

Connecticut Department of Transportation
State Project No. 0070-0119
Replacement of Bridge No. 07119
SR 616 (Norwich Avenue) over Goshen Brook
Town of Lebanon

Thursday, July 24, 2025
Virtual – Zoom & YouTube

Minutes of Virtual Public Informational Meeting (VPIM)

Present:

Gregory Funk – Connecticut Department of Transportation (CTDOT)
Christopher Patria – CTDOT
Lesgie Ruiz – CTDOT
Jack Carlson – CTDOT, Rights-of-Way Property Agent
Mark Levesque – Vanasse Hangen Brustlin, Inc. (VHB)
Connor Oakes – VHB
Approximately (1) public attendee (1-Zoom)

Presentation:

The Virtual Public Information Meeting, using Zoom Live Event was started at 6:00 p.m. The presentation began with Project Engineer, Ms. Lesgie Ruiz, introducing the project and the goals for the night's meeting. Ms. Ruiz introduced various way of communicating with the project team to voice any questions or concerns including the Zoom Q&A feature, the project email address, and voicemail. More information including contacts could also be found on the project webpage. Ms. Ruiz then introduced the various representatives from CTDOT and VHB and turned the presentation over to Mr. Connor Oakes from VHB to discuss the technical portion of the project.

Mr. Oakes started by explaining the existing bridge conditions and the purpose and need of the full replacement project. Mr. Oakes then introduced the proposed project plans and construction activities associated. Key points of Bridge No. 07119 were:

- The structure is located in the Town of Lebanon on State Road 616 (Norwich Ave) approximately 0.25 miles north of Route 2.
- The surrounding areas is very rural and residential.
- The existing structure was built in 1950 and consists of a two-pipe steel culvert with stacked concrete block and mortar headwalls.
- The culvert barrels are different in size. One being a 60-inch diameter round, culvert, the second being a 72-inch arch culvert.
- There is one lane of traffic in each direction with no sidewalks but there are 4-foot to 6-foot shoulders.
- Average Daily Traffic is 1,600 vehicles per day.
- There is heavy vegetation growth on both sides of the structure as well as some erosion and undermining occurring.
- There is moderate to severe corrosion on both culvert barrels and multiple areas of full section loss.

- Due to the location of the bridge on a sag curve, the designer will investigate the need for additional drainage to be installed to prevent “ponding”.
- The proposed project will consist of a cast in place concrete slab supported by pile supported reinforced concrete abutments and wingwalls. The structure will have a 25-foot clear span and 36-foot curb-to-curb width consisting of 11-foot travel lanes and 7-foot shoulders to allow for safe bicycle passage.
- There are state and federal wetlands at the project site. Project will utilize best management practices to avoid wetland impacts while regrading and during all activities.
- New guiderail will be installed that is in accordance with safety standards and crash ratings.
- Construction is anticipated to be completed using alternating one-way traffic stage construction. In stage 1, temporary barrier, line striping and construction signs will be installed followed by removal of the south portion of the existing culvert. Temporary water handling devices will be installed and a new portion of the abutments and bridge deck will be constructed. In stage 2, traffic will be diverted to the newly constructed south side, and the north portion will be installed utilizing similar water handling, traffic barriers, etc.
- Overhead utilities span the structure on the south side and will be temporarily relocated during construction.
- Permits anticipated for this project are: U.S. Army Corps of Engineers General Permit 19 (Self Verification) and CTDEEP General Permit for Water Resource Construction Activities.
- Rights-of-Way are noted to be minor and consist of slope easements for regrading and construction easements for the work to be completed. A possible partial property take may also be necessary for future maintenance of the guiderail to the south of the structure.

Mr. Jack Carlson from CTDOT Rights-of-Way (ROW) discussed in more detail the ROW and property acquisition process.

Ms. Lesgie Ruiz discussed the project cost and schedule:

- Construction is currently anticipated to start in the Spring of 2028 and end in the Fall of 2028.
- Estimated cost for the project is approximately \$2,850,000

Upon conclusion of the technical portion, Mr. Mark Levesque hosted the Question and Answer portion and reiterated the various methods of contact for the members of the public to utilize.

Public Comments and Questions:

- No questions were asked, and no comments were made during the presentation.

Attendees were reminded to fill out the survey and that any additional comments could be submitted until August 7, 2025. The presentation was well received, and the meeting was adjourned.

Upon completion of the 2-week waiting period, no comments were made or questions asked by members of the public.