Connecticut Department of Transportation

State Project No. 047-120
Federal-Aid Project No. 6158(010)
Rehabilitation of Bridge 06141 – Strawberry Road over Abbey Brook
Town of Ellington

September 24, 2020 at 6:30 PM
Virtual Meeting via MS Teams Live Event and YouTube Live

Minutes of Public Informational Meeting

In Attendance: There were 20 people in attendance. The meeting participants included residents and representatives of the Town of Ellington, the Connecticut Department of Transportation, and Close, Jensen and Miller, P.C. (CJM).

Presentation: The Virtual Public Information Meeting, using MS teams Live Event and YouTube Live was started at 6:15 p.m. with an introductory slide which provided project contact and website information for attendees to view while they waited for the presentation to begin. At 6:30 p.m., the presentation began with Project Manager Priti Bhardwaj introducing the project and gave a summary of the Design Managed by State (DMS) program and the goals for the night's meeting. Ms. Bhardwaj then explained the role of CJM as Consultant Liaison Engineer and introduced Mr. Tim Webb, Town of Ellington Director of Public Works. Mr. Webb explained the Town of Ellington's involvement in the project and cooperation with the Connecticut Department of Transportation (CTDOT) and CJM. Ms. Bhardwaj then introduced the various representatives from CTDOT and CJM and turned the presentation over to Mr. Andy Shepard from CJM to discuss the technical portion of the project.

Mr. Shepard explained the existing bridge conditions and the purpose of the project. Mr. Shepard introduced the proposed project plans, the proposed detour and water handling plans necessary to replace Bridge No. 06141. Mr. Shepard described the utility and rights-of-way impacts associated with the project. Mr. Dennis McDonald from CTDOT Division of Rights-of-Way finished the presentation by explaining the rights-of-way acquisition process.

Key points of the presentation were:

- The structure is located in a residential neighborhood and has an Average Daily Traffic (ADT) of 103 vehicles per day.
- The existing deck has isolated random longitudinal and transverse cracks all along the deck surface.
- The existing culvert barrels are in poor condition and are all experiencing cracking and loss of the asphalt coating and subsequent corrosion of the exposed steel. There is separation of the interior joints as well as a downward deflection of the barrels.
- The new structure will consist of replacing the existing culvert with a single-span precast concrete three-sided rigid frame on piles. The structure will have a 32-foot clear span and a 30-foot curb-to-curb width consisting of two, 15-foot travel lanes. The top slab of the culvert will be a 6-inch shear slab with membrane waterproofing and 3-inches of bituminous wearing surface. The span length allows for the pile-supported foundation to be constructed behind the existing culvert structure, aiding in construction time. Grass walkways will be provided on the proposed structure, similar to existing conditions.

- The roadway profile will be "flattened" slightly to meet design standards. To do this, the low point is to be relocated off the bridge on the eastern side. This caused a need for new drainage basins to be needed on that side of the structure.
- There are existing underground utilities on the structure in the form of electrical, telephone/communications and a water main. During construction, electrical and communication conduits are to be temporarily relocated downstream of the structure. After construction, the utilities will be supported within a cast-in-place concrete utility bank on the northern-most grass shoulder of the structure. The existing water main is to remain in place as it is buried deep enough that it will not be interfered with.
- Water Handling is to be completed in 2 stages. In Stage 1, flow diversion devices will direct flow to the two eastern culvert pipes while the western pipe is removed and channel work is completed up to the western abutment. In Stage 2, the flow diversion devices will be diverted around the two eastern pipes while they are removed and the remainder of the channel work is completed. After each stage, the work to shape the channel up to the face of the frame leg is completed in sequence with the installation of each rigid frame segment.
- The proposed detour measures 2.1 miles and is approximately 5 min in length. The detour will utilize Strawberry Road, Blueberry Circle, Egypt Road, Hoffman Road, and Somers Road (Route 83).
- Proposed rights-of-way will consist of temporary and permanent impacts. This consists of minor property acquisitions in the form of a permanent take or permanent easement for the roadway and structural features resulting from the slight widening of the bridge on either side. Temporary construction easements will be required at all 4 corners for construction as well as in-water work.
- Construction is currently anticipated to start in the Spring of 2022 and end in the Fall of 2022.
- The project is funded with 80% Federal funds and 20% Town funds. The estimated construction cost is currently $1.58 million.

