

Connecticut Department of Transportation

State Project No. 0048-0200
Federal-Aid Project No. 0913(179)
Replacement of Bridge No. 05585
Town of Enfield

September 26, 2023, 6:00 p.m.
Virtual Meeting via Zoom and YouTube Live

Minutes of Public Informational Meeting

Present:

Alvaro Garcia Jr.	CTDOT	alvaro.garcia@ct.gov
Lesgie Ruiz	CTDOT	lesgie.ruiz@ct.gov
Jennifer Usher	BL Companies	jusher@blcompanies.com
David Cicia	BL Companies	dcicia@blcompanies.com
Daniel Pinto	BL Companies	dpinto@blcompanies.com
Michael Woods	BL Companies	mwoods@blcompanies.com

4 Public Zoom Attendees

Presentation: A Public Information Meeting was held for this project on September 26, 2023. This meeting was held virtually via Zoom. The formal presentation began at 6:00 p.m. Transportation Project Engineer Lesgie Ruiz began the presentation by introducing the representatives of the Connecticut Department of Transportation (CTDOT) and BL Companies (BLC), the Consultant Liaison Engineer. Daniel Pinto, BLC Liaison Engineer, and Michael Woods, BLC Bridge Engineer, gave a twenty-five-minute PowerPoint presentation describing State Project No. 0048-0200, the Replacement of Bridge No. 05585, Interstate 91 over Grape Brook, in the Town of Enfield.

The presentation included the following items:

- Bridge No. 05585 consists of a 132-foot long 12-foot 10-inch wide by 8-foot 3-inch high asphalt coated corrugated metal plate arch which was built in 1960. An overflow box culvert was constructed immediately to the north of Bridge No. 05585 in 1985 (Bridge No. 05578) and is a 10-foot wide by 8-foot-tall precast concrete box culvert. Bridge No. 05585 is in serious condition due to the laminar rust along the bottom and corner plates, with pronounced thinning, scattered perforations, and failing connection bolt nuts, which have rose-budding and severe rust.
- The project's purpose and need are to address the structural deficiencies of the culvert.
- The proposed replacement involves replacing the existing 12-foot-10-inch-wide by 8-foot-3-inch-high corrugated metal plate arch with a 12-foot-wide by 10-foot-high precast concrete box culvert. The proposed structure length will be reduced to 117 feet to match the length of the adjacent box culvert (Bridge No. 05578). New endwalls and flared wingwalls founded on spread footings will be constructed at the inlet and outlet of the culvert. The proposed precast concrete box culvert will be supported by cutoff and return walls at either end of the structure.
- Construction will be performed in three stages, installing approximately one-third of the proposed precast concrete box culvert during each stage. Temporary Earth Retaining Systems (TERS) will be used to support the I-91 roadway and minimize potential

impacts to the adjacent box culvert to the north and the sanitary sewer (owned by the Town of Enfield), which runs parallel to Bridge No. 05585, to the south. Three lanes of traffic in both directions of I-91 will be maintained during construction, with shoulder closures to provide access to the two temporary access roads, which will be constructed at the inlet and outlet. Upon completion of the project, the access roads will be removed and revegetated.

- It is anticipated that the project will require the following permits:
 - USACE Pre-Construction Notification (PCN)
 - CTDEEP PCN, General Permit for CT
 - CTDEEP Flood Management Certification
 - CTDEEP Individual Inland Wetlands and Watercourse Permit
 - FEMA Post-Construction Letter of Map Revision (TBD)
- No rights-of-way impacts are anticipated.
- Construction is anticipated to begin in the spring of 2026 and finish in the fall of 2027. The current opinion of probable construction cost is approximately \$7,200,000. Construction is expected to be 100% State funded.

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 Zoom Live Event chat:

Chat question: Is the culvert inspected routinely?

A representative of BL Companies stated that CTDOT performs routine conditional bridge assessments every two years. Bridge No. 05585 was last inspected on December 21, 2022.

Chat question: Will the town be required to contribute to the funding of this project?

A representative of BL Companies stated that the project is currently scheduled to be funded with 100% State funds.

Chat question: Has the project team coordinated with the Town to discuss the project?

A representative of BL Companies stated that the project team has coordinated with the Town and will continue to coordinate throughout the design process. BL Companies elaborated that coordination will also continue into construction, stating that once final design plans are ready to go out to bid, the project will be assigned to the construction district, who will be responsible for administering the construction phase of the project.

Chat question: Are the bridge and Interstate 91 safe to drive on?

A representative of BL Companies stated that the bridge is safe to drive on. BL Companies added that the Department would take immediate action to address a bridge that was not safe to drive on, including closing the bridge.

Chat question: Will utility service be interrupted to nearby residents?

A representative of BL Companies stated that the existing sanitary sewer main within the project limits is owned and operated by the Town of Enfield Water Pollution Control Authority. The sewer main will remain in service during construction and be protected in place. It was elaborated that no other utilities will be impacted during construction.

Chat question: Will this increase flooding downstream?

A representative of BL Companies stated that the project is being designed to not increase flooding, noting that the proposed replacement of Bridge No. 05585 has been sized to essentially match the existing hydraulic opening and maintain the existing flow conditions.

Chat question: Will Interstate 91 be open to thru traffic during construction?

A representative of BL Companies stated that three lanes of traffic in each direction will be maintained throughout staged construction, by utilizing lane shifts. The representative noted that minimizing the impact to traffic was a primary design goal due to the high average daily traffic along Interstate 91 at the project location. It was also noted that the bridge would be constructed using accelerated bridge construction methods in an effort to reduce the duration of the lane shifts. It is anticipated that there may be temporary shoulder and lane closures during off-peak hours.

Chat question: Why was a concrete box chosen?

A representative of BL Companies stated that a concrete box can be precast off-site, noting that these elements can be transported to the project site. The representative elaborated that the units can be picked up and set in place, backfilled, and paved over quickly, thereby reducing overall construction time. The proposed concrete box also simulates similar flow conditions to the existing culvert and has a long service life.

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 October 10, 2023.

The presentation was well received, and the meeting was adjourned around 6:40 p.m.