut Department of Transportation

**Town of Griswold
State Project No. 0057-0121
Removal of Bridge No. 04671
Carroll Road over Pachaug River**

Tuesday, November 29, 2022

Minutes of Virtual Public Informational Meeting

Present:

First Selectman Dana Bennett – Town of Griswold
Selectman Todd Babbitt – Town of Griswold
Marc Byrnes – Connecticut Department of Transportation (CTDOT)
James Barrows II – CTDOT
Zachary Guarino – CTDOT Rights of Way
Michael J. Brady – Close, Jensen and Miller, P.C. (CJM)
Jeffrey J. Fontaine – CJM

Attendees

5 via Zoom

Presentation: A virtual presentation was held through Zoom and Streamed on YouTube for the project and was delivered by Mr. Marc Byrnes from CTDOT, Mr. Jeffrey Fontaine from Close, Jensen and Miller, and Mr. Zachary Guarino of CTDOT Rights of Way with opening remarks by First Selectman Dana Bennett.

The following items were discussed during the presentation:

- A construction project for the removal of Bridge No. 04671, Carroll Road over Pachaug River in the Town of Griswold, is scheduled to begin and be completed in 2024.
- The project is proposed due to the deteriorated condition of the existing structure, which exhibits areas of surface spalls with exposed rebar and embedded beams, as well as cracks with rust stains and light to heavy efflorescence. All aspects of the bridge are rated as being in “serious” condition.
- The project will involve the full removal of the existing deck and superstructure in their entirety. Concrete caps will be installed on top of the remaining abutments and piers.
- The west approach will be terminated at Sheldon Road and the existing private drive extended as necessary. On the east approach, parallel parking will be installed within the existing Right of Way, and the roadway will be terminated after the private road access. Protective fencing and barriers will be installed as protective measures on each side of the bridge.
- A detour, which will remain permanent, will be implemented during construction activities. Access to driveways adjacent to the structure will be maintained throughout construction.

- Temporary easements are anticipated on both sides of the bridge to accommodate the anticipated construction activities.
- Coordination with utilities is ongoing. Temporary relocation of overhead utilities is anticipated which will be determined as design progresses.

Public Comments and Questions:

Question:

A question was asked if repair/replacement was considered over removal of the bridge.

Early in the design process, several alternatives are considered and reviewed for the proposed work to address the deficiencies of the bridge. The alternatives are then compared to determine which best addresses the conditions of the bridge and site, and a recommended alternative emerges. For this site, several factors, including potential impacts to the privately-owned dam, property impacts, overall costs, amount of vehicles serviced by the bridge, etc. lead to bridge removal being selected as the preferred alternative. Discussions began with the Town of Griswold regarding removal, which was concurred by the Town.

Question:

Concern was expressed if the bridge removal would have an impact to fire and other emergency response times.

The Town had been coordinating with the Fire Department, and the absence of the bridge would result in an increase to response times by less than a minute.

It was also noted during construction activities, access would be maintained at all times to the two private driveways on both sides of the bridge.

Question:

The question was raised regarding if costs involving utility relocation activities would be compensated.

For the Bridge 04671 site, private utility companies would be responsible for the cost of any relocation activities as part of this project with no compensation from the State or Town. Initial coordination letters have been sent to the utility companies, and further coordination will be maintained as design progresses to determine what relocation activities would be necessary for the project site.

Question:

It was asked if any consideration was given to pedestrian access once the bridge had been removed, noting that the area is a popular walking path for local residents.

At the early discussions for removal of Bridge 04671, it had been considered that a pedestrian bridge would be installed. A request was therefore submitted for Federal

approval for the FHWA to include the pedestrian bridge with the funding for the project. It was determined that the pedestrian bridge did not qualify as a participating expense and would not be funded for the project, and any plans to add a bridge would need to be at the expense of the Town.

The Town reiterated that the early discussions with the Department included plans for the pedestrian bridge; however, based on FHWA's response it could not be proposed with the bridge removal project. At this time the Town does not have a project planned nor a budget in place for pedestrian bridge to be constructed.

Question:

Clarification was requested regarding the private driveway located nearest to Sheldon Road.

The portion of Carroll Road west of Bridge 04671 to Sheldon Road will be removed as part of the bridge project. The portion of Carroll Road within the immediate vicinity of the private driveway within this area will be maintained, and ultimately serve as an extension to the private driveway, leading onto Sheldon Road.

Email Question:

Will there be provisions made to install a dry hydrant at the mill pond ? As the one located on the Sheldon Rd bridge (Doaneville/Glasgo Ponds) will become inaccessible due to the Carroll Rd bridge removal.

If there is a structure fire in the Lillibridge Rd area the Fire Crews would not be able to run supply lines over a bridge that doesn't exist any more.
Just thinking ahead.

Following receipt of this question, the Town coordinated with the Fire Chief and determined a location on the Northeast corner of the bridge where they would like to place a dry hydrant. We will therefore enter into an agreement with the Town to include the installation of a dry hydrant as part of this project.

Email Question:

I have a question regarding the bridge on Carroll Rd in Griswold.

During the presentation the damage to the bridge was discussed and considered to be in serious condition, with damage to the superstructure of the bridge, as well as the substructure. I was wondering if this level of deterioration affects the load rating of the bridge as it stands.

If a study was done regarding the weight limit due to the structural integrity, do you have an update regarding what the functional weight limit is? There are school buses that use that bridge because they are not exceeding the current posted limit, but if the bridge is not able to actually support 15 tons as is posted, then immediate bussing adjustments would need to be made.

If the wear to the bridge effectively lowers the weight limit, is there a plan to replace the current 15 ton limit sign with more accurate signage?

Back in 2017, the Department had requested that a Load Rating be performed by their Bridge Safety Unit to determine the capacity for Bridge 04671 after the structure rating had been reduced from a "4" to a "3". In lieu of a full Load Rating analysis, since it was decided the structure would be removed, a proof testing of the structure was performed with a Gravel Truck weighing 20.29 tons to verify the structure would be sufficient for the anticipated traffic loads and volumes until the anticipated time for removal.

It is noted that proof tests have reference years of 2-5 years; therefore, the timeframe for the previous test is nearly over. Upon further coordination with the Town, CTDOT Bridge Safety has recommended that the bridge be closed now, as opposed to performing another proof test. Following this discussion, the Town has agreed, and is now in the process of installing concrete barriers and closing the bridge, which is anticipated to be implemented by the middle to end of January depending on the time needed to procure the necessary equipment/materials.

Adjournment: The project was generally well received by those who attended the meeting. The live event virtual presentation was closed at approximately 7:30 p.m.