

Connecticut Department of Transportation

**State Project No. 55-146
Federal-Aid Project No. 6055(010)PE
Rehabilitation of Bridge No. 04516 – Donahue Road over Belden Brook
Town of Granby**

**January 20, 2021 at 7:00 PM
Virtual Meeting via MS Teams Live Event and YouTube Live**

Minutes of Public Informational Meeting

In Attendance: There were 17 people in attendance (13 on MS Teams and 4 on YouTube). The meeting participants included residents and representatives of the Town of Granby, the Connecticut Department of Transportation, and CHA Consulting, Inc.

Presentation: The virtual 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 start. At 7:00 p.m., the formal presentation started with Transportation Supervising Engineer Priti Bhardwaj introducing the representatives of the Connecticut Department of Transportation (CTDOT), and CHA Consulting, Inc. (CHA), the Consultant Liaison Engineer. Ms. Bhardwaj then stated the role of the Department and the role of CHA as liaison engineers and continued with a summary of the Design Managed by State (DMS) program and the subject project goals. Ms. Bhardwaj turned it over to Mr. Kirk Severance, Town of Granby Public Works Director, who explained the Town of Granby's involvement in the project. Ms. Bhardwaj followed, stating that the purpose of this public information meeting is to present the proposed design and discuss any questions, comments, or concerns that the public or town officials may have.

Ms. Tracey Brais from CHA continued with the technical portion of the presentation. She explained the existing bridge condition, and the purpose of the project. Ms. Brais presented the proposed project plans, maintenance and protection of traffic plan and construction methods to replace the superstructure of Bridge No. 04516. Ms. Brais described the utility, environmental and right-of-way impacts associated with the project. Mr. Dennis McDonald from CTDOT Division of Rights of Way finished the presentation with an explanation of the right-of-way acquisition process.

Key points of the presentation were:

- The existing superstructure is in poor condition due to the deterioration of prestressed concrete deck units resulting in a Structurally Deficient bridge classification.
- The existing roadway width on the bridge meets the minimum width of 20 feet required by FHWA and CTDOT for a rural local road.
- A 100-year and 500-year storm event can pass under the existing bridge.
- There are no scour concerns at this site since the existing substructure is founded on rock.
- The new superstructure will consist of prestressed concrete deck units that are topped with 6-inch (min.) thick concrete deck and a bituminous concrete overlay. Concrete repairs and application of penetrating sealant are proposed on the existing reinforced concrete abutments, which will remain. Backwall modifications are proposed so that the

deck can extend over the backwall, locating the deck expansion joint away from the ends of the prestressed concrete deck units.

- The existing bridge rail and approach guiderails do not meet current safety standards and will be replaced with railing systems that will meet safety standards and have the aesthetic details that the Town requested.
- The proposed maintenance and protection of traffic plan involves a closure of the bridge and detour of traffic for the duration of construction, which is estimated to be 6-7 months. The proposed detour route is approximately 4 miles long and uses Lost Acres Road, Route 189 (Granville Road) and Route 539 (Mountain Road).
- Overhead utilities that currently cross the bridge diagonally from the northwest corner to the southeast corner and utility pole at the southeast corner of the bridge will be relocated to facilitate the placement of new deck units.
- Permanent takes are proposed at all four corners so that the entire bridge footprint is contained within the Town right-of-way. Temporary construction easements will be needed on all four properties that abut the bridge to provide access to the bridge during construction. Permanent slope easements will likely be needed on two properties since the roadway toe of slope extends outside of the Town right-of-way. A right to grade will be needed to reconstruct a portion of the driveway for the property at the northeast corner of the bridge.
- Environmental permits will be required from federal, state and town's permitting agencies for the project and best management practices will be used to minimize impacts to wetlands and watercourse.
- Construction is currently anticipated to start Spring 2023 and end Fall 2023.
- The project construction is funded with 80% Federal funds and 20% Town funds. The estimated construction cost is currently \$1.12 million.

Public Comments and Questions:

- A representative of the public asked the following question using the MS Teams chat feature:
 - What will the work hours be for construction?

Verbal Response: CHA stated that the construction is anticipated to occur Monday through Friday from approximately 7am to 4pm. CHA said that work on the weekend is not anticipated and, if the contractor wants to work on the weekend, he must get permission from the Town of Granby.

- A representative of the public asked the following question using the MS Teams chat feature:
 - Are there plans to widen out the entire road?

Verbal Response: CHA said that there are no plans to widen the entire road. CHA said that the project was initiated primarily to address the poor condition of the bridge and the proposed roadway work is limited to what is needed to address the superstructure replacement.

