

**CONNECTICUT DEPARTMENT OF TRANSPORTATION
PUBLIC INFORMATION (HYBRID)
MEETING MINUTES**

Project No.: 0148-0215
Project Name: Replacement of Bridge Nos. 03129, 03130, 03131
Date of Meeting: Wednesday, September 24, 2025
Location of Meeting: Wallingford Town Hall Council Chambers
45 South Main St, Wallingford, CT 06492
Subject of Meeting: Public Information Meeting

Attendees:

Public Members:		
Please see Attachment A for list of attendees that signed the sign-in form.		
In Person: 10		
Zoom: 7		
YouTube Live: 50 views over the first 12 hours		
Project Team		
Name	Organization	Email
Thomas Lantz	CTDOT	thomas.lantz@ct.gov
Ram Maria Ouedraogo – attended virtually	CTDOT	rammaria.ouedraogo@ct.gov
Kathleen Ericson	CTDOT	kathleen.ericson@ct.gov
Jodi-Ann O'Connor, P.E.	HNTB	jooconnor@HNTB.com
Jeffrey Thereault, P.E.	HNTB	jthereault@HNTB.com
Elizabeth LaPlante, P.E.	HNTB	elaplante@HNTB.com
Raymond Looney	HNTB	rlooney@HNTB.com
Danielle Wong	HNTB	dawong@HNTB.com
Gabby Strain	HNTB	gstrain@HNTB.com

1. Meeting Purpose

The Connecticut Department of Transportation (CTDOT) hosted a hybrid public information meeting to provide an overview of state project 0148-0215 that is being delivered using the design-build project delivery method. This meeting was to allow the public the opportunity to provide feedback on the proposed work and ask questions to the project team.

2. Hybrid Meeting Format and Attendance

This hybrid public meeting was held in-person at Wallingford Town Hall in Council Chambers and virtually via Zoom. The meeting was also streamed via YouTube Live on the Town of Wallingford's YouTube Channel and local Government Access TV channels; this stream combined the presentation material as well as views of the presenters and in-person attendees.

During the meeting, attendees were shown a PowerPoint presentation that described the proposed project and provided an informational sheet. The Town of Wallingford's live stream on YouTube Live and Government Access TV displayed a combination of live views of the Council Chambers and the PowerPoint presentation. Following the presentation in-person

attendees as well as those using Zoom were able to participate in a question-and-answer session. Attendees were also notified of a fourteen (14) day public comment period that would end on October 8, 2025.

The hybrid meeting was held from 6:00 pm to 6:41 pm on Wednesday, September 24, 2025.

3. Hybrid Public Information Meeting Presentation

3.1 Opening Remarks from Mayor Vincent Cervoni

Mayor Cervoni expressed his support for the project and highlighted that I-91 divides the lower east side of town from the rest of the town. He also expressed an appreciation for the consideration being given to maintain access to the neighborhoods throughout construction and the ability to participate in the planning phase of the project.

3.2 The CTDOT's Consultant team presented the following information:

3.2.1 Project Purpose and Need

- a) An overview of the project area and purpose of the project: to address structural deficiencies and provide bridges in a state of good repair.

3.2.2 Existing Conditions for Bridge Nos. 03129, 03130, and 03131

- a) A detailed explanation of the current state of all three (3) bridges in the project and existing photographs was presented.
 - i) All three (3) bridges were constructed in 1965 and have superstructure and substructure condition ratings of fair or poor.
 - ii) Bridge No. 03129, which carries East Center Street over I-91, and Bridge No. 03131, which carries Durham Road over I-91, have deck condition ratings of fair while Bridge No. 03130, which carries New Rock Hill Road over I-91 has a deck condition rating of good.

3.2.3 Overview of Design-Build Project Delivery Method

- a) This is a Project delivery method where a single team, comprised of engineers and contractors is awarded the contract based on best value.
 - i) Best value is a combination of a team's qualifications, price proposal to complete design and construct the project, as well as their technical approach to completing the project design and construction.
- b) Attendees were shown a general timeline that compares the design-build process against the traditional design-bid-build method to demonstrate the efficiencies of overlapping design and construction activities using design-build.

3.2.4 General Scope of Work - Base Technical Concept (BTC)

- a) Bridge No. 03129 - East Center Street
 - i) Full bridge replacement.
 - ii) Drainage improvements.

