

**Connecticut Department of Transportation**

**State Project No. 0068-0217  
Federal-Aid Project No. 0101(112)  
Replacement of Bridge No. 02599  
Town of Killingly**

**June 6, 2024, 6:00 p.m.  
Virtual Meeting via Zoom and YouTube Live**

**Minutes of Public Information Meeting**

**Present:**

|                       |                   |  |
|-----------------------|-------------------|--|
| Brianna Ritacco       | CTDOT             | <a href="mailto:brianna.ritacco@ct.gov">brianna.ritacco@ct.gov</a>             |
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| Matthew Geanocopoulos | CTDOT             | <a href="mailto:matthew.geanocopoulos@ct.gov">matthew.geanocopoulos@ct.gov</a> |
| Jennifer Usher        | BL Companies      | <a href="mailto:jusher@blcompanies.com">jusher@blcompanies.com</a>             |
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| Taylor Black          | BL Companies      | <a href="mailto:tblack@blcompanies.com">tblack@blcompanies.com</a>             |
| Gene McCarthy         | McFarland-Johnson | <a href="mailto:gmccarthy@mjinc.com">gmccarthy@mjinc.com</a>                   |
| David Kull            | McFarland-Johnson | <a href="mailto:dkull@mjinc.com">dkull@mjinc.com</a>                           |

11 Public Zoom Attendees

**Presentation:** A Public Information Meeting was held for this project on June 6, 2024. This meeting was held virtually via Zoom. The formal presentation began at 6:00 p.m. Transportation Project Engineer Susan Morneault began the presentation by introducing the representatives of the Connecticut Department of Transportation (CTDOT), BL Companies (BLC), the Consultant Liaison Engineer, and McFarland Johnson (MJ), the designer. Taylor Black, BLC Liaison Engineer, and David Kull, MJ Bridge Engineer, gave a fifteen-minute PowerPoint presentation describing State Project No. 0068-0217, the Replacement of Bridge No. 02599, Route 101 over Alvia Chase Reservoir, in the Town of Killingly.

The presentation included the following items:

- Bridge No. 02599 was constructed in 1935 and consists of a single span, reinforced concrete slab supported by reinforced concrete abutments and wingwalls. Bridge No. 02599 is in poor condition based on the latest inspection report due to the underside of the existing slab exhibiting cracks with efflorescence, rust stains and leakage stains, and spalls with exposed rebar.
- The project's purpose and need it to address the structural deficiencies of the existing structure.
- The proposed replacement involves replacing the existing reinforced concrete slab structure with a 12-foot wide by 9-foot high precast concrete box culvert. The concrete box culvert will be buried 2.5 feet. New in-line reinforced concrete wingwalls founded on spread footings will be constructed at the inlet and outlet of the culvert. The proposed precast concrete box culvert will be supported by cutoff and return walls at either end of the structure.
- Construction will be performed using accelerated bridge construction (ABC) techniques to perform construction over a two-week detour period. Utilities at the bridge will be temporarily relocated during construction to maintain service.

- It is anticipated that the project will require the following permits:
  - USACE Self Verification
  - CTDEEP Flood Management Certification
  - CTDEEP Inland Wetlands General Permit
- Right-of-way impacts include two construction easements.
- Construction is anticipated to begin in the Spring of 2027 and finish in the Fall of 2027. The current opinion of probable construction cost is approximately \$3,700,000. Construction is expected to be 80% Federally funded and 20% State funded.

**Public Comments and Questions:** Following the formal presentation, a live Question and Answer session was opened to the attendees. The questions and comments below were provided via voicemail, email, and Zoom Live Event chat:

Chat question: When do we find out what properties the State is using?

*A representative of CTDOT ROW stated that the only anticipated acquisition consists of two construction easements from the two reservoir properties directly adjacent to the bridge. As the design progresses, if additional impacts are identified, those properties would be notified.*

Chat question: I understand that the road will be closed for approx. 2 weeks, but how long do we anticipate the road being down to one lane only?

*A representative of McFarland-Johnson stated that the two-week full closure is the only expected impact to traffic, noting that the project is in the preliminary stages of design. Additionally, it was noted that there is potential for alternating one-way traffic to be implemented for short periods of time during off-peak hours for the Contractor to gain access, but the intent is to minimize lane restrictions to the two-week detour.*

*A representative of BL Companies added that longer term alternating one-way traffic was an option that was investigated and discussed with both the Town of Killingly and the Town of Foster, Rhode Island, as well as RIDOT but would have resulted in construction lasting longer.*

Chat question: I am at 1551 Hartford Pike. How will my property be affected?

*A representative of CTDOT stated that there are no anticipated impacts to the property. A representative from BL Companies stated that this was another reason ABC construction techniques were chosen, noting that the Contractor will have the full roadway area to work and store equipment, which limits the impacts to the surrounding properties.*

Email Question: Good morning, Thank you for the information explained in the meeting on the 6th. I understand the primary detour will be rt 94 to rt 6, which will divert the majority of the traffic. That being said, there will (most likely) be a significant increase in traffic on East Killingly Road, Riley Chase Road and Pond Road during those two weeks. Are there temporary things that could be put in place to manage traffic/speeding on those roads? Maybe temporary speed bumps or something similar? Riley Chase has many blind corners, which is not problematic

with normal traffic, however, previously, when cars have been detoured from 101 they don't decrease their speed very much which have made for some close head- on accidents. Thank you for your consideration of these concerns.

*Thank you for your email and interest in State Project No. 0068-0217.*

*As you noted below, some vehicles will use alternative routes when a detour is put into place and may not obey posted speed limits. The roadways you listed below are owned and maintained by the Town of Killingly, and as such are under their jurisdiction. However, the project team will share your concerns with the Town and discuss potential mitigation efforts for when the detour is in place.*

**Adjournment:** The email address, telephone number and project webpage address were provided for any additional questions or comments regarding the project following the meeting. Attendees were reminded that any additional comments will be received until June 20, 2024.

The presentation was well received, and the meeting was adjourned around 6:40 p.m.