- A representative of the public asked the following question using the MS Teams chat feature:

- Was a full replacement of the bridge investigated?

Verbal Response: CHA stated that several options were considered during preliminary engineering phase to repair the bridge including repairing the deck units, superstructure replacement and a full bridge replacement. CHA said that, since the substructure is in satisfactory condition and can be reused, the bridge has a sufficient roadway width and scour is not a concern, a full bridge replacement does not seem warranted. CHA explained that a full bridge replacement would cost more money, have a longer construction duration and have greater environmental impacts since waterhandling or a cofferdam would be needed to build the new abutments. CHA said that the proposed superstructure replacement and substructure repairs will extend the service life of the bridge by another 50 years.

- A representative of the public asked the following question using the MS Teams chat feature:

- Where will the Contractor place his equipment?

Verbal Response: CHA said that the Contractor can place his equipment at the approaches to the bridge since the roadway will be closed during construction and traffic detoured. CHA said that it is likely that a crane will be set-up on the west approach roadway to lift and place new deck units in an effort to avoid the east approach due to its proximity to the septic system of the property located at the northeast corner of the bridge.

- A representative of the public asked the following question using the MS Teams chat feature:

- Could this bridge have been constructed without a detour and if so, why was it not considered?

Verbal Response: CHA said that the bridge could have been constructed using stage construction, instead of a detour, where one half of the bridge would be demolished and reconstructed while one lane with alternating one-way traffic is maintained on the remaining portion of the bridge. CHA said that, due to the existing roadway width and need for temporary barriers, the temporary lane width would be too narrow, and therefore, a 5' widening of the bridge would be needed to maintain an adequate 11' minimum lane width during construction. CHA added that the 5' widening would require that the abutments be extended and two wingwalls be reconstructed, therefore, increasing the construction cost, environmental impacts and right-of-way impacts. CHA said that stage construction would also likely increase the duration of construction. CHA said that the proposed road closure and detour are safer than the stage construction option because traffic would not be in close proximity to the contractor's equipment and work zone.

- A representative of the public asked the following question using the MS Teams chat feature:

- What color will the bridge rail be?

Verbal Response: CHA said that the Town of Granby will get to choose the color of the bridge rail. The Town said that the bridge rail color will be black.

- A representative of the public asked the following question using the MS Teams chat feature:

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

Verbal Response: The Town said that the post office and emergency services will be notified of the starting date of the detour and proposed route so that they can plan accordingly prior to the start of the detour.

- A representative of the public asked the following question by email:

- How will residents know when the actual detour will begin? Will the Town reach out to the residents?

Verbal Response: The Town said that they will post updates about the construction and start of the detour on the Town's website and will also have message boards that show the dates of the detour. The Town said that they will reach out to residents on Donahue Road and Becontree Heath Road prior to the start of the detour.

- A representative of the public made the following suggestion using the MS Teams chat feature:

- Is the duplex coating over galvanizing for the railings?

Verbal Response: CHA said that the duplex paint/powder coating would be applied over the galvanizing and is proposed as it better adheres to the galvanized surface of the bridge rail and provides better protection than just galvanizing alone.

- A representative of the public asked the following question via phone:

- When is construction anticipated to start? How long will the detour be in place?

Verbal Response: CHA said that construction is anticipated to start in spring 2023 and it is likely that the detour will be in place for 6 to 7 months.

- A representative of the public made the following comment using the MS Teams chat feature:

- Assumption that access will be maintained for the residences at the northeast corner of the bridge (being within the construction limits).

Verbal Response: CHA said that residents at the northeast corner will have use of their driveway and access during construction. CHA said that the contract documents will specify that the contractor needs to maintain access to the residential property and is to coordinate work impacting the driveway with the property owner.

- A representative of the public asked the following question using the MS Teams chat feature:
 - Will Donahue be closed for the duration of the project or only while the superstructure is being replaced?

Verbal Response: CHA said that it is proposed that Donahue Road will be closed for the duration of the project; however they will evaluate during the final design phase which construction activities can be performed without the roadway closure in an effort to reduce the duration of the road closure.

- A representative of the public asked the following question using the MS Teams chat feature:
 - Will there be construction activities during the weekend?

Verbal Response: CHA said that construction work during the weekends is not anticipated.

- A representative of the public asked the following question via email:
 - What will the weight limit be for the reconstructed bridge? Will the weight limit be posted?

Verbal Response: CHA explained that the new superstructure will be designed to carry AASHTO design, legal and permit truck loads and, therefore, the bridge would not need weight limit postings.

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 February 3, 2021.

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