

## Department of Transportation

Project No. 33-127

### Culvert Rehabilitation at the Exit and Entrance Ramps to Route 9 (Exit 18) From Route 99 (Main Street)

Town of Cromwell

Project Overview

Presented at:

The Board of Selectman Meeting  
Cromwell Town Hall  
Wednesday, April 13, 2011

#### Present:

Connecticut Department of Transportation  
Scott A. Hill, P.E. – Manager of State Design  
Scott Bushee, P.E. – Project Manager  
Erika B. Lindeberg, P.E. – Project Engineer  
Derrick Ireland – Office of Rights of Way

#### Town of Cromwell

John M. Flanders – First Selectman  
Anthony A. Varricchio – Selectman  
Ann Halibozek – Selectman  
Richard R. Newton – Selectman  
Al Waters – Selectman  
Allan D. Spotts – Selectman  
Patrick M. Ahlquist - Selectman  
Anthony J. Salvatore – Chief of Police  
Ed Kosinski – Police Captain  
Eric E. Hood – Director of Public Works

**Presentation:** At approximately 7:30 PM, a brief introduction was given by Scott Bushee. Explanation was provided regarding handouts available with comment forms and contact information for Department personnel. Erika Lindeberg presented more detailed design information regarding the project using the design plans that were on display.

The presentation covered the following items:

- ⇒ Rehabilitation of two culverts carrying Cromwell Creek under the Route 9 entrance and exit ramps at Exit 18 as noted in Figure 1 at the end of this document.
  - Project is adjacent to a Town Park called “Frisbie Landing”
  - Culverts are deteriorated with evidence of rust and section loss
  - Culverts are 72” in diameter and approximately 375 feet in combined length

- ⇒ Current proposed method of rehabilitation is cured in-place pipe lining
- ⇒ A temporary bypass pipe and pumping are required
- ⇒ An evening detour (after 7 PM) is proposed to install the temporary bypass pipes
  - Detour is expected to be in place one or two nights to permit trenching across the roadway
  - Detour route will utilize Route 9 to Exit 19, Route 372, and Route 99 as noted on Figure 2 at the end of this document
  - Approximate detour length is 4.5 miles
- ⇒ Temporary work areas are required on two properties, both of which are owned by the Town of Cromwell and are needed for construction staging and storage of materials
  - One work area utilizes Town park property
  - Orange fencing will be utilized to separate the work area from the park
  - No impacts to parking or trails anticipated
  - Areas will be fully restored and revegetated post construction
- ⇒ Construction cost is estimated to be \$750,000 utilizing 80% Federal and 20% State funds
- ⇒ Environmental permits are required from DEP and Army Corps of Engineers
- ⇒ Final plans are anticipated to be completed in the Fall of 2012 with construction in the Spring of 2013 for a six to eight week construction period

**Public Comments and Questions:** Approximately 50 residents attended, of which approximately 3 residents and 3 Selectman took the opportunity to ask questions or make comments, which are summarized below:

- ⇒ The closure of the ramps must be coordinated with The Mattabasset District. Access to The Mattabasset District for 3<sup>rd</sup> shift personnel should be provided. Several options are available to accommodate The Mattabasset District during the detour time period. The Department responded that coordination has been ongoing with the Mattabasset District Engineer.
- ⇒ The closure of the ramps shouldn't take place on a weekend in the summer, especially on Sunday night when traffic is heavy returning from the shoreline.
- ⇒ The closure of the ramps should be coordinated with the Cromwell Police Department. The Department of Transportation will contact the Police Department as the design progresses and will continue coordination through construction.
- ⇒ Will this project take place at the same time as the Arrigoni Bridge project? The Department responded that this project is not expected to begin until the Arrigoni Bridge work is complete.

There were no objections to the proposed improvements, use of a detour for construction, or use of the Town park property for temporary construction access.

It was stated that the Department will review the comments from the meeting, along with any additional comments submitted in writing or by email in the next two weeks.

The question and answer session was concluded at approximately 7:50 PM.

