

## REPORT OF MEETING

**SUBJECT:** Public Information Meeting – Town of Windham

**DATE OF MEETING:** June 30, 2014

**BRIDGE:**

<u>Bridge No.</u>	<u>Project No.</u>	<u>Town</u>	<u>Route</u>	<u>Location</u>
00490	163-203	Windham	Route 66	Natchaug River

**LOCATION OF MEETING:** Town Hall – Windham, CT

**IN ATTENDANCE:**

<u>NAME</u>	<u>REPRESENTING</u>	<u>EMAIL/Phone</u>
Joseph Gardner	Windham Town Engineer	<a href="mailto:jgardner@windhamct.com">jgardner@windhamct.com</a>
Louis Bacho	CTDOT – Bridge Design	<a href="mailto:louis.bacho@ct.gov">louis.bacho@ct.gov</a>
Susan Morneault	CTDOT – Bridge Design	<a href="mailto:susan.morneault@ct.gov">susan.morneault@ct.gov</a>
Michael Marzi	CTDOT – ROW	<a href="mailto:michael.marzi@ct.gov">michael.marzi@ct.gov</a>
Keegan Elder	WMC – Design Consultant	<a href="mailto:kelder@wmcengineers.com">kelder@wmcengineers.com</a>
Dennis Garceau	WMC – Design Consultant	<a href="mailto:dgarceau@wmcengineers.com">dgarceau@wmcengineers.com</a>
Nicholas Giardina	BL Companies – CTDOT Liaison	<a href="mailto:ngiardina@blcompanies.com">ngiardina@blcompanies.com</a>
Steven Fraysier	BL Companies – CTDOT Liaison	<a href="mailto:sfraysier@blcompanies.com">sfraysier@blcompanies.com</a>

Three (3) Windham residents were also in attendance. One represented the property now or formerly owned by Vesta Windham, LLC located to the southeast of the project site.

**PROJECT DESCRIPTION:**

The project was presented using Microsoft PowerPoint and key project plans were on display. Handouts of the general project information were also available to the attendees. After the presentation, the meeting was opened to additional questions and comments. The following is a summary of the presentation and comments.

Replacement of Bridge No. 00490 – State Project No. 163-203

Bridge No. 00490 carries Route 66 (Boston Post Road) over the Natchaug River, in the town of Windham, and is located approximately 1,800-feet northeast of the intersection of Route 66 and Route 195. The existing bridge consists of a two-span, concrete-encased steel plate girder superstructure on full-height abutments and a single wall pier. The proposed horizontal alignment will match existing and the proposed vertical profile of Route 66 will be raised approximately 1.75-feet to maintain 2-feet of freeboard over the Natchaug River during the 100-year design flood elevation. There is also an existing 5-foot concrete sidewalk along the eastbound side of the roadway.

The purpose and need for the project is to address the structural deficiencies and functional obsolescence of Bridge No. 00490. The bridge is structurally deficient due to the serious condition of the deck and is functionally obsolete due to inadequate deck geometry. The severe deterioration of the concrete parapet has resulted in the removal of the parapet on both sides of the bridge and the installation of temporary precast concrete barrier curbing to protect traffic.

The recommended course of action involves replacing the structure with a 170-ft single span, steel plate girder bridge on integral abutments. The proposed bridge will support two 12-foot lanes and two 5-foot shoulders as well as a 5-foot 6-inch sidewalk adjacent to the eastbound lane.

The proposed bridge replacement will be performed in two stages. An alternating one-way traffic pattern with temporary signal control at either end of the work zone will be utilized during construction. Pedestrian traffic will also be maintained throughout the duration of construction through the construction of a temporary 5-foot wide sidewalk.

The Connecticut Department of Energy and Environmental Protection will require an Inland Wetlands General Permit and a Flood Management Certification. Also, the Army Corps of Engineers will require a General Permit (Category 1) in order for this project to be constructed.

One permanent slope easement will be required to accommodate the raised profile of Route 66.

It is anticipated that the existing telecommunications duct bank supported beneath the eastbound shoulder will be replaced. Five CL&P-owned utility poles are anticipated to be relocated as a result of the construction activity. The existing water main that crosses the river upstream of the bridge will be relocated, installed and supported beneath the proposed bridge. Two sanitary manholes, two telephone manholes, water gates and one hydrant will need to be reset within the project limits. A new gas main has been requested to be installed beneath the proposed bridge. Three decorative luminaries along the sidewalk north of the bridge will need to be reset, as well.

The estimated construction cost for the replacement of Bridge No. 00490 is \$6,300,000 and the project is anticipated to be funded using Federal and State capital.

Work under State Project No. 163-203 is anticipated to begin in the spring of 2016. The schedule should be considered tentative as the start of construction activities is predicated on the availability of funding, resolution of all property impacts and the issuance of all necessary permits.

#### **TRANSACTIONS AND DETERMINATIONS:**

A resident (representative of Vesta Corporation – project abutter) noted their support of the project and requested that a new gas main be installed across the proposed bridge. *A