

REPORT OF MEETING

PROJECT: Federal Local Bridge Program (FLBP) **DATE OF MEETING:** April 24, 2024

LOCATION OF MEETING: Heritage Village, Sarah Cooke Hall, 10 Heritage Way, Southbury, CT

SUBJECT OF MEETING: Public Informational Meeting (PIM) for the following FLBP bridge:

<u>Project No.</u>	<u>Bridge No.</u>	<u>Town</u>	<u>Description</u>
0130-0192; FAP No. 6130(014)	05029	Southbury	Poverty Road over Pomperaug River

IN ATTENDANCE:

State of Connecticut Department of Transportation (DOT)

Marc Byrnes – Consultant Bridge Design - CLE Program
Andrew Shields – Consultant Bridge Design - CLE Program
Zachary Guarino – Division of Rights-of-Way

Close, Jensen and Miller, P.C. (CJM)

James Platosh
Thomas Weldon

Heritage Village Master Association

Karl Schmidt-President

Town of Southbury

Blake Leonard – Director of Public Works

TRANSACTIONS AND DETERMINATIONS

The Live meeting which was taped to be streamed on YouTube at a later date, started at 4:30 p.m. A total of 36 PowerPoint slides were presented, and a two-page Fact Sheet was distributed.

Marc Byrnes, DOT welcomed everyone to the live event, reviewed the event format, discussed the PIM goals, explained the process for submitting questions/comments and reviewed Title VI information. Marc then introduced Karl Schmidt, President, Heritage Village Master Association and Blake Leonard, Director of Public Works, Town of Southbury.

Karl Schmidt, President, Heritage Village Master Association had some welcoming remarks and thanked the Department of Transportation for scheduling a separate PIM for the residents of Heritage Village.

Blake Leonard, Director of Public Works, Town of Southbury also had some welcoming remarks and went on to explain the goals of this project are to increase a level of pedestrian, traffic, and user safety along with an improvement to the areas functionality and beauty that would not be possible without the cost benefit of the DMS program funding (80% Federal/20% State), and to address as much public feedback as possible.

Marc Byrnes next introduced the project team at DOT and CJM, discussed the Design Management by State (DMS) program utilized for this project and gave a brief overview of the structural elements of a bridge and DOT's numerical condition rating system. Then he turned the presentation over to Tom Weldon, CJM.

Tom Weldon gave a presentation that described the existing Bridge No. 05029 and the recommended replacement bridge. This portion of the presentation included the:

- Project Location
- Existing Conditions
 - Utility Conditions
 - Bridge Condition (Rated 5)
 - Deck Geometry Appraisal Rating (Rated 2)
- Proposed Bridge Concept Plans
 - Elevation View
 - Plan View
 - Roadway Plan View
 - Cross Section
 - Concrete Form Liner and Metallized Open Bridge Rail Treatment (Examples)
- Proposed Detour Route

- Proposed Poverty Road Closure
- Anticipated Permits
- Anticipated Construction Sequence
- Anticipated Schedule and Cost

Tom also explained how the extensive use of proposed retaining wall systems would minimize any impacts not only to George Ewald Park but also to the adjacent property owners. In addition, it was stated that George Ewald Park would remain open for the duration of the construction period.

Following the above, Tom introduced Zachary Guarino, DOT to talk about the Department's rights-of-way process.

Zachary Guarino described the Division of Rights-of-Ways function, applicable statutory references, the types of potential impacts to private property, and the various steps in the right-of-way acquisition process.

Andrew Shields, DOT explained how questions, comments and concerns could be submitted via e-mail, phone, or DOT project webpage. Andrew then introduced Jim Platosh and Marc Byrnes and opened the floor to live questions and answers or comments, which were as follows:

1. Will 18 wheelers be allowed to pass over the structure, and can they damage the structure? – *Bridges are designed per code to withstand usage of all vehicle loads.*
2. Concerning changing from the existing 1 to 2 lanes as it pertains to the acceleration of speed across the bridge. The adjacent school on the east side of the bridge shuts down 1 lane, so the pinch point is a safety concern. – *Design speed is posted at 25 mph, and the comment regarding school parking is considered by the Town of Southbury.*
3. Are travelers attempting to turn right onto Route 6 from Heritage Road being considered in the project? – *No, outside of project scope.*
4. Poverty Road is preferred to be a dead end, but EMS travel distance will need to be increased for some residents. Popular fisherman spot, hoping that the river be continued to be stocked and restore the river. – *CTDEEP Fisheries strongly influence designs. EMS response routes take other routes mainly, so response times will be minimally affected. CTDEEP already stocks the river in that area.*
5. Will the curve west of East Meadow Road be straightened out through the intersection to improve sight line? – *Goal is to maintain the existing or better the conditions. Vegetation removal will be addressed.*
6. Keep the existing stop sign located on East Hill Road at the intersection of East Hill Road and East Meadow Road. – *We cannot keep it but if safety is still a concern, they can be put back per the town.*
7. If the structure is sound and in good condition, why does it need to be replaced? – *It needs to be replaced due to Functional obsolescence (1 lane bridge). The bridge was rehabilitated on a 25 yr. design life, 35 yrs. ago. If any rehabilitation needs to be done to it at this point, using federal or state funding, then it needs to adhere to federal safety guidelines, which would require a 2-lane bridge.*
8. If ROW acquisitions take place on Poverty Road, does Heritage Village have a voice in the ROW? – *No ROW impacts to Heritage Village are currently anticipated. In regard to any acquisitions that may arise, we would be working with the recorded landowners.*
9. If Poverty Road is closed from the existing intersection to the north, will the other end of the road be renamed? – *No, it is a Town and Postal issue.*
10. What is being proposed for people who want to get to the Southbury Library? – *The Town of Southbury is working on a separate project to extend sidewalks to access the public library from the bridge. No temporary pedestrian access paths will be provided through the project site during construction for safety reasons.*

11. Sidewalks to the public library need to be reapproached. Residents do not see viability in ROW or safety approach. – *Design is preliminary, and pedestrian safety beacons, further crosswalks etc. shall be explored. Sidewalks to the public library are beyond the project limits.*
12. What is the proposed speed limit? – *Existing and proposed speed limit is 25 mph*
13. Will there be a barrier between East and West bound traffic? – *No.*
14. East Hill residents asked if we are considering traffic control devices to limit traffic west of the bridge. – *Area is outside the current planned limit of Construction. The Town of Southbury can reassess its needs if the condition continues to occur.*
15. Poverty Road dead end should be renamed to Pomperaug Lane due to having two Poverty Roads with one being a dead end. – *Town and Postal issue.*

There were no other comments or questions from the public, so Andrew concluded the question-and-answer session and reminded those in attendance that the comment period is open until May 8, 2024.

The PIM was closed at approximately 5:34 p.m. A total of seventy-one people attended the event, seven of which were presenters. State Project No. 0130-0192 appeared to be generally well received since no objections were voiced during the PIM.

Prepared by: _____ Date: _____
Thomas E. Weldon, Jr.
Close, Jensen and Miller, P.C.

Reviewed by: _____ Date: _____
Andrew Shields
DOT Bridge Consultant Design

cc: Attendees