- iii) Replace traffic signal on East Center Street at South Airline Road and I-91 Southbound off-ramp.
- iv) Construct new sidewalk on south side between South Airline Road and Tamarac Road.
- b) Bridge No. 03130 - New Rock Hill Road
 - i) Full bridge replacement.
 - ii) Drainage improvements.
 - iii) Reconstruct sidewalk on north side between Jobs Road and Shetland Drive.
- c) Bridge No. 03131 - Durham Road
 - i) Full bridge replacement.
 - ii) Drainage improvements.
 - iii) Construct new sidewalk on north side just beyond Grieb Road and Woodmans Hill Road.

3.2.5 Natural Resources

- a) A review of federally protected species, wetlands and watercourses was provided. No adverse effects are anticipated for protected species. While wetland and watercourse impacts are expected, the exact areas that will be affected are currently unknown.

3.2.6 Historical and Archaeological Resources

- a) There are potentially eligible resources adjacent to North Airline Road and Durham Road but there are no adverse effects anticipated. Consultation is required with the Tribal Historic Preservation Office (THPO), but no adverse effects are anticipated.

3.2.7 Potential Construction and Traffic Staging

- a) East Center Street:
 - i) Potential construction staging was shown through a simple graphic for the replacement of East Center Street.
 - ii) It was noted that the staging was a concept only and the selected design-build team would propose actual staging.
 - iii) The selected team would be required to maintain two travel lanes and protected pedestrian access during all stages of construction for East Center Street.
- b) New Rock Hill Road and Durham Road:
 - i) Staged Construction similar to concept shown for East Center Street
 - ii) Signalized Alternating One-Way Traffic
 - (1) Image from sample project was shown
 - iii) Full Bridge Closures
 - (1) It was noted that the selected design-build team would not be allowed to have full closures of both New Rock Hill Road and Durham Road at the same time.

3.2.8 Utility Impacts

- a) Existing condition photos were shown to illustrate that utilities are attached to all three bridges. These utilities include water mains owned by Wallingford Water & Sewer and conduits for Frontier Communications (Frontier).
- b) Coordination is in progress with Wallingford Electric and Frontier for relocations of utility poles in conflict with the proposed sidewalks.

3.2.9 Rights-of-Way

- a) Attendees were informed that there are minor property impacts anticipated which will be finalized with maps prepared after final project concept is approved by CTDOT.
- b) The rights-of-way acquisition process was reviewed by Kathleen Ericson from CTDOT.

3.2.10 Project Schedule & Budget

- a) The project schedule was reviewed:
 - i) Request for Proposals (RFP) - August 2026
 - ii) Contract Award – May 2027
 - iii) Notice to Proceed (NTP) – June 2027
 - iv) Estimated Construction Start – Spring 2028
- b) It was noted that between NTP and start of construction, while the design is being finalized, there is a potential for approved early construction activities or utility relocations to occur.
- c) The project budget was shown to be between \$60 and \$90 million with 80% federal funds and 20% state funds anticipated.

4. Post-Presentation Question & Answer (Q&A) Session

The following is a summary of the questions asked at the public meeting, along with answers that were provided. Questions and responses have been edited for clarity. Please visit [CTDOT's Public Information Meeting YouTube Playlist](#) to view the recording of the entire public meeting.

Question 1. Christina Tatta of Wallingford Town Council: Will all three bridges be worked on simultaneously?

Answer 1. Mr. Thereault of HNTB explained that since the project is design-build, there is some flexibility in scheduling. Mr. Thereault referred to the presentation and stated that during staging, the team is not allowed to close or restrict access to Durham Road and New Rock Hill Road simultaneously. Mr. Thereault further stated that emergency response services will always have access to one of the mentioned roads. On East Center Street, the construction team will need to maintain one (1) lane of traffic in each direction at all times. It is possible that two of the bridges could be worked on at the same time.

Question 2. Christina Tatta of Wallingford Town Council: We have a start date of Spring 2028, is there an estimated completion date?

Answer 2. Mr. Thereault answered saying the current estimate is three construction seasons but that will also depend on how the contractor that is selected elects to stage the work. The estimated three construction seasons would be for all three bridges.

Question 3. Jeffrey Kohan of Wallingford Planning and Zoning Committee: How does design-build selection work? Who from DOT is part of the selection process?

Answer 3. Mr. Thereault explained that there is a selection process with a panel that has been established by CTDOT with the Supervising Engineer of Alternative Contracting as the non-voting advisor to the panel. The three components that are considered for selection are qualifications, price, and technical approach. Prior experience is considered when looking at a team's qualifications and there is a formula that weights the price and technical approach for each proposal.

