

**Department of Transportation  
Project No. 151-273  
Reconstruction of I-84  
Waterbury**

**Public Information Meeting  
April 18, 2013  
Crosby High School**

**Minutes**

**Present:**

Selim Noujaim	State Representative, 74 <sup>th</sup> District
Stephanie Cummings	Master of Ceremonies
Denis Cuevas	Director, Waterbury Water Pollution Control
Rich Armstrong	Principal Engineer, CTDOT
Andy Fesenmeyer	Project Manager, CTDOT
Greg Soja	Project Engineer, CTDOT
Ken Fagnoli	Assistant District Engineer, CTDOT
Jim Hund	Project Engineer, Ammann & Whitney
Tom Bulzak	Principal, EcoDesign

The meeting was sponsored by State Representative Selim Noujaim and State Senator Joe Markley. Senator Markley was not present due to unforeseen business at the LOB. Stephanie Cummings opened the meeting at approximately 6:15 p.m.

**Presentation: Harpers Ferry Road Pump Station – State Project No. 151-285**

Mr. Dennis Cuevas provided a brief overview of the status of the Harpers Ferry Road Pumping Station and highlighted the following:

- The existing pump station is in direct conflict with the realignment of I-84 and therefore needed to be relocated
- The pump station was designed by CDM Smith
- The Contractor is O&G
- Construction began in February of 2012 and is scheduled to be completed November 20, 2013

**Presentation: Reconstruction of I-84 – State Project No. 151-273**

Mr. Fesenmeyer gave an update on the overall status of Project with respect to the engineering phase, environmental permitting, property acquisition, project funding and schedule. The following key issues were presented:

- The design plans and specifications are considered to be approx. 90-95% complete.
- The primary focus is the preparation of the required permit documents

- All of the required ROW has been acquired except for proposed mitigations sites
- Funding for the construction of the project has been “programmed” by the Department and is comprised of about 85% Federal dollars with the balance being provided by the State.
- The schedule is contingent on the permit process. It could take as long as a year to receive permit approval. It is anticipated that some work will start in 2014, but the major construction activities will likely begin in 2015.
- Another Public Information meeting will be scheduled once the project gets closer to going out to bid. The meeting will serve as an update as well as what can be expected during construction.

Mr. Jim Hund provided a brief overview of the design elements of the project and highlighted the following key elements:

- The primary objective of the project is to improve safety and operational deficiencies
- The project calls for the following improvements
  - Widening of approximately 2.7 miles of I-84 to provide a continuous third lane in each direction
  - Replacement/construction of 9 bridges, 6 culverts and 20 retaining walls
  - Realignment of the highway in the vicinity of Harpers Ferry Road to remove the existing sharp reverse curvature that results in safety and operational deficiencies
  - A new Westbound 24 On-Ramp from Harpers Ferry Road with an auxiliary lane to WB 23 Off-Ramp to Hamilton Avenue
  - Extension of Plank Road East from Scott Road to Harpers Ferry Road
  - Elimination of the following short weave sections; between the WB 25 On-Ramp from Scott Road and the WB 24 Off-Ramp to Harpers Ferry Road and the short weave section between the EB 23 On-Ramp from Hamilton Ave. and the EB 25 Off-Ramp to Harpers Ferry Road
  - Relocation of the WB Off-Ramp to Scott Road and as a result, the relocation of Beaver Pond Brook
  - Two noise barriers are proposed for the project and the DOT is performing a new noise study using the Departments July 2011 Noise Policy to confirm their locations and to see if there are any other candidate sites
  - Traffic signals will be upgraded and/or replaced
  - The highway will be illuminated and new signs and pavement markings will be installed
  - Public and private utilities will be replaced and or relocated
- The anticipated construction duration is 5 years
- The estimated construction cost is between \$400 - \$450M

Mr. Tom Bulzak briefly highlighted some environmental aspects of the project that affect the design and construction schedule:

- Unavoidable impacts to the natural resources, such as watercourses and inland wetlands;

- Relocation of sections of the Mad River, Beaver Pond Brook, East Mountain Brook and re-establishment of a perennial stream;
- Summary of watercourse and inland wetland impacts: approximately 7,700 linear feet of watercourses and approximately 1.3 acres of inland wetlands impacted;
- Summary of required State and Federal Environmental Permits to be obtained and their status and effect on the project schedule;
- Impact mitigation plan summary:
  - Watercourse impacts mitigation: mitigation provided within the project limits;
  - Inland wetland impacts mitigation required approximately 3.0 acres;
  - Challenges and status of finding wetland impacts mitigation sites.

