

Connecticut Department of Transportation

State Project No. 0001-0106

Federal-Aid Project No. 6001(008)

Replacement of Bridge 04583 – Bunker Hill Road over Hop River

Town of Andover

April 12, 2022 at 7:00 PM

Virtual Meeting via MS Teams Live Event and YouTube Live

Minutes of Public Informational Meeting

In Attendance: There were 10 people in attendance, 6 via MS Teams and 4 via You Tube. The meeting participants included residents and also representatives of the Town of Andover, the Connecticut Department of Transportation (CTDOT), 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 6:45 p.m. with an introductory slide which provided project contact and website information for attendees to view while they waited for the presentation to begin. At 7:00 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. Eric Anderson, Town of Andover, Town Administrator with his contact information. Ms. Bhardwaj then introduced the various representatives from CTDOT and CJM and turned the presentation over to Mr. Chris Zibbideo from CJM to discuss the technical portion of the project.

Mr. Zibbideo explained the existing bridge conditions and the purpose of the project. Mr. Zibbideo introduced the proposed project plans and the proposed detour necessary to replace Bridge No. 04583. Mr. Zibbideo 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 rural residential neighborhood and has an Average Daily Traffic (ADT) of 330 vehicles per day.
- The existing structure was built in 1960, rehabilitated in 1988. It consists of a triple barrel culvert, reinforced concrete headwalls and wingwalls.
- The utilities are overhead on a pole line crossing the river on the south (downstream) side. There are no utilities underground or supported by the bridge. There is a dry hydrant located in the southeast corner of the bridge for fire department use.
- The existing bridge deck suffered a collapse last summer due to sink holes created by the loss of gravel fill washed out through perforations in the steel barrels of the culvert during several heavy storms. The collapse was temporarily repaired by the town and is currently in satisfactory condition with areas of typical cracking throughout the approaches.
- The existing culvert is in serious condition with random hollow areas and perforations along the steel arches particularly along the normal flow level and the floor. The headwalls exhibit serious cracking, spalls and delaminations but is in satisfactory condition.

- The west approach has wood posts with loose wires. The east approach has metal beam railing with minor dents. The east approach carries a super elevation into the bridge creating a heavy cross slope on the deck. This appears to be the result of built-up pavement overlay and not by design. The approach pavement has minor cracking. The proposed approach work will eliminate the super elevation in favor of a conventional crown.
- The proposed project will consist of replacing the existing structure with a reinforced concrete box beam and reinforced concrete deck superstructure on pile supported integral abutments. The structure will have a 80-foot clear span and a 31-foot curb-to-curb width composed of two 12-foot travel lanes and two 3 1/2-foot shoulders. The deck will be a 6-inch minimum cast-in-place slab topped with waterproofing membrane and 3-inches of bituminous wearing surface.
- The roadway profile will be maintained to minimize environmental, permitting and hydraulic impacts while the additional bridge span will improve hydraulic function allowing the 100-year flood to pass beneath.
- The dry hydrant located in the southeast corner will be replaced in-kind to a point determined in final design.
- The proposed detour measures 5.4 miles and is approximately 11 minutes in length. The detour will utilize Bunker Hill Road, Parker Bridge Road, and Route 6 (Jonathan Trumbull Hwy/Willimantic Road).
- Permits anticipated for this project are; Local Inland Wetland, Army Corps of Engineers – type to be determined in final design, and Flood Management Certification.
- Proposed rights-of-way will consist of construction easements to accommodate construction activities outside of the existing right of way.
- Construction is currently anticipated to start in the Spring of 2024 and end in the Fall of 2024.
- The project is funded with 80% Federal funds and 20% Town funds. The estimated construction cost is currently \$2,975,000.

Public Comments and Questions:

- The following question was asked by the public and stakeholders using the MS Teams chat feature:

- Where will the contractor place his equipment?

Verbal Response: CJM responded by stating that since the roadway will be closed to traffic, we anticipate the contractor will use the western approach as his primary staging area as it is closest to route 6, and the eastern approach for minor work items and one crane pad.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:

- Will there be advance warning of road closure?

Verbal Response: CJM responded by stating that yes, all appropriate warning and detour signage will be installed.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:

- Will mail delivery be impacted? How will EMS be coordinated?

Verbal Response: The Town responded by explaining that while the road is closed and access is limited to emergency services that dispatch sends both Andover and Coventry Ambulances or Fire to ensure as rapid a response as possible. As for mail, it may be delayed a little bit, but that it is well within the postal service's parameters.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:
 - When is construction expected to Start? How Long will Construction Take?

Verbal Response: CJM responded by stating that the construction is expected to start in spring of 2024 and continue for 6 to 8 months.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:
 - Has the Town funded our portion of the project cost?

Verbal Response: The Town responded with an explanation that the project has its own item in the budget and over the past two fiscal years \$278,000 has been allocated. In this fiscal year (2022/2023) the budget request is for another \$120,000 to bring it up to about \$400,000 and that the balance will be requested over the next two fiscal years while the project is being constructed for full funding.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:
 - Can stage construction be used instead?

Verbal Response: CJM responded by stating that stage construction is not practical at this site due to the proposed structure type. In order to keep traffic moving through the area while the new structure is being built would require a temporary bridge. This would ultimately increase the cost of the overall project, increase the total environmental impacts and would ultimately take 2 construction seasons to complete. Also, the river has two "snakes" or big curves creating an additional hurdle to deal with for a temporary bridge in this location.

- The following question was asked by the public and stakeholders using the MS Teams chat feature:
 - What color will the bridge rail be?

Verbal Response: CJM responded by stating that the rail would be finished in a natural color to match the natural surroundings.

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 April 13, 2022.

The presentation was well received, and the meeting was adjourned at 8:00 p.m.