

CONNECTICUT DEPARTMENT OF TRANSPORTATION

In Person Public Information Meeting

State Project No. PP130-0025

Replacement of Bridge No. 02437, State Route 67 over South Branch Bullet Hill Brook Town of Southbury

September 9th, 2025 at 7:00 P.M.

Located at Southbury Town Hall, Room 205A, 501 Main Street South

Report of Meeting

Present:

~10 Public Attendees

Team Presenting from CTDOT:

Jonathan Kempf, Project Manager, Bridge Design
Ostap Lisowitch, Project Engineer, Bridge Design

Presentation Summary:

Jonathan Kempf, Transportation supervising engineer, opened the meeting at approximately 7:00 pm with a brief welcome and introduced the project design team.

Also offering information to the attendees on how to contact the design team following the presentation. The following means of contact were provided:

PROJECT EMAIL: DOTProjectPP130-25@ct.gov

PHONE: (860) 594-2020 (voicemail only)

PROJECT WEBPAGE: <http://portal.ct.gov/DOTSouthburyPP130-0025>

Comment Period Open through: September 23rd, 2025

Ostap Lisowitch, project engineer, began the formal presentation of the project focusing on the following key points:

- Existing Bridge Data
 - Bridge is on Route 67 over south branch bullet hill brook
 - Location is close to Jeremy swamp rd. and community house road
 - Bridge #02437 and temporary single span ACROW panel bridge system was put in place after severe rain event in august 2024
 - Existing bridge has a span of 90' curb to curb width of 30' and a skew of 0 degrees
 - Roadway is estimated to have 12,800 vehicles per day with 2.5% truck traffic
- Purpose and Need
 - The existing temporary bridge must be replaced with a permanent bridge
 - The new bridge should be adequate based on sight lines and other geometric constraints
- Existing Conditions/constraints
 - The general footprint of the existing bridge was called out to give attendees a proper idea of the scale of the project
 - Overhead utilities can also be found at the bridge on the north side. These utility poles would likely have to be moved during construction to provide adequate room for construction
 - It was mentioned that the temporary traffic signal is there and that it was placed with the ACROW due to sight line concerns with it. Initially it was planned to remove this light, but now due to community feedback the signal is going through further review through our traffic department.
 - Property to the north of the bridge was called out as being owned by the town of Southbury. ROW lines were also called out to provide a better idea of where between the project will be limited to. ROW concerns would only be on the town owned property with staging areas being established, and some permanent acquisition to the town property in the stream.
- Proposed project scope
 - Initially the existing temporary bridge will have to be removed and taken apart for return.

- Channel reconstruction will then occur which will allow for concrete blocks (placed during the ED to help with large scour holes) to be partially removed. The channel can then be reconstructed and then required slopes, riprap, and other factors can be established.
 - A precast substructure will then be installed. Precast substructure was chosen to make construction take the least amount of time as possible.
 - The superstructure will consist of PBU's which are prefabricated bridge units. These allow for most of the superstructure to be completed off site and then be shipped to the construction site and allow for the bridge to be able to be ready for use in less time
- Example Project
 - In 2021 a project in Winchester used PBU's and had a similar design to what would be placed in Southbury.
 - This bridge also was semi-integral and used open bridge rail, which would provide a better idea of what the bridge might look like in its final condition
 - Pictures of the PBU's being place and the final roadway condition were provided
- Proposed views
 - Started by providing a 3D model of what the currently proposed bridge would look like at the site. Again, highlight what parts would be precast
 - The span of the bridge would be lowered down to 65.25', width would be widened to 35.5' (including 2-11-foot lanes and 5-foot shoulders)
 - Micropiles were also mentioned to be used as part of the deep foundation for the bridge
 - The bridge cross-section then better depicted the new roadway width as well as the shoulder and travel lane lengths. PBU's are also shown on this sheet, and it was shown about how big they would be and what they would include. Between PBU's in the shaded region it was mentioned that these would be closure pours that would help lock in the individual PBU's and would require less time to properly cure compared to the full deck being poured.
 - In the elevation view the concrete blocks in the channel were called out as needing to be removed to a certain depth, with the reason being some of the negative environmental concerns with leaving these blocks in place close to the surface. This would be the reason that channel reconstruction would want to be completed. Toe boulders are being provided at the edge of stream to provide armament due to the water in the stream and to help lock in the channel slopes that it will be supporting. Additionally, a 2' minimum wildlife shelf is being provided on both sides of the bridge to allow for animals to pass under the bridge, and this area will be top dressed in natural stream bed material so it should be safe for them to do so.
 - The general plan was then shown to give a better idea of what the final condition of the bridge will look like compared to the existing. The utilities at the site were called out as needing work. One of the poles at the north would have to be removed to allow for proper distances from construction, and this one pole would be replaced with two others. The temporary signal is also currently marked as under review.
- ROW
 - Permanent ROW impacts are only expected to be in the channel of town owned property, which is being used to provide better protection to the stream.
 - Temporary impacts are expected to be at the channel as well to allow for the permanent impacts to be established, and for staging. Staging area is expected to be at Pepper Tree Lane with the roadway itself as well as areas closer to the bridge.
 - Exact limits could then be seen in the presentation based on the survey and the existing map locations.
- Utility
 - The signal placed due to the ACROW was originally put in place due to sight line concerns.
 - Based on community feedback it has been found that the light may have been more beneficial than originally expected.
 - Currently traffic is reviewing this light more thoroughly to see if it is warranted in the future.
 - Traffic counts are expected to be obtained by traffic to better understand the site and conclude if a permanent signal should be placed.
- Cost and schedule
 - Anticipated construction schedule start: Summer 2027
 - Total project cost is approximately \$8.4 Million (currently expecting this to drop due to level of detail in current version of design)
 - 1 Construction Season (approximate work from April 1st to October 4th)
 - Approximate 13 week – full road closure and detour (June 7th to September 5th)
- Detour
 - The posted detour is expected to use route 67, route 188, and I-84. The total detour time for this direction would be 11 min and about 8 miles. This is the detour that is expected for trucks.
 - The local detour is the closest possible way to get from one side of the bridge to the other. This is about a 5-minute drive and about 2 miles long. This detour primarily uses Community House Road and Peck Lane.