Question 4. Jeffrey Kohan of Wallingford Planning and Zoning Committee: Will this project be presented to the Wallingford Planning and Zoning Committee? The project is a state project, but it does touch Wallingford property, will Planning and Zoning be brought in for the application?

Answer 4. Mr. Thereault explained that based on his prior experience, it is unlikely that the design-build team will submit directly to Planning and Zoning through an application. HNTB, acting on behalf of CTDOT, has been in contact with the Town's Engineering Department and has reviewed the project with them. Any thoughts from the Planning and Zoning Committee should go through the Town's Engineering Department.

Question 5. Jeffrey Kohan of Wallingford Planning and Zoning Committee: What are the project's traffic implications to I-91? *

Answer 5. Mr. Thereault shared that the CTDOT's Traffic Unit will provide a limitation of operations or "restriction table" that will be included in the technical requirements for the project. This table will identify when lanes can be taken as part of the project. Mr. Thereault confirmed that there will be impacts to traffic on I-91 and reiterated that not all three bridges will be worked on at the same time and all three bridges might not have impacts to I-91 at the same time.

**This question was also asked by a Zoom attendee, and they did not have any follow up questions.*

Question 6. Jeffrey Kohan of Wallingford Planning and Zoning Committee: The presentation showed construction to start in Spring 2028, but the team will still be finalizing the design at that time, is that correct?

Answer 6. Mr. Thereault went back in the presentation to recall the slide with the project schedule showing an overlap of final design activities and early construction activities. CTDOT approval of the final design is anticipated in the Spring of 2028.

Question 7. With three bridges being worked on concurrently and the I-91 Exit 16/17 project being finished in 2030, has OSTA (Office of State Traffic Administration) been contacted to see what the level of service will be for people going over the 68 Bridge over Saw Brook (Route 68 Bridge over Saw Mill Brook in Durham, near Wallingford)? People may not go the detour path and cause congestion near the 68 Bridge as that is the fastest route over 91. Decisions should be brought to Planning and Zoning as they know how these projects will affect the town.

Answer 7. Mr. Thereault explained that the team has been directly working with CTDOT's Traffic Unit and their Forecast Modeling Unit to make sure traffic volumes are appropriate. He noted that OSTA is generally consulted for development projects. Mr. Thereault noted that this comment will be shared with CTDOT Traffic to determine if any additional technical requirements need to be added.

Question 8. Mary Mushinsky, State Representative 85th District: Are bike lanes going to be distinguished only by paint or will there be anything else to protect bicyclists as they pass over the bridges?

Answer 8. Mr. Thereault responded saying that the cross section in the current concept does not have an official bike lane but rather a five-foot shoulder. The East Center Street cross section shows two-and-a-half foot striped buffers between the five-foot shoulder and the travel lanes to allow a sidewalk to be added to the north side of the road and bridge in the future. Based on vehicle volume and speed on the roads, separated bike lanes are not required.

Question 9. Jeffrey Kohan of Wallingford Planning and Zoning Committee: It was mentioned that there are white-nosed bats in the area, do they exist underneath the bridges? If so, is that something that could threaten the project and what provisions would be made to protect their habitat?

Answer 9. Mr. Looney of HNTB clarified that it is the long-eared bat, rather than the white-nosed bat, that has the potential of being in the project area. Mr. Looney shared that the team is currently not anticipating there to be existence of bats under the bridges. He continued that qualified biologists will be going out into the project area to confirm their presence. If the bats are found under the bridges, then the team will conduct programmatic consultation with the United States Fish and Wildlife Section, who will provide further mitigation requirements to be included in the contract for the design-build team to adhere to.

Meeting concluded at 6:41 pm.

5. Public Comment Period

The following is a summary of the questions asked during the Public Comment Period following the public meeting held on September 24, 2025, along with responses that will be provided to the individual.

Post PIM Comment 1. The 7 representatives on the dais equaled or outnumbered those in the audience (excluding zoom attendees), does the Department now believe they could have advertised this meeting better?

Post PIM Answer 1. The Public Information Meeting (PIM) was advertised pursuant to CTDOT requirements. This included the following:

- Publication in the Record Journal on September 10th and September 17th.*
- Posting to CTDOT and Town of Wallingford websites/social media pages.*
- Press release was posted on CTDOT website.*
- Meeting was listed on State Calendar.*
- Abutter letters were sent via US mail.*
- Six (6) Community Based Organizations were invited via email.*
- Municipal and local officials were notified via email.*

Post PIM Comment 2. Taking note of the various slides, does the team responsible for preparing those believe that they can easily be read from 50' or more from the screens?

