

REPORT OF MEETING

PROJECT NO.: 0074-0070

DATE: July 17, 2025

FEDERAL AID PROJECT NO.: 6074(004)

ROUTE: Salem Road over East Branch of Eightmile River

TOWN(S): Lyme

LOCATION OF MEETING: Lyme Town Hall, 480 Hamburg Road, Lyme, CT 06371

SUBJECT OF MEETING: Public Information Meeting for the Replacement of Bridge No. 06039

IN ATTENDANCE:

Donald Gerber, P.E., Town Engineer Town of Lyme
Marc P. Byrnes, P.E., Supervising Engineer, CTDOT
Kathleen Ericson, Right-of-Way Project Coordinator, CTDOT
Michael J. Brady, P.E., Liaison Program Manager, GM2
Robert T. Obey Project Engineer, GM2

There were approximately 15 people in attendance from the public. The meeting participants included representatives from the Town of Lyme (Town), the Connecticut Department of Transportation (CTDOT), and GM2 Associates, Inc. (GM2). The meeting was well advertised, notices were mailed to abutting property owners, a public notice was published twice in the local newspaper, the Day, and the meeting information was posted to the Town's website and social media pages.

TRANSACTIONS AND DETERMINATIONS:

The Public Information Meeting started at 6:30 p.m. with a presentation. The presentation began with Mr. Donald Gerber, P.E., Town Engineer Town of Lyme, thanking everybody for attending the meeting and introducing the project.

Mr. Gerber then went into opening remarks thanking everybody who came to the meeting.

The presentation was started by Mr. Marc P. Byrnes, P.E., CTDOT. Marc went over Title VI first and then went into how funding was secured for the project and explained how the Design Managed by State (DMS) process works. Marc then introduced the project team and explained bridge structural terms and how bridge conditions are rated on a scale.

The presentation was then turned over to Michael Brady, P.E., GM2, to discuss the project's design progress. Mr. Brady explained the condition of the existing bridge and defined the purpose and need for the project. Mr. Brady introduced the proposed improvements, project plans, and construction staging for the replacement of Bridge No. 06093. Permitting requirements, rights-of-way impacts, construction schedule, and construction cost were also discussed during the presentation. Key points of the project design portion of the presentation include:

- Bridge No. 06093 carries Salem Road over East Branch of Eightmile River and is located 0.2 miles north of the intersection with Route 156 (Hamburg Road)
- The existing bridge exhibits structural deficiencies and is rated in poor condition.

- The existing bridge will be replaced with a new prestressed concrete deck unit superstructure supported by reinforced concrete semi-integral abutments founded on piles.
- The span length will be increased to a 60-foot clear span.
- The bridge will have a 24-foot curb-to-curb width that accommodates two travel lanes.
- Open bridge rail will be installed across the structure and terminate into reinforced concrete end blocks.
- The proposed bridge skew will be approximate 10° for improved alignment with the channel.
- The end blocks and exposed substructure elements will be treated with concrete form liner to create a simulated stone masonry appearance.
- Metal guiderail systems that meet current safety standards will be installed at all four corners of the bridge.
- A new drainage system will be installed at the proposed low point of the roadway.
- The channel slopes will be graded with natural streambed material and existing riprap.
- The road will be closed throughout the construction duration and a detour will be implemented.
- The project will involve rights-of-way acquisitions in the form of temporary construction easements and DROW for the proposed drainage.
- Property impacts will be finalized, and individual property owners will be contacted as design progresses.
- All necessary environmental permits will be obtained for the project.
- Construction is anticipated to start in the Spring of 2027 based on permitting and rights-of-way requirements.
- The estimated construction cost for the project including incidentals is \$3,500,000.
- The project is funded with 80% Federal funds, 20% State funds, and no cost to the Town.

The presentation was then turned over to Mrs. Kathleen Ericson, Project Coordinator, CTDOT Office of Rights of Way, to discuss the rights-of-way process.