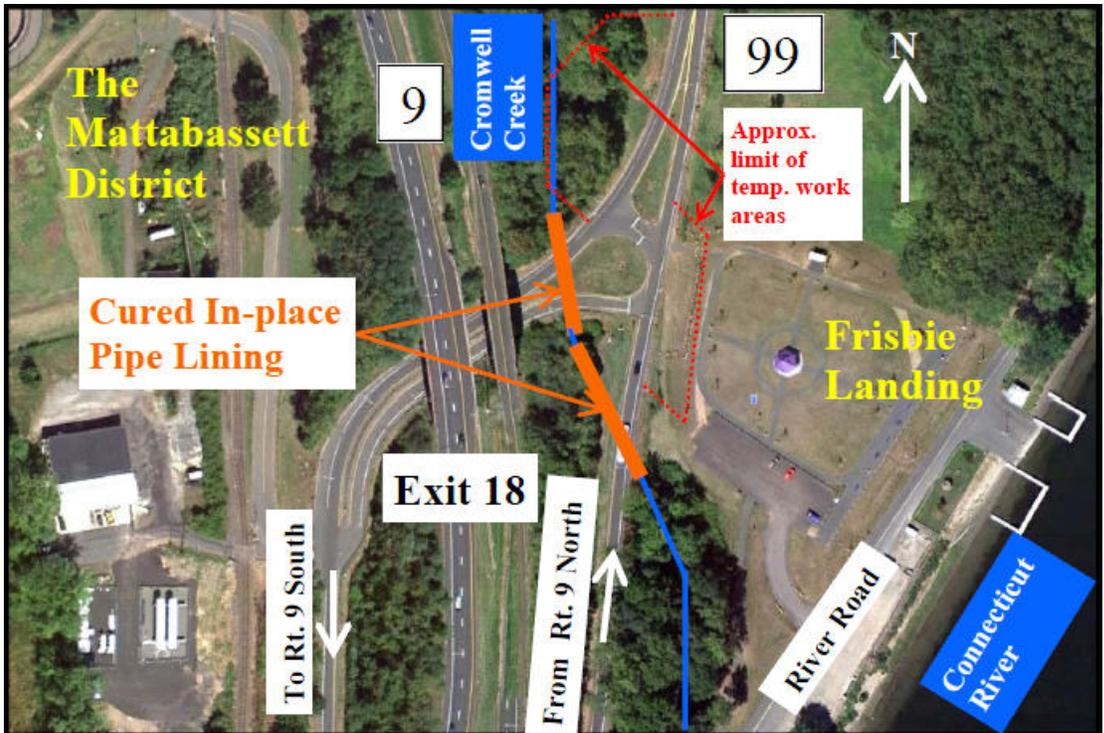


Figure 1. Proposed Culvert Rehabilitation Location Plan

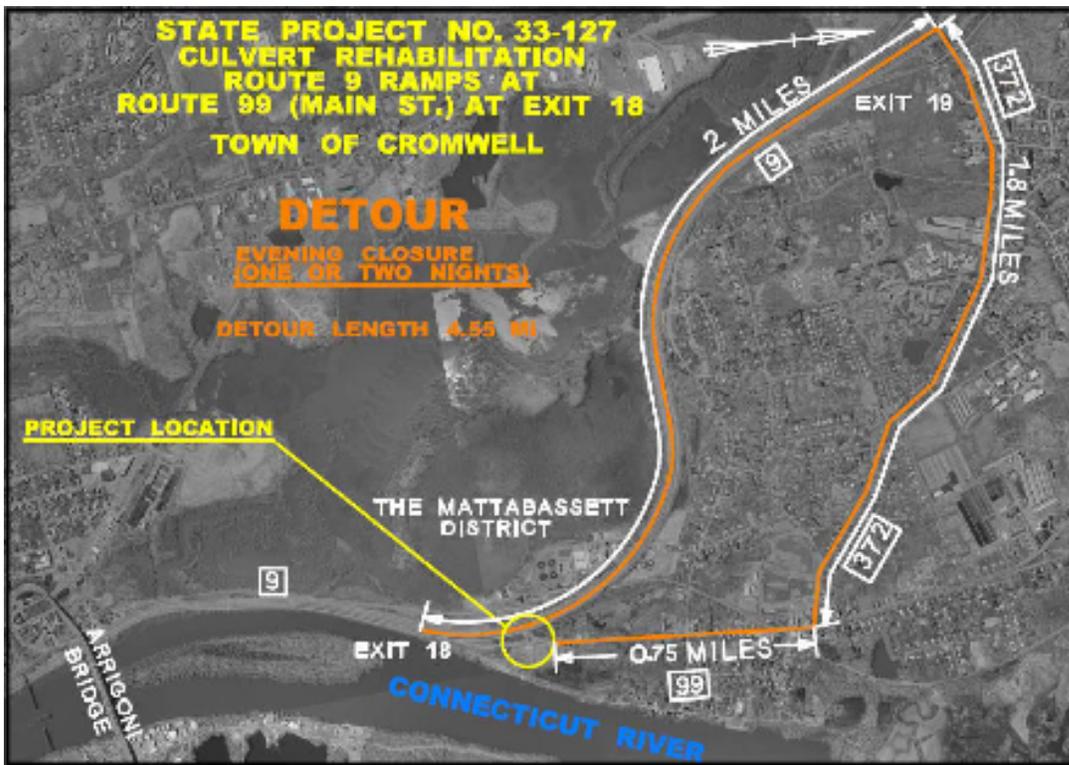


Figure 2. Proposed Detour Route (evening closure of Exit 18 ramps for one or two nights)