

Connecticut Department of Transportation

State Project No. 0169-0131

Federal-Aid Project No. 6169(001)

**Replacement of Bridge No. 04814 – Kenyonville Road over Still River
Town of Woodstock**

July 08, 2025, at 7:00 PM

Virtual Meeting via Zoom Webinar and YouTube

Minutes of Public Informational Meeting

In Attendance:

There were 12 people in attendance (12 on Zoom and 0 on YouTube), not including the project team. The meeting participants included several residents, the Connecticut Department of Transportation, and CHA Consulting, Inc.

Presentation:

The virtual meeting, using Zoom Webinar started at 7:00 p.m. with an introductory slide which provided project contact and website information for attendees to view while they waited for the presentation to start. At 7:00 p.m., the formal presentation started with Transportation Supervising Engineer, Mr. Marc Byrnes, stating the goals for the meeting and that the purpose of this public information meeting is to present the proposed design and discuss any questions, comments, or concerns that the public or town officials may have. He provided details of how participants could interact with the project team during the meeting and then outlined the Design Managed by State (DMS) program and the subject project goals. Mr. Byrnes then mentioned how CTDOT has been closely coordinating the project with the Town of Woodstock First Selectman. Mr. Byrnes then continued by introducing the representatives of the Connecticut Department of Transportation (CTDOT), and CHA Consulting, Inc. (CHA), the Consultant Liaison Engineer (CLE). Mr. Byrnes then gave a general overview of bridge elements and explained how the element conditions are rated on a scale from 1-9.

Mr. Quezada from CHA continued with the technical portion of the presentation. He explained the existing bridge condition, provided an overview of the project site, and described the purpose of the project. Mr. Quezada presented the proposed project plans to replace Bridge No. 04814. Mr. Quezada described the roadway plan and profiles, archaeologically sensitive areas in the project vicinity, detour route and environmental, and right-of-way impacts associated with the project and noted that overhead utilities will be temporarily relocated during construction. Mr. Jack Carlson from CTDOT Division of Rights of Way continued the presentation with an explanation of the right-of-way acquisition process. Mr. Quezada then finished the presentation with the proposed project schedule and estimated cost.

Key Points Regarding the Existing Bridge:

- The existing bridge was built in 1947 and consists of a 22'-0" long simple span concrete slab supported by concrete abutments with spread footings founded on soil. There are flared wingwalls at all four corners of the bridge and the NW and SE wingwalls tie into grouted and dry-laid stone masonry retaining walls.

- The existing roadway width on the bridge is 22-feet, and the roadway is classified as a Rural Local Road.
- A traffic count taken in 2024 estimated the Average Daily Traffic (ADT) on the bridge to be approximately 482 vehicles per day with 7.3% Truck Traffic.
- The existing clear span of the bridge, measured from the face of abutments is 20-feet. The clear span is less than 1.2 times Bankfull Width (BFW) of the channel. The clear span required to meet the criterion of 1.2 times BFW is 31.2-feet. The bridge is hydraulically classified to be an Intermediate Structure with the 100-year storm as the design storm
- The existing hydraulic underclearance is -3.1' for the 100-Year design storm, which is less than the required standard of 1.0' Minimum.
- The existing freeboard is -1.5' for the 100-Year design storm, which is less than the required standard of 1.0' Minimum. The freeboard is measured at the low point of the roadway, which is approximately 80' west of the bridge.
- The existing height of backwater above natural conditions is 2.2', which is greater than the standard of 1.0' Maximum.
- The existing abutments are founded on soil and is considered to be scour susceptible.
- The bridge legal load rating is less than 1.00, and the bridge may likely require weight restrictions.
- The concrete slab deck/superstructure is in poor condition and currently rated a "4". The substructure is rated to be in good condition "7".
- Overhead utilities are present along the south side of Kenyonville Road
- There is Archaeologically sensitive area located Northwest of the project site with remnants of old sluiceways and stone walls.