Post PIM Answer 2. The PowerPoint was presented in person, made available virtually via Zoom, recorded and made available via YouTube, and the PowerPoint slides were published to the project website. Additionally, Project Information Handouts and Presentation Boards were available for up close viewing at the PIM.

CTDOT strives to ensure that all our project materials and information, including PowerPoint presentations, are accessible to all attendees. If any member of the public requests additional accommodations, we will provide project materials and information in their desired format.

Post PIM Comment 3. How did the Department consider the mix of presenters at the meeting? For instance, might the Department have had a participant sit in the audience to witness the slides and hear if those presenters who are particularly soft spoken could be thoroughly understood?

Post PIM Answer 3. The CTDOT presentation team had representatives present at the rear of the meeting hall and no audio issues were identified.

Subsequent to the PIM, the presentation was made available online to the public should there have been any difficulty with hearing presenters in the venue. Note that the meeting recording is linked on the CTDOT Project page (0148-0215 Wallingford) or directly via (portal.ct.gov/ctdotVPIMarchive) with the option of audio or use of closed captioning.

CTDOT strives to ensure our public information meetings are as accessible as possible. If an issue with accessibility is identified and brought to our attention before or during the meeting, our team will accommodate and adjust the format of the presentation to ensure it is accessible to all attendees.

Post PIM Comment 4. How will the Department's design-build team plan on implementing routine Public Info Meetings throughout the project? Will the Department assure that future presentations focus more on the potential concerns and needs of the intended audience including slides with larger type fonts with less white space, greater audio assists and similar tactics to gain positive communications?

Post PIM Answer 4. The Contractor will develop a Project Public Information Plan to continue outreach during the final design and construction phases of the project. The Contractor, working closely with CTDOT, shall engage the public and communicate project information using a variety of methods including broadcast and print media, websites, social media, presentations, and emails.

CTDOT will continue to follow their established guidelines for Public Information Meetings where accessibility for all is considered. Thank you for the feedback on how we can make our public meetings and project information more accessible.

Post PIM Comment 5. The presentation discussed bridge approach improvements at all three locations. Would you please share a small scale Preliminary Engineering Plan that was prepared in order to describe those?

Post PIM Answer 5. As noted during the PIM this is a design-build project that is still in the procurement phase. The project graphics prepared prior to the engagement of a design-build team are intentionally conceptual in nature and intended to demonstrate the general scope of work being proposed. These graphics were included in the presentation and are also available online.

Post PIM Comment 6. The Departments previous East Center Street Bridge over Wharton Brook in Wallingford met with major delays due

purportedly to inadequate subsurface testing. That in turn necessitated lengthy negotiation of an extra work claim(s) while work on the project was halted for several months (to my recollection). How will the Department avoid such delays including implementing necessary contingency plans and monies on the subject project?

Post PIM Answer 6. During the procurement phase for the project, subsurface soil borings will be performed at each bridge location. The results of these borings along with record drawings with previous soil boring information will be provided to the proposing teams. During the final design phase of the project, the design-build team is responsible to obtain any additional subsurface information that they require to complete the design of the project as part of their lump sum bid price.

Post PIM Comment 7. The initial cross-section offered for East Center Bridge over I-91 appears to be excessively wide considering several factors, the most influential of which is that the future projected population of Wallingford is little changed (1% decrease) in the next 15 years. Has the Department considered that the current zoning east of I-91 pre-empt significant growth, instead demonstrating substantial tracts of public and private Open Space as well as tracts under watershed protection regulations.

Post PIM Answer 7. The cross section of Bridge No. 03129 carrying East Center Street in the current concept is approximately the same width as the existing condition.

Post PIM Comment 8. How does the Department justify the two 2'6" painted safety zones that are not available on the other two bridges?

Post PIM Answer 8. These buffer zones provide flexibility in bridge width should the decision be made to construct sidewalks along the north side of East Center Street at some point over the 75-year lifespan of the bridge.

Post PIM Comment 9. Does the Department have information from the Town or South Central Regional Planning Commission of a substantive future bicycling demand or pedestrian use?

