

## Connecticut Department of Transportation

### State Project No. 0110-0137 80% Federal Funded 20% State Funded Replacement of Bridge No. 06129, Napco Drive over Pequabuck River Town of Plymouth

November 9, 2021 7:00 p.m.  
Virtual Meeting via MS Teams Live Event and YouTube Live

#### Minutes of Public Informational Meeting

**In Attendance:** There were 6 people in attendance (4 on MS Teams and 2 on YouTube). The meeting participants included residents and representatives of the Town of Plymouth, the Connecticut Department of Transportation, and BL Companies.

**Presentation:** The virtual meeting, using MS Teams Live Event and YouTube Live, was started at 6:45 p.m. with an introductory slide which provided project contact and website information for attendees to view while they waited for the presentation to start. At 7:00 p.m., the formal presentation started with Transportation Supervising Engineer Priti Bhardwaj introducing the representatives of the Connecticut Department of Transportation (CTDOT), and BL Companies (BLC), the Consultant Liaison Engineer. Ms. Bhardwaj then stated the role of the Department and the role of BLC as liaison engineers and continued with a summary of the Design Managed by the State (DMS) program and subject project goals. Ms. Bhardwaj turned it over to Mr. Charles Wiegert, Town of Plymouth (Town) Director of Public Works, who explained the Town's involvement in the project. Ms. Bhardwaj followed, stating the purpose of this public information meeting is to present the proposed design and discuss any questions, comments, or concerns that the public or Town officials may have.

Mr. Sean Laudati from BLC continued with the technical portion of the presentation. He explained the existing bridge condition, and the purpose of the project. Mr. Laudati presented the proposed project plans, maintenance and protection of traffic plan, proposed detour plan, and construction methods to replace Bridge No. 06129. Mr. Laudati described the utility, environmental, and right-of-way impacts associated with the project. Mr. Dennis McDonald from CTDOT Division of Rights of Way presented an explanation of the right-of-way acquisition process. Mr. Laudati finished the presentation with a summary of the project cost and schedule.

Key points of the presentation were:

- The existing bridge is classified as structurally deficient due to the condition of the existing twin asphalt coated corrugated metal pipe (ACCMP) arches. The latest inspection report indicated the ACCMP arches are in serious condition. This is primarily due to areas of coating loss, section loss, perforations, and rust holes. The channel and channel protection are in satisfactory condition.
- The proposed replacement consists of replacing the existing twin ACCMP arches with a 24-foot by 6-foot precast concrete box culvert. The precast concrete box culvert will match the horizontal alignment of the existing structure and new concrete headwalls, wingwalls and cutoff walls will be installed at the inlet and outlet of the structure. The structure length will be reduced to approximately 100-feet to re-establish the natural stream channel and to minimize construction costs. The box culvert will have 1-foot-6-inches of streambed

material through the culvert. Chain link fence is proposed for protective fencing along the headwall and wingwalls of the inlet and outlet.

- The existing horizontal alignment and curb-to-curb width of Napco Drive will be maintained at the project site. The roadway width will accommodate an 11-foot travel lane and a 4-foot shoulder in each direction. The shoulders will not be striped to match the existing roadway. The shoulder and clear zone were evaluated and determined that metal beam rail was not warranted. The vertical profile of Napco Drive will be raised approximate 1-foot at the bridge. This will help create a hydraulically adequate structure and to provide proper cover for the proposed structure and utilities.
- The existing water main will need to be permanently relocated during construction in order to accommodate the proposed structure. The existing telecommunication and electrical conduits located along the west side of Napco Drive will need to be either temporarily relocated or supported and protected in place during construction. The existing conduit bisecting the northern ACCMP arch will be permanently relocated. Due to the proximity of the watermain and proposed structures to the existing sanitary sewer main, it is anticipated that protective measures, such as concrete encasement, will be required. If it is determined the sewer is in poor condition after further evaluation, then this section will be replaced.
- The proposed maintenance and protection of traffic plan involves a closure of the bridge and detour of traffic for the duration of construction, which is estimated to be 4-months. Access to the driveway in the direct vicinity of the bridge will be maintained for the majority of construction with temporary closures required for certain activities. The adjacent driveway has a back entrance that may be used as the primary entrance for short durations. The proposed detour route is approximately 1.25 miles long and uses North Harwinton Avenue, Armbruster Road and Bemis Street.
- Permanent partial property acquisitions are proposed so the entire structure is within the Town right-of-way. Temporary construction easements will be required to accommodate construction and water handling activities.
- Environmental permits will be required from federal, state and town's permitting agencies for the project.
- Construction is currently anticipated to start in the Spring of 2024 and end in the Fall of 2024.
- The Project construction is funded with 80% Federal funds and 20% Town funds. The estimated construction cost is currently \$2.7 million.

**Public Comments and Questions:** Following the formal presentation, a live Question and Answer session was opened to the attendees. The questions and comments below were provided via voicemail, email, and MS Teams Live Event chat:

- A representative of the public asked the following question using the MS Teams chat feature:
  - Can stage construction be used instead?

Verbal Response: BLC stated that due to the size of the precast concrete box culvert and the location of the proposed structure within the same footprint of the existing structure, stage construction for this project was not viable.

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

- When is construction anticipated to start?

Verbal Response: BLC stated construction is anticipated to start in the spring of 2024 and end in the fall of 2024.

- A representative of the public asked the following question using the project email:

- Instead of detouring the traffic to Armbruster Road, a residential area where many drivers speed, can you place detour signs on both directions of Route 72 directing vehicles to Preston Road, Terryville. This is a more direct route to the Industrial Park. And detour signs in both directions on Route 6 directing traffic to North Harwinton Avenue. Terryville High School is located near the Industrial Park so there will be much more traffic on Armbruster Road from staff, students, and parents. Let's keep tractor trailers out of the mix on Armbruster Road.

Verbal Response: BLC stated the proposed detour is intended for local traffic only and to get vehicles from one end of the bridge to the other during construction. BLC added that Bemis Street is currently posted for no thru truck traffic, therefore that road was not included within the detour. BLC also added that the right turn from Bemis Street to North Harwinton, south of the project site, would be a difficult maneuver for trucks. BLC stated the majority of the traffic is to the east of the bridge which can continue to use Route 72/Preston Road or Route 6/North Harwinton Ave. BLC added that the majority of construction will occur during summer and should have a minimal impact to school traffic.

- A representative of the public asked the following question using the project email:

- Do you have a plan to prevent beavers from damming up the area? What are the plans to prevent this from happening again? The beavers will come in time. Let's prevent the demise of future beavers.

Verbal Response: BLC stated the existing bridge consists of two pipes which are approximately 6-feet-10-inches wide by 4-feet-8-inches tall. The pipes are in poor condition and have collapsed making the opens reduced. BLC added that the proposed structure is 24-feet wide by 6-feet tall which is significantly larger than the existing. This will make it harder for the beavers to make dams. BLC added, at this time, no additional preventative measures are planned.

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

- Where will the contractor place his equipment?

Verbal Response: BLC stated the contractor can place his equipment within the road closure, to either the east or west of the bridge. BLC added the exact location will be dependent on the crane size required to lift the precast concrete box culvert sections.

- A representative of the public asked the following question using the MS Teams chat feature:
  - How long will construction take? Can it be expedited?

Verbal Response: BLC stated construction is anticipated to have a 4-month duration and construction can be expedited using precast concrete headwalls and wingwalls. BLC added this will be further evaluated as design progresses.

**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 that any additional comments will be received until November 23, 2021.

The presentation was well received, and the meeting was adjourned around 7:40 p.m.