

## **REPORT OF MEETING**

**PROJECT:** State Project No. 0058-0343  
Rehabilitation of Bridge No. 00362  
US Route 1 over Mystic River  
Towns of Groton and Stonington

**DATE OF MEETING:** July 29, 2024

**LOCATION OF MEETING:** Zoom Virtual Meeting

**SUBJECT OF MEETING:** Virtual Public Information Meeting

### **IN ATTENDANCE:**

#### **Connecticut Department of Transportation (CTDOT)**

Meziane Meziani, P.E. – Project Manager ([meziane.meziani@ct.gov](mailto:meziane.meziani@ct.gov))  
Edward W. Powell, P.E. – Project Engineer ([edward.powell@ct.gov](mailto:edward.powell@ct.gov))  
Luke Arno – Project Engineer ([luke.arno@ct.gov](mailto:luke.arno@ct.gov))  
Bart Sweeney, P.E. – Division Chief of Bridges ([bartholomew.sweeney@ct.gov](mailto:bartholomew.sweeney@ct.gov))  
Bao Chuong, P.E. Principal Engineer ([bao.chuong@ct.gov](mailto:bao.chuong@ct.gov))

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

Thomas M. Ryan, P.E. – Engineer-In-Charge ([tryan@cjmpc.com](mailto:tryan@cjmpc.com))  
John H. Miller II, P.E.,L.S. – Project Manager ([jmillerii@cjmpc.com](mailto:jmillerii@cjmpc.com))  
Minh Pham – Project Engineer ([mpham@cjmpc.com](mailto:mpham@cjmpc.com))

#### **Hardesty & Hanover, LLC. (H&H)**

Brian Kinsley, P.E. – Structural Engineer ([bkinsley@hardestyhanover.com](mailto:bkinsley@hardestyhanover.com))  
Matt Gagliano, P.E. – Mechanical Engineer ([mgagliano@hardestyhanover.com](mailto:mgagliano@hardestyhanover.com))  
Steve Mikucki, P.E. – Project Manager ([smikucki@hardestyhanover.com](mailto:smikucki@hardestyhanover.com))

#### **Public Attendees**

(24) via Zoom - Including representatives from Mystic Seaport Museum, CT Port Authority, Docks at Mystic Seaport, Bike Stonington, Mystic River Park Commission, The Day Newspaper, Southeastern Connecticut Council of Governments (SECCG), Town representatives, business owners, and locals.

#### **Purpose:**

To present the project to the public. Project 0058-0343 includes the minor rehabilitation of Bridge No. 03620 located in Mystic, CT.

**Presentation:** A virtual presentation was held through Zoom and was delivered by John Miller from CJM with opening remarks by Meziane Meziani from CTDOT.

The following items were discussed during the presentation:

- Provided an overview of the project and bridge.
- Purpose of rehabilitation: Load carrying capacity, bridge maintenance and preservation.
- Summary of rehab work was addressed (steel repair, mechanical and electrical system repairs, substructure repairs, fenders, waterway, etc.).

- Bikeway - Public concerns with rideability. CTDOT installed warning signs.
- Bikeway enhancement – Steel plates are proposed for this project. CTDOT will evaluate.
- Safety concerns discussed - Marine, kayaks, pedestrian, bikes, and roadway traffic.
- Maintenance and Traffic Protection - Discussed that bridge would remain open with some alternating one-way traffic periods as needed. All work will be coordinated with towns and emergency response services.
- Environmental permits - Discussed anticipated required permits.
- Overview of current and proposed CTDOT projects in the area.
- CTDOT discussed project schedule targets and budgets.

The question-and-answer portion of the meeting was facilitated by Meziane Meziani, with John Miller and Meziane Meziani answering questions posted by the attendees.

### **Public Comments and Questions:**

#### Questions and Answers:

- Q1. To confirm, this will have no impact on landowners on either side of the bridge (i.e. blocking entrances to businesses, right of way, etc.)?  
 A1. No impact anticipated.
- Q2. Route 1 in Groton, South Road to the bridge is on the list for VIP paving, how will the two jobs be coordinated?  
 A2. We will review the VIP paving project and coordinate it with the bridge work. There will not be any paving on the steel grid deck, and we do not anticipate any issues.
- Q3. Where do you anticipate staging to take place?  
 A3. We feel the area within/around the bridge will be adequate, without impacts to the public. During alternating one lane temporary traffic closure conditions, the lane closure can be utilized to support the necessary staging.
- Q4. Thank you for providing safe bike transport. We hope they will be permanent. If there is a concern, will you seek other solutions? This is a vital artery for multimodal transport.  
 A4. Our intention is to make the bikeway enhancements work, however, if problems arise, we will review the issue at that time and determine how to proceed. CTDOT added that if snowplow hitting the plate, the plate can be replaced as needed.
- Q5. Is this going to impact the dock on the South side of the bridge?  
 A5. No impacts are anticipated.
- Q6. You mentioned work would be done off-season. What do you consider off season?  
 A6. January and February are the off-season for marine traffic. Roadway traffic is busy throughout the year. The contract documents will be developed to minimize the marine impacts by performing work during the off-season.
- Q7. Do you have an anticipated completion date of work?  
 A7. Construction is estimated to be completed in the Spring of 2027.

- Q8. Will the work be primarily done during the daylight hours, or will there be work done overnight?  
 A8. Daytime hours are anticipated.
- Q9. Will work be done on the bridge on the weekends & holidays?  
 A9. Work on a holiday would only occur if there were an emergency. Weekends would be considered if this minimizes the impact. We do not anticipate weekend work. We will coordinate with the towns during final design to determine if there are specific events that take place at the bridge that need to be included in the contract documents to advise the contractor that no work can take place during these events.
- Q10. Will there be a temporary signal system installed for control of the single lane use periods? What will be the working hours, and will there be dual lane use in the non-working hours?  
 A10. We do not feel a temporary signal system will be necessary. Flagman controlled alternating one-way traffic with appropriate signage and notification is anticipated. Traffic will be restored to a two-lane condition during non-working hours and if this is not possible, temporary signalization will be considered.
- Q11. Will access to the dock at SW corner of the bridge be maintained all times May to October so passengers of ARGIA can access the ship? Will commercial vessel, ARGIA, which docks 40 ft S of SW corner of the bridge have any operational restrictions?  
 A11. No dock closures are anticipated. We do not anticipate any operational restrictions on these vessels.
- Q12. Where will construction be staged, and materials stored? Will this have an impact on available public parking?  
 A12. Materials are anticipated to be stored within the limits of the bridge. The contract documents will include limitation on the Contractor's operations, and this will be coordinated further in the final design. The contract documents will include restrictions on the Contractors use of available public parking.
- Q13. Is any environmental mitigation going to be included as part of this project?  
 A13. No impacts are anticipated. The environmental review process is ongoing, and this will be considered further in the final design.

**Adjournment:** The live event virtual presentation was closed at approximately 7:38 p.m.

Submitted by: _____ Project Engineer, CJM	Date: <u>8/8/2024</u>
Reviewed by: _____ Project Manager, CJM	Date: <u>8/8/2024</u>
Approved by: _____ Project Manager, CTDOT	Date: <u>8/9/2024</u>

cc: Attendees – CTDOT, CJM and H&H