The presentation then ended with Ostap Lisowitch reminding the attendees how to contact the design team with questions and comments. The meeting was then opened for questions and comments sessions for the public's participation.

Public Comments and Questions During Live Q&A:

- Question: Volume of traffic moving through community house road was increased when the bridge was originally washed out and traffic was moving at high speed through this road. Community house may have concerns with children also. Permanent stop signs are recommended by the participant. One person says they took roughly a 1 hour to leave their driveway. Speed bumps or speed tables that can help slow down people

Response: Thanks for providing your concerns with the community house road and we will work with traffic to try and better address if any change should be made to community house road based on what we have discussed.

- Question: The attendee questioned the possible removal of the light at Jeremy swamp and stated that it should remain in place. Also added that the fence at the 48" RCP west of Jeremy swamp is also adding site line concerns and causes issues with bikes at that point (not being able to see them).

Response: Concerns regarding the traffic signal are being heard now, and further review of the stop light will be considered now.

- Question: An attendee stated that during previous construction it was difficult for them to get out of Jeremy Swamp Rd.

Response: Based on expected traffic barrier location just east of Jeremy swap there should not be any concerns with getting out and turning left.

- Question: Why was chain link fence put on top of the 48" RCP?

Response: The fence was put in place due to an increased drop height due to the storm, causing for the drop to be greater than 4 feet in total. Due to the increased height the fence was required.

- Question: One attendee stated that they have received eminent domain papers and were wondering why that may be happening.

Response: That is not part of this project as there should be no concerns with that. Recommended contacting the people who sent those letters originally.

- Question: An attendee wanted to reiterate that roughly during the construction time there is the possibility that an increased number of children can be at that location/park for different events.

Response: Can work with town to try and define what should occur during this time.

- Question: when the previous traffic monitoring was done? Stated it does not seem to reflect current numbers, other major collectors have been added nearby, which could have caused increases. As well as study of the number of crashes that have occurred in this general area

Response: The traffic monitoring was completed in 2021 (this was the stated year after checking it was completed in 2023). Traffic should be working on getting more data at the site now that they are examining the light at the site more thoroughly. This should include updated ADT and crash statistics.

- Question: What is the time frame for closure again?

Response: Currently expected to be about 13 weeks, and to avoid during the school year for buses. Liquidated damages will be included to incentivize contractor to finish on time.

- Question: Asked about detours or speed bumps being placed?

Response: Currently expect to look further into the detour and see what can be done on community house road.

- Question: Are state and local police to work on part of project?

Response: Typically, we work with district to include police hours as part of the contract. Not all contracts are the same, which is why we can't fully guarantee how much involvement they may have. Work to make sure that they are working to the limits established in the contract for the project.

- Question: Size and weight limits through detour

Response: Further discussion will be had internally on this issue.

- Question: Will you try to address the issues we have now/before construction or wait for construction and see if they are an issue then?

Response: Trying to consider factors now and fixing it before (being proactive) but should issues arise during construction then they can be addressed also at that point. Provide warning to people that are on site every day during construction of some of these concerns also so they can be on the lookout for them. Say to let district know of any concerns that may arise in the future.

- Question: Will there be any future coordination like this again?

Response: We will work with the town and the town may help decide if another PIM may be warranted.

- Question: Since community house rd. may have some deterioration due to the increased usage will anything be done to address this?

Response: Have discussions with town to discuss the responsibility of what will happen based on the deterioration of the road. Based primarily on project limits. If something out of the ordinary occurs, then we may have to help earlier. Town Road agreements can be made but would require signing that direction (which likely will not occur). Goal is to try and get as much of people off community house road as possible and using state detour instead

Resident information:

Nacy G Wilks

203-560-0955
ngwilks@gmail.com

Anne Armano

Chickenroost66@aol.com
203-2095071

Don Feuerstein

Donf254@gmail.com
203982-8900

Frank Salamore

frankisalamore@aol.com
2035250034

Robert Harrison

507bkf@gmail.com
203-509-0162

John and Ernie Gavel

Eggman06488@gmail.com
203-512-4237

Adjournment:

The meeting was adjourned at approximately 8:00 PM.