Once that process was explained, Mr. Brady concluded the presentation by delivering closing remarks and thanked everybody for attending the meeting. Q&A then followed and it was noted that questions can be submitted to DOT or the Town during the two-week comment period, ending on July 31, 2025.

Question by attendee: How will the cofferdams be installed, and what method would it look like (sandbags or sheet piles)?

Mr. Brady responded that it will be installed by the contractors means and methods, and temporary facility information/parameters will be provided in the plans for the contractors use.

Question by attendee: Asked about the water flow through the restricted cofferdam and concerned about the water volume.

Mr. Brady responded that the design is currently at 30%, so definitive answers are not ready yet. Cofferdams will be required to be installed within the temporary facility parameters provided in the contract plans and this information will be reviewed and approved by DOT and regulatory agencies

Question by attendee: Will the road be partially open during construction, or will it be closed?

Mr. Brady responded that the road will be closed and detour will be utilized.

Question by attendee: How is funding secured, and if there is 100% certainty that the project will have funding when it comes to start construction?

Mr. Byrnes answered that yes, funding has already been secured through the CLE process and that funding will be available when construction starts.

Question by attendee: Will a state engineer or a private engineer be handling the design of the bridge?

Mr. Byrnes answered that the design will be performed by DOT's qualified on-call designer list. This ensures that the design will progress on schedule and will ensure that the design of the proposed structure will meet the latest design standards.

Question by attendee: Will the town's inland wetland committee have any say in the remediation process?

Mr. Gerber answered that they will not. That an agreement has already been made with the state and the committee about remediation, and that too many agencies involved in the process leads to diminishing returns and delays.

Question by attendee: Will the process of removing the existing abutments completely remove it, or will it be stopped at the water level?

Mr. Brady answered that a complete removal is to be expected. But if the abutment is founded on bedrock, some depth of removal may need to be agreed on.

Follow up question from the same attendee: Will the large boulder in the river need to be removed?

Mr. Brady answered that it does not.

Follow up question from the same attendee: Who will look over the day-to-day operations if the funding is through the federal government?

Mr. Gerber answered that the town will have their own inspector that will be on site daily. DOT added that Federal Local Bridge projects require a full-time inspector to be on site during construction.

Question by attendee: How will the piles be installed? Concerned about seismic activity for his foundation.

Mr. Brady answered that they will likely be drilled in, as it tends to be easier for micro piles. Mr. Gerber and Mr. Byrnes also answered that if they need to be driven in, seismic monitors will be placed near the project site to measure the vibration levels.

Question by attendee: Will Prince Road be open for residents since Salem Road will be closed?

Mr. Gerber answered that that road is decommissioned, and that the town does not have the ability to re-open that road as the property is now privately owned. Mr. Gerber also noted that if the residents do wish to have that road open again, they should organize together and bring that request to the town.

Follow up comments by another attendee: Concerned about emergency access in the event of trees falling across the road. And that the town should oversee emergency access.

Mr. Gerber responded that he was only suggesting that the locals on the road would need to show group support of the reopening of that road to have the town reacquire the necessary property.

This dialogue continued with more concerns of road closures being expressed and the lack of emergency response in the recent past from the town on clearing the road of downed trees.

Mr. Gerber answered that the contractors on site as well as the inspector will have a list of emergency contacts to call to address any immediate issues, and that safety is always a number one priority.

Question by attendee: When will the next stage of plans be ready?

Mr. Brady answered that we can expect the 60% plans to be done in approximately 4-6 months.

Question by attendee: Will the surrounding towns be communicating with each other so that multiple projects of the same size don't happen at once?

Mr. Gerber answered that yes, towns and the State coordinate otherwise there would be major traffic issues throughout the state.

There were no other questions from attendees, and Mr. Brady again thanked everyone for coming out.

The meeting ended at 8pm.

No further questions were submitted to DOT or the Town during the two-week comment period that ended on July 31, 2025.

Submitted By: _____ Date: _____
Michael J. Brady
GM2

Reviewed By: _____ Date: _____
Marc P. Byrnes
Transportation Supervising Engineer
CTDOT