

**Connecticut Department of Transportation**

**State Project No. 0052-0093**

**Federal-Aid Project No. 0207(007)**

**Replacement of Bridge No. 01547 – Route 207 Over Beaver Brook**

**Town of Franklin**

**October 24, 2022, at 7:00 PM**

**Franklin Municipal Complex, 5 Tyler Dr, Franklin, CT 06254**

**Minutes of Public Informational Meeting**

**Present:**

First Selectman Charles Grant

~13 Attendees

**Team Presenting from the Connecticut Department of Transportation:**

Andrew Cardinali, Principal Engineer, Bridge Design

Jacob Platt , Project Manager, Bridge Design

Christopher Patria, Project Engineer, Bridge Design

Matthew Colonna, Project Designer, Bridge Design

Matthew Geanacopoulos, Office of Rights of Way

Kevin LaRose, Office of Construction, District 2

Mark Elliot, Office of Construction, District 2

**Presentation:**

First Selectman, Charles Grant, began the meeting at 7:00 pm with a few words of introduction and expressed the Town of Franklin endorsement for the project.

Jacob Platt began the formal presentation for the Project Team. Mr. Platt noted the public outreach already performed by the Department for the project to date, the purpose of the meeting, Title VI information, and introduced the project team. Mr. Platt also explained how attendees, and other members of the public, can contact the design team following the meeting during the two-week comment period. The following means of contact were provided:

Project email: [DOTProject52-93@ct.gov](mailto:DOTProject52-93@ct.gov)

Project Q&A phone: (860) 594-2020

The period to provide comments and questions to the project team extends through November 7, 2022.

Christopher Patria began the presentation of the project details. The following are the key points of the formal presentation:

- Bridge 01547 carries Route 207 over Beaver Brook in Franklin. The bridge is located a quarter mile west of the intersection with Route 610.
- Located around the project area is Franklin Elementary School and local parks.
- The existing bridge was originally constructed in 1938. The bridge was widened with two-steel girders to accommodate the relocation of Route 207 in 1961. The bridge has a clear span length of 28-feet, and a curb-to-curb width of 35-feet. The average daily traffic (ADT) is approximately 2400 vehicle per day with 3 percent truck traffic (2018).
- The 2021 Bridge Safety Inspection Report show spalling, exposed stirrups and a full height abutment crack, with no recent changes. The existing bridge in its current condition is safe for the traveling public for vehicles operating below the posted weight restriction.
- The purpose of the project is to bring the bridge to a state of good repair and the project is needed because the bridge is in poor condition. The bridge also has a weight restriction posting of 31 tons (single unit).
- The proposed solution is a Full Bridge Replacement. This will remove the poorly rated structure from service and reopen Route 207 to legal vehicle weight. A full bridge replacement will improve the hydraulic and environmental conditions of the stream crossing. The new bridge can be constructed above the design storm water elevation and the new bridge can be constructed outside of the existing stream banks.
- The project site has the following site constraints. The low point of the existing bridge is below the 100-year storm water elevation, and the existing bridge foundations are located within the stream banks. The soils below the bridge are classified as vibration induced settlement soils. Aerial power and communication utilities are in close proximity of the bridge. Lastly, there is a residential driveway located approximately 44 feet from the existing bridge.
- The proposed structure is a steel plate multi-girder bridge with full integral abutments. The steel plate girders are proposed to be metalized. The proposed out-to-out width will be increased to 53 feet and 6 inches with the clear span length increased to 55 feet, for a length parallel to the road of 95 feet. The road will be elevated 21-inches to construct the bridge above the 100-year storm water elevation.
- There will be impacts to private property. Temporary construction easements on each side of the bridge will be required for construction access and to temporarily relocate the overhead power and communication utilities. Tree removal and tree trimming will be required for overhead utility work. Temporary driveways will be constructed within the state right-of-way.
- Construction is planned to span the construction seasons of 2024 & 2025 with each construction season beginning in April & ending in November.
  - 2024 Season: Anticipated daily lane closures
  - 2025 Season: Alternating One-Way traffic, 9-week Road Closure with Detour, and daily lane closures
- The signed detour route will utilize all state roads, Route 610 (Baltic Rd) and Route 32 (Franklin Turnpike). The 6-mile detour route will take approximately 8 minutes. The contract will include a milestone liquidated damages clause, which penalizes the contractor if the road closure duration or schedule is exceeded.
- Permits anticipated for this project are as follows:
  - United States Army Corps of Engineers Self Verification General Permit – 19

- Department of Energy and Environmental Protection General Permit for Water Resource Construction Activities
- Department of Energy and Environmental Protection Individual Flood Management Certification
- The total construction phase costs for this project is estimated to be \$6 Million dollars. (100% State)
- Matt Geanacopoulos presented an overview of the Rights of Way process and relevant laws and CT DOT procedures pertaining to property acquisition.
- Rights-of-way impacts to four properties will require temporary easements. Access to all residents will be maintained and remain open throughout the duration of the project.

The presentation ended with Mr. Patria reminding attendees how to contact the design team with questions and comments after the meeting. The meeting was opened for questions and comments from the audience.

**Public Comments and Questions During the Live Q&A that followed the presentation:**

- **Question:** Can the easement be decreased or moved to decrease the tree clearing and trimming?

**Response:** The temporary constructions easement are based on the minimum required for crane operation, construction access, and utility work.

- **Question:** Which trees will be removed and what is the plan to restore after construction?

**Response:** Any trees inside the construction easement and state right-of-way could be susceptible to trimming or removal. The state will propose an offer for compensation, which can be negotiated. It is currently proposed for replanting within the State Right-of-Way. The State may only plant within State Right-of-Way, but the property owner may elect to use the compensation to plant on private property or may negotiate.

- **Question:** Why does the line of sight need improvement?

**Response:** The proposed bridge parapet is planned to be constructed outside of the highway clear zone. Reducing the bridge width will require an impact attenuator to be constructed at the leading end of the bridge parapet. The impact attenuator can obstruct sight lines for the adjacent driveway.

- **Question:** Will there be construction work occurring at night and/or on weekends? Are there any restrictions for certain times of day?

**Response:** Construction schedule and time frames will be dictated by the Contractor's means and methods to complete the work on-schedule. The state may put time of day restrictions on the Contractor for construction operations, as long as the restrictions are reasonable to keep the

project timeline. Noise levels will be monitored during construction to be kept within reasonable levels.

- **Question:** How will the road elevation increase affect drainage?

**Response:** The change in surface drainage of the roadway will be considered in the drainage design to appropriately handle the water.

- **Question:** Where will school bus stops be located during construction?

**Response:** The school bus pickup and drop off locations during the detour will need to be further coordinated.

- **Question:** Can the utilities be temporarily relocated to the west side of the bridge?

**Response:** The current utility relocation plan was proposed by the utility company. Temporarily relocating the utilities further west of the bridge may require splicing, additional utility lines, tree clearing, and additional guy-wires. The suggestion will be taken into further consideration.

- **Question:** Where will construction workers have access to and where will their vehicles be parked?

**Response:** There is no designated area, but construction personnel, vehicles, and equipment will be within the state right-of-way and construction easements in the vicinity of the project limits.

- **Question:** How will the temporary driveways be constructed and how will the impacted areas be restored?

**Response:** The temporary driveway can consist of gravels and pavement. The impacted areas will be restored after construction.

- **Question:** Will the location of roadway change?

**Response:** The location of the proposed roadway will approximately match the existing roadway. The existing bridge is proposed to be wider than the existing, but the edge of road will remain at its present location.

**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 November 7, 2022.

The meeting was adjourned at 7:40 p.m.