### **Public Comments and Questions:**

After the presentation, Representative Noujaim invited the audience to participate in a question and answer session.

- Question: A resident commented that construction of the project will disrupt the area and could also have an economic impact on businesses in the area. He wanted to know if there was an economic impact study done.
- Response: No, an economic impact study was not completed, but clearly the rush-hour congestion conditions are unacceptable and have an environmental and economic impact. The project is needed, and the Federal Highway Administration has approved the project to move forward.
  
- Question: A resident asked if all ROW has been acquired. Specifically, will any property be acquired in the vicinity of Washington Street.
- Response: Except for ROW associated with wetland mitigation, all ROW has been acquired. No ROW will be acquired in the vicinity of Washington Street.
  
- Question: Mayor Robert Chatfield (Prospect) asked if any detours were proposed through Prospect. He is concerned that traffic during construction will find alternate routes through Prospect.
- Response: No, there are no proposed detours through Prospect. However, the Department has no control over motorists that may elect to find alternative routes during construction to avoid congestion, some of which may be through Prospect.
  
- Question: A resident asked 1) Are improvements to the I-84/Route 8 mix-master included in this project? and 2) Who is the prime contractor and who is the electrical subcontractor for the pump station project?
- Response: 1) No, improvements to the mix-master are not included in this project. 2) The prime contractor for the pump station is O&G. The electrical subcontractor is Horton Electrical.
  
- Question: A resident asked if a website has been established for this project.
- Response: No, but information regarding this project will be placed on the Department's website.

- Question: A resident asked what would trigger a formal DEEP hearing?
- Response: A DEEP hearing can be triggered by the following: 1) The DEEP, upon review of the permit application, determines that a hearing is required, or 2) the DEEP places a public notice that they are in the process of issuing a permit. A hearing will be held, if within 30 days of the notice, a minimum of 25 people sign a petition requesting a hearing.
- Question: A resident expressed concerns about development and the increased traffic on East Main Street, specifically at the East Main Street/Pierpont Road intersection.
- Response: This project does not address any improvements at the East Main Street/Pierpont Road intersection.
- Comment: Mayor Neil O'Leary (Waterbury) commented that the project is needed to help with traffic operations along I-84 and to ease congestion. The project is important for economic growth.
- Question: A resident asked if traffic patterns would include the use of concrete barrier.
- Response: Yes, concrete barrier will be used for the protection of the work zone.
- Question: A resident asked 1) Will any land be acquired from Hamilton Park? 2) Will a noise barrier be constructed along Hamilton Park? and 3) Will this project have contractor incentives to achieve milestones?
- Response: 1) No, property is not being acquired from Hamilton Park. 2) A noise barrier is not proposed along Hamilton Park. The Department is conducting a noise study to determine if a noise barrier is warranted at this location. 3) Yes, the specifications have not been finalized, but the contract will have incentives for meeting milestone completion dates and will also have liquidated damages for milestones dates that are not met.
- Question: A resident asked if the design included areas where trucks could safely pull off the highway so that the driver could perform a safety inspection of their vehicle or load.
- Response: No, the project does not have designated areas for trucks to pull over where the driver could perform a safety inspection of their vehicle or load. The shoulders will be 12 feet which would allow a driver to safely pull off the road to perform an inspection.
- Comment: A resident expressed their frustration about the fact that this project hasn't been built yet and just wanted it done.
- Question: A resident on Mulloy Road asked how the widening would affect her property.
- Response: All improvements to I-84 in the vicinity of Mulloy Road are being accomplished within the State's right-of-way and there is no impact to the properties on Mulloy Road.
- Question: A resident asked about improvements to Reidville Drive and to the Reidville Drive/Interstate Lane intersection.

- Response: The section of Reidville Drive from Harpers Ferry Road to Kucas Lane is being relocated/reconstructed. The section from Kucas Lane to Scott Road will be resurfaced. There are no improvements proposed at the Reidville Drive/Interstate Lane intersection.
- Question: A resident asked what the Department has done to assure that this project will be properly constructed?
- Response: The Department has worked hard to overcome the deficiencies realized in the previously constructed I-84 project. Since that project, several projects construction where completed on schedule or are on schedule and within budget, including the Arragoni Bridge, the Q-Bridge and the Moses Wheeler Bridge.
- Question: A resident asked if the Scott Road Bridge will be widened as part of this project.
- Response: Yes, the Scott Road bridge will be widened as part of this project.

After the audience general participation, question and answer session, Representative Noujaim adjourned the meeting at approximately 7:00 p.m. Several people stayed and Department representatives were available to answer individual questions and concerns.