



REPORT OF MEETING

PROJECT NO.: 0126-0179

Date Prepared: 9/25/2023

PROJECT NAME: Replacement of Bridge No. 06697, Route 110 over Butternut Hollow Brook

FEDERAL AID PROJECT NO.: 0110(878)

TOWN/CITY: Shelton

LOCATION OF MEETING: Virtual, Zoom Meeting

DATE OF MEETING: 09/21/2023, 7:00 PM

SUBJECT OF MEETING: Virtual Public Information Meeting (VPIM)

IN ATTENDANCE:

Name	Office	Position
Brianna Ritacco	CTDOT, CLE Bridge Program	Project Engineer
Francisco Fadul	CTDOT, CLE Bridge Program	Project Manager
Kathleen Ericson	CTDOT, ROW	Project Engineer
Matt Geanacopoulos	CTDOT, ROW	Project Engineer
Julie Georges	A. DiCesare Associates	Project Manager
Arthur DiCesare	A. DiCesare Associates	Project Principal
Aaron Williams	A. DiCesare Associates	Project Engineer
Joe Solis	A. DiCesare Associates	Project Engineer
Ron Sacchi	GM2 Associates, Inc.	Project Manager
Michael Dalickas	GM2 Associates, Inc.	Project Engineer
Michael Brady	GM2 Associates, Inc.	Project Engineer
Bruce Monte	Public	Attendee
Paul Quartuccio	Public	Attendee
Robin Monte	Public	Attendee
Yogesh Dubey	Public	Attendee

TRANSACTIONS AND DETERMINATIONS:

This was a Virtual Public Information Meeting (VPIM) to introduce the proposed project to the public within the City of Shelton. Brianna Ritacco, from CTDOT gave an initial introduction and Julie Georges from A. DiCesare Associates, presented the proposed project to the attendees.

What follows is the discussion between the attendees:

1. CTDOT Project engineer Brianna Ritacco gave thanks to Mark Lauretti, Mayor of the Town of Shelton, for assisting to set up the public information meeting for this bridge replacement.
2. Brianna Ritacco gave a brief project introduction related to the Purpose and Need for the replacement of the existing bridge.



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3. Julie Georges further discussed the existing and proposed plan for the Project.
 - a. Explained the methodology of construction and how traffic will be maintained during construction.
4. Matt Geanacopoulos presented the process of how any easements or property acquisitions will be conducted by the DOT.
5. Brianna Ritacco finished the presentation with the preliminary construction dates and planned schedule before addressing the audience to ask questions or make comments.

Key points of the presentation were:

- The project area and locale of the bridge were presented with aerial views and a conventional map view.
- The existing roadway was described as a two-lane roadway (one lane in each direction over) carrying Route 110 with about 12,000 vehicles per day over Butternut Hollow Brook. The roadway width is 42 feet (curb-to-curb). The existing structure is a 72-inch diameter, 106-foot-long asphalt coated corrugated metal pipe culvert with concrete headwalls and wingwalls, originally constructed in 1964.
- The Purpose and Need statement was presented to address the structural deficiencies of Bridge 06697 and to provide a structure that provides safe travel to all vehicular traffic.
- Photo examples were presented of deterioration present at the structure and noted that the structure has a condition rating of “four” (poor condition).
- Project goals were outlined and included improving the condition rating to a “seven” (good condition) or better, to improve the load carrying capacity, to improve the bridge geometry, to extend the service life and to improve the roadway geometry to current standards.
- The proposed roadway plan was presented noting the limit of pavement is 700 feet (in length) as part of the removal of materials to remove and replace the existing structure. Route 110 is not planned to be shifted in any direction after the project has been completed.
- Typical Sections were presented to indicate the removal of the existing steel culvert and replacement with the proposed concrete box culvert as well as refilling the soil back to the original height of the roadway before finishing the top of the roadway with the pavement layer.
- The culvert replacement plan was presented showing the proposed location in relation to the existing culvert. It was explained the culvert built into 2 separate sections would not shift its location from the existing layout and would not expand the roadway layout nor change the slope of hydraulic flow as part of its construction.
- Culvert stage construction cross sections were presented showing how the structure will be built in construction stages; existing, stage 1, stage 2 and final. It was pointed out by the Department inclusion that the project is currently under review for additional bicycle and pedestrian accommodations as part of the Complete Streets Policy Considerations.
- The traffic control during construction for US Route 110 was presented as a one directional traffic controlled with the use of temporary traffic signal.
- It was presented there are some locations where property impacts may be required as temporary Right of Way requirement to acquire land for temporary use. These property impacts were discussed as a need for temporary access roads on the existing property areas and additional information regarding impacts to existing property areas.



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- It was presented that wetland and watercourse impacts are anticipated, and the project appears to qualify as a Categorical Exclusion.
- This project will be evaluated under the Department’s Complete Streets policy for additional pedestrian and bicycle considerations as design progresses.
- The anticipated schedule has construction starting in April 2026 and complete by December 2026.
- The anticipated construction cost is \$4 million dollars and the project is to be funded with federal and state funds.
- It was noted that the rights-of-way and environmental impacts, and the preliminary project cost and schedule are all preliminary and subject to change as design progresses.

Public Question and Answers section:

1. A question from Yogesh Dubey asked why the Department does not have Hindi as an option for translating our websites into Hindi. Francisco Fadul thanked the attendee for their question and said he would coordinate with the IT department to review.
2. Bruce Monte commented on the statement mentioning the 9 months of construction as being an inconvenience for those living at the Shelton Cove property, however thanked the Department for replacing the “at-risk” structure for safer roadways. Julie Georges thanked the resident for their understanding, and that the temporary signal will accommodate the residents.
3. Paul Quartuccio, a resident of the Shelton Cove property, asked if they were considered property owners and if they were to be compensated. Matt Geanacopoulos (CTDOT) addressed this question stating they are anticipating some impacts to the condo property and are in the process of doing a title search. In these instances, the property is typically owned by the condo association, so compensation wouldn’t be going to each individual owner.
4. An additional comment from Paul Quartuccio thanking the Department for their response.
5. No additional live questions were brought to the panel’s attention during the presentation of the VPIM. Brianna Ritacco (CTDOT) re-stated the method(s) of contact to the attendees to submit any comments/questions after the presentation regarding the project. All attendees were thanked for their time and attention related to the project presentation.

ACTION ITEMS:

1. The presentation will be distributed to all attendees, via the project website along with the VPIM presentation recording via the provided web access links.
2. Additional questions outside of the presentation can be submitted within the 2-week open comment portion of the Project, stated to be received and addressed by October 5, 2023.

Submitted By: _____
Ron Sacchi, PE, GM2

Date: _____

Reviewed By: _____
Francisco Fadul, PE, CTDOT

Date: _____