

Connecticut Department of Transportation

State Project No. 0011-0163
Federal-Aid Project No. 1011(106)
Replacement of Bridge No. 07106
Town of Bloomfield

December 04, 2025, 6:00 p.m.
Virtual Meeting via Zoom

Minutes of Public Information Meeting

Present:

Brianna Ritacco	CTDOT
Nitin Bajracharya	CTDOT
Jack Carlson	CTDOT
Jennifer Usher	BL Companies
Sean Laudati	BL Companies
Daniel Pinto	BL Companies
Sean Brown	Hardesty & Hanover
Phillip Kendall	Hardesty & Hanover

7 Public Zoom Attendees

Presentation: A Public Information Meeting was held for this project on December 4, 2025. This meeting was held virtually via Zoom. The formal presentation began at 6:00 p.m.

Connecticut Department of Transportation (CTDOT) Project Engineer Nitin Bajracharya began the presentation by introducing the project, providing the project email and webpage address, as well as explaining how attendees could participate in the question and answer (Q&A) session following the presentation. He then introduced additional representatives of the CTDOT, representatives from BL Companies (BLC), the Consultant Liaison Engineer, and Hardesty & Hanover (H&H) the Designer.

A representative of BLC, Daniel Pinto, described the conditions of the existing structures, along with the purpose and need of the project. This was followed by representatives of H&H, Sean Brown and Phillip Kendall, presenting State Project No. 0011-0163, replacement of Bridge No. 07106 conveying an unnamed brook under the intersection of Route 189 (Tunxis Avenue), Brown Street, and Terry Plains Road in the town of Bloomfield.

The presentation included the following items:

- Bridge No. 07106, constructed in 1956 consists of a 96 inch by 69 inch steel corrugated metal pipe arch culvert. The Average Daily Traffic (ADT) over the bridge is approximately 8,500 vehicles per day (CTDOT Traffic Log of 2022).
- Bridge No. 07106 is in serious condition based on the latest inspection report due to the condition of the existing structure. The culvert exhibits the following conditions:
 - The steel culvert has heavy laminated rust at/below the bottom bolted connections along the water line and the protective coating is deteriorated/missing along the bottom of the pipe.

- At the inlet end of the pipe, the bottom has perforations up to 3-inch diameter with penetrations up to 3-inches deep into the fill material with one perforation actively leaking.
 - The connection bolts on the steel have isolated top connection bolts that are not fully engaged.
- The project's purpose and need is to address the structural deficiencies of the existing structure.
- The proposed replacement involves installing a 15-foot-wide by 8-foot-tall precast concrete box culvert in place of the existing structure. The bottom of the precast box culvert will be buried in 2 feet to 3 feet of natural streambed material and boulders ranging in diameter from approximately 2 feet to 2 feet 6 inches. Concrete cutoff and return walls, headwalls and wingwalls will be installed at the inlet and outlet.
- Construction will be performed in two stages, with each stage maintaining two-way traffic throughout the site. Existing traffic signals will be removed and replaced with temporary signals for the duration of the work. It is anticipated that the temporary signals will be reconfigured and reused for each stage. Permanent traffic signals will be installed at the end of construction.
- Driveway access will be maintained throughout construction.
- Utility relocations are anticipated and consist of:
 - Permanent relocation of two MDC water mains.
 - Permanent relocation of one MDC sanitary sewer main.
 - Replacement of intersection and pedestrian signals.
 - Permanent relocation of aerial utilities.
- The project will require the following environmental permits:
 - U.S. Army Corps of Engineers General Permit (Self Verification)
 - Connecticut Department of Energy and Environmental Protection Inland Wetlands General Permit
 - Connecticut Department of Energy and Environmental Protection Flood Management Certification
- Right-of-way impacts are anticipated and consist of:
 - Three (3) partial property takes
 - One (1) construction easement
 - Five (5) slope easements
- Construction is anticipated to begin in the fall of 2028 and be completed in the fall of 2029. The current opinion of probable construction cost is approximately \$5.15 million; funding for construction is expected to be 80% federally funded and 20% state-funded.

Jennifer Usher, a representative of BLC, concluded the presentation and reviewed the question and answer procedures; the formal presentation lasted approximately 30 minutes.