Key Points Regarding the Proposed Bridge:

- The proposed bridge will comprise of Twin Box Culverts with a 16' Span x 10' Rise . The roadway embankments will be contained by flared wingwalls with spread footings founded on soil. The proposed bridge will carry a 24'-10" wide roadway providing for 12'-0" min. travel lanes meeting FHWA and State standards. The existing roadway alignment will be maintained and the profile over the bridge will be raised by 0'-9" to improve hydraulics.
- The proposed structure with a 32'-0" wide hydraulic opening will meet 1.2 times the Bankfull Width of Channel.
- The proposed replacement structure will provide -0.8' underclearance for the design 100-Year storm (1.0-foot minimum std.).
- The proposed replacement structure will provide 0.5' of freeboard for the 1.0-foot minimum freeboard standard.
- The proposed replacement structure will provide 0.1' of backwater elevation compared to natural condition, meeting the 1.0 foot maximum criterion.
- The project includes the installation of new bridge and approach rail system meeting current safety standards and approximately 425' of full depth roadway reconstruction along with drainage improvements.
- The structure will include form liner simulating stone masonry on the concrete end blocks and exposed portions of wingwalls and a metalized open bridge rail that is metalized to a color of Town's choice for improved aesthetics.
- The new bridge will provide a service life of 75 years and is anticipated to require minimal maintenance.

- The proposed maintenance and protection of traffic plan involves using 4.8-mile detour via Eastford Road, Westford Road and Crystal Pond Road for 10 weeks during summer school vacation. One travel lane will be maintained prior to and after summer school vacation in order to minimize inconvenience to school bus routes. A temporary bridge option was evaluated but was not considered due to impacts to the archaeologically sensitive areas.
- Environmental permits will be required from federal, state and Town of Woodstock permitting agencies for the project and best management practices will be used to minimize impacts to the wetlands and watercourse, during construction.
- ROW impacts for the project include:
 - Permanent Takes (2 properties)
 - DROW (2 properties)
 - Slope Easements (3 properties)
- Construction is currently anticipated to start in Spring 2027, subject to approval of environmental permits and ROW acquisitions. Construction is anticipated to last 1 season which is 8 months.
- The project Design, Construction, and ROW acquisition costs will be funded with 80% Federal funds and 20% State funds (0% Town Funds). The construction cost is currently estimated to be \$3,460,000.

Public Comments and Questions:

There were (3) questions asked (excluding general comments) during the Q&A session on Zoom that focused on the following:

Q1: Will Pond Road need to be closed as well?

R1: Mr. Seshadri responded that Pond Road will not be closed during construction. Barriers will be placed only in the immediate vicinity of the bridge area, allowing Pond Road and other driveways to remain open for traffic during construction.

Q2: When Kenyonville Road is closed. We need to ensure strong coordination between Bungay Fire and Eastford Independent Fire Department, which serves this part of Woodstock Valley and the Eastford border. The closure of Kenyonville Road could result in longer emergency response times. There must be effective communication during construction to maintain proper EMS coverage for this area.

R2: Ms. Rame stated that this concern is acknowledged. Coordination with town officials will be maintained to ensure effective EMS response throughout the construction period.

Q3: We are concerned about the detour route. Our business experiences a significant increase in traffic during the summer months, and we don't believe the detour can support that volume, especially with the delivery truck that is required for our business?

R3: Mr. Seshadri noted that the challenges of the detour route are acknowledged. The detour route was driven by personnel from the Design Team and assessed to review existing roadway conditions. The proposed detour will help expedite construction, and the selection of precast culverts that do not need pile foundations helps limiting the closure of Kenyonville Road to only the 10-week school summer vacation period. While

some disruptions are expected, efforts are being made to minimize the overall impact to the public for the duration of construction.

Q4: Are there any plans to improve Crystal Pond Road to accommodate increased traffic before the detour is implemented?

R4: Mr. Seshadri stated that there are currently no plans to improve Crystal Pond Road. Mr. Byrnes added that such upgrades involve funding considerations, as the federal highway program funding only supports bridge replacement projects. Improvements to local roads and improvements outside the project boundaries would not be eligible for federal participation.

Q5: Thank you for providing this information in this format.

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 to fill out the voluntary survey and that any additional comments can be submitted until July 22, 2025.

The presentation was well received, and the meeting was adjourned at 7:38 PM.

During the two-week comment period, following the Virtual Public Information Meeting, abutter Raymond J. Hoelzer, Jr. and Roy Romppainen requested a meeting to discuss drainage concerns and impact on their property. A site visit between the abutter and the design team is being scheduled for the end of July 2025.

Submitted by: _____
Anand Seshadri
CHA Consulting, Inc.

Approved by: _____
Andrew C. Shields

CTDOT – CLE Bridge FLBP