Post PIM Answer 9. In response to the CTDOT Complete Streets Engineering Directive, CTDOT considers accommodations for various modes of travel. When possible, a minimum of a 5-foot-wide paved shoulder is provided to allow bicyclists to feel more comfortable on the roadway.

Post PIM Comment 10. Has the Department consulted the Wallingford Plan of Conservation and Development Update in considering future pedestrian and bicycling demands, or does the Department have information regarding a future combined High School east of I-91 that could possibly justify this section?

Post PIM Answer 10. CTDOT continues coordination with the Mayor of Wallingford, Engineering Department, and Public Safety leaders regarding the proposed improvements in the area.

Post PIM Comment 11. Has (or would) the Department or Town considered joining the 5' pedestrian sidewalk and 5' bicycle lane in a reduced width instead?

Post PIM Answer 11. While allowable it is generally not advised to combine pedestrian and bicycles on a sidewalk.

Post PIM Comment 12. Is there any realistic capacity to continue this planned section to the east or west beyond the bridge, especially in light of the two I-91 on/off ramps and that CTDOT's approach taper might be 50:1 (feet in length for every foot of width reduction)?

Post PIM Answer 12. The sidewalk is proposed from South Airline Road to Tamarac Road. The bridge cross section that is being proposed provides the additional cross section should the decision be made to construct sidewalks along the north side of East Center Street at some point over the 75-year lifespan of the bridge.

Post PIM Comment 13. The current bridge has an 8' +/- striped flush median, perhaps to have been a left turn lane at one time. Is the Department planning a future left turn to I-91 NB in the future, and how would this be accommodated in the future section?

Post PIM Answer 13. A: CTDOT Traffic Forecasting Unit provided projected future traffic volumes for East Center Street that do not warrant the inclusion of a left turn lane.

Post PIM Comment 14. It is understood that FHWA will require bike lanes. However, if the Team is not considering a left turn lane due to lack of projected traffic, how would you then justify 20' total widths for future pedestrian and bicycle traffic?

Post PIM Answer 14. The cross section is in alignment with current CTDOT best practices by providing accommodations for all modes of travel particularly when designing bridge facilities with a 75-year design life.

Post PIM Comment 15. Does the Department have pedestrian counts at the other two bridges to justify walks added there as well?

Post PIM Answer 15. Existing pedestrian counts have not been obtained along Durham Road or New Rock Hill Road. The lack of existing facilities would likely not provide an accurate prediction of future volumes.

Post PIM Comment 16. What other projects are planned by the Department or others that might impact these bridge projects?

Post PIM Answer 16. As part of the ongoing development of the procurement documents CTDOT will review the State database for existing and future projects as well as coordinate with the Town of Wallingford and Utilities to document any ongoing or planned work in the area so that the design-build team can coordinate the work.

Post PIM Comment 17. If I knew that questions could be asked the evening of the meeting, I would have prepared earlier. Was the intention to suggest in the posted meeting announcement that questions could only be submitted after the close of the meeting?

Post PIM Answer 17. The meeting advertisements noted "A Q&A session will immediately follow the presentation" and "The public can submit comments and questions during the two-week public comment period following the meeting". Questions and comments are also considered outside of the formal public comment period.

Attachment A

Public Attendees, Public Information Meeting for State Project 0148-0215

September 24, 2025

In-Person Attendees
Mayor Vincent Cervoni
Alison Kapushinski, P.E., Town Engineer
Tiffany Shipman, Assistant Town Engineer
Jeffrey Kohan, Town of Wallingford Planning and Zoning Committee
Stephen Knight
Ed Hohman
John Ventuva, Wallingford Police Department
Jon Walworth
Mary Mushinsky, State Representative (House District 85)
Christina Tatta, Wallingford Town Council
Virtual Attendees - Zoom
Chuck Kubie, CTDOT D3 Construction
Robert Wiedenmann
Gregory Conklin
James Rode, South Central Regional Council of Governments (SCRCOG)
Cori Haas, Town of Wallingford Administrative Aide
Robert Baltramaitis, Town of Wallingford Director of Public Works
Elona Coppola, CTDOT
Virtual Attendees - YouTube Livestream
50 Anonymous Viewers over first 12 hours

DISTRIBUTION:

To: CTDOTPublicInvolvement@ct.gov

cc: ctdotmedia@ct.gov

Richard Prescott – Thomas Lantz – Maria Ouedraogo
Jodi O'Connor – HNTB, Jeffrey Thereault – HNTB, Elizabeth LaPlante – HNTB