Public Comments and Questions:

- A representative of the public asked the following question using the MS Teams chat feature:

    - You indicated that a guide rail system will be put on the bridge, can you show us what it would look like?

    Verbal Response: CJM shared a photo for example purposes and described the rail as a steel-backed timber bridge rail. The bridge railing is to run the length of the bridge.

- A representative of the public asked the following question using the MS Teams chat feature:

    - Can the culverts be rehabilitated instead of being replaced?

    Verbal Response: CJM stated that rehab was looked into but found that replacement was the better option. CJM gave the example of service life being much longer with a new structure and this structure is anticipated to last approximately 75-100 years. CJM also stated that rehabilitation of a culvert involves relining the culvert barrels which creates a smaller opening for water to travel through, this means that more permits would be required and design

duration would be extended. Finally, CJM stated that the cracking and movement of the concrete headwalls would be very difficult and costly to simply repair.

- A representative of the public asked the following question using the MS Teams chat feature:

    - The underground watermain looks like it will be in conflict with the piles supporting the bridge foundations, how will this be addressed?

  Verbal Response: CJM stated that the piles will be placed around the watermain, and that care will be taken to ensure no interference with the utility line.

- A representative of the public asked the following question using the MS Teams chat feature:

    - The following email question was received: Is the detour going to take place during the school season and, if so, how will the school buses be affected?

  Verbal Response: CJM started the response by stating that because construction is anticipated to start in the Spring of 2022, it is likely that the detour will occur for a portion of the school year but will be coordinated to ensure the least impact. The Town said that the bus companies will be notified of the upcoming project and will help with what is needed.

- A representative of the public asked the following question using the MS Teams chat feature:

    - Is pedestrian access going to be allowed for crossing the bridge during the detour?

  Verbal Response: CJM stated that pedestrians will be allowed to cross up until the existing structure is removed and construction begins. CJM also mentioned that the cost of installing temporary pedestrian access is very high and is not warranted for this project.

- A representative of the public asked the following question using the MS Teams chat feature:

    - Will I maintain access to my driveway during the detour?

  Verbal Response: CJM assured the public that all driveway access will be maintained throughout the duration of the project.

- A representative of the public asked the following question using the MS Teams chat feature:

    - What are going to be the work hours during construction and is night work anticipated?

  Verbal Response: CJM stated that actual working hours will be determined later in the project but care will be taken when determining the hours to make sure the public is affected the least.

- A representative of the public asked the following question using the MS Teams chat feature:

    - Will the new bridge receive aesthetic treatments to make it fit in with the surrounding environment?

  Verbal Response: CJM explained that the proposed structure is to match similar to the existing structure. As the existing structure is aesthetically simple, the proposed will be as well, while still meeting bridge standards.

- A representative of the public asked the following question using the MS Teams chat feature:

    - The following phone question was received: How long is the detour route and can you show it again?

  Verbal Response: The detour route was shown again and CJM explained that the route will be 2.1 miles long and approximately 5 minutes in duration. The route will utilize Strawberry Road, Blueberry Circle, Egypt Road, Hoffman Road and Somers Road (Route 83).

- A representative of the public asked the following question using the MS Teams chat feature:

    - Has staged construction been looked into?

  Verbal Response: CJM verified that staged construction was looked into but determined it would not work due to cost, water handling and additional construction time required to maintain the roadway embankment and the culvert fills during each phase of construction.

- A representative of the public asked the following question using the MS Teams chat feature:

    - Has the Town secured the necessary funding for the bridge replacement?

  Verbal Response: The Town stated that funds have been allocated and are available.

Adjournment:
The email address, telephone number and project webpage address were provided for any additional questions or comments regarding the project following the meeting. Attendees were reminded to fill out the survey and that any additional comments can be submitted until October 8, 2020.

The presentation was well received, and the meeting was adjourned at 7:15 p.m.