Public Comments and Questions: Following the formal presentation, a live question-and-answer session was opened to attendees. The questions and comments below were provided via voicemail, email, and Zoom Live Event chat:

Chat question: Please clarify the location of the bus stops and sidewalks.

H&H explained that the improved bus stops would be north of the intersection on Route 189 (Tunxis Avenue). The proposed bridge replacement general plan was shared and it was noted that the proposed sidewalk was shown in the tan color, it was remarked that the sidewalk is proposed around all legs of the intersection. The location of the proposed bus stops on Route 189 were shown on the plan.

Chat question: How far down into Terry Plains Road will residents face the loss of their properties?

CTDOT ROW noted that the property impacts are shown on the proposed bridge replacement general plan in red. They noted that there is a partial acquisition between Terry Plains Road and Tunxis Avenue currently proposed to install sidewalk. They continued that there are a construction easement and a slope easement currently proposed between Terry Plains Road and Brown Street.

Chat question: Since the water/sewer will be replaced. Please confirm service will continue during construction. Please explain how this is done.

BLC confirmed that both water and sewer services will be maintained throughout construction. They explained that there are several methods available to achieve this, and the specific approach will be determined by the contractor as part of their means and methods. It was emphasized that maintaining uninterrupted service is a contractual requirement to prevent outages. They noted that common techniques include wet tapping for the water main and utilizing a vacuum (honeypot) truck to sustain sewer service during construction.

Chat question: Will there be any trees removed on the north side of Tunxis Ave?

H&H noted that the preliminary design anticipates tree removal at the outlet side of the culvert, which is east of Route 189 (Tunxis Avenue), it was noted that trees at this location are centered around the culvert. H&H noted that limits of tree removal may change as the design progresses.

Chat question: Sorry West side of Tunix

H&H noted that on the west side of the intersection, the preliminary design shows no construction impacts to existing trees, noting the impacts exist outside the existing surveyed tree line.

Chat question: How much is being torn up during the construction at 154 Tunxis Ave?

CTDOT ROW explained that the red-shaded area on the proposed bridge replacement general plan represents a construction easement where some

disturbance will occur due to construction activities. They noted that the contract requires restoration of any disturbed areas, including re-seeding, and that any impacted soils, grass, or vegetation will be replaced. Additionally, for construction easements or partial property acquisitions, compensation will be provided for any affected trees or vegetation within the easement.

H&H clarified that the black dashed lines on the plan indicate existing highway and property boundaries. They added that a new driveway apron will be constructed at 154 Tunxis Avenue to connect to Tunxis Avenue, and a new sidewalk will be installed along the roadway frontage within the state's right-of-way.

Chat question: After the project is completed, please explain the level of restoration of the grounds. On the southeast side of Tunxis will there be trees removed?

CTDOT ROW noted that a small number of trees may be removed within the existing utility easement on the southeast side of Tunxis Avenue, and these are unlikely to be replanted. They added that any tree removal on private property would require easements, with compensation provided to affected owners, while removals within the state right-of-way are not compensated. CTDOT ROW noted that restoration plans, including planting, are typically developed based on permitting requirements and vegetation impacts. For the proposed slope easement at 150 Tunxis Avenue, they explained that trees generally would not be replanted to maintain slope stability, but compensation and restoration options can be discussed during property negotiations.

BLC noted that CTDOT ROW will work directly with impacted property owners to agree on restoration measures.

Chat question: Will we get blind driveway signs

H&H noted that the need for blind driveway signs will be evaluated as the design progresses. They continued that if they are needed, they will be added but noted this is still to be determined. BLC noted that CTDOT and H&H would look at incorporating blind driveway signs as the 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 December 18, 2025.

The meeting was adjourned at approximately 6:40 p.m.

Additional Public Comments and Questions: Subsequent to the Virtual Public Information Meeting, CTDOT received the following comment during the comment period:

Written Comment: I approve and support CTDOT's Replacement of Bridge Carrying Route 189 and Terry Plains Road over Unnamed Brook in Bloomfield Project. The aspect that I love about CTDOT's Replacement of Bridge Carrying Route 189 and Terry Plains Road over Unnamed Brook in Bloomfield Project is that the existing bridge on CT-189 and Terry Plains Road over

Unnamed Brook will be replaced with a new bridge that is safer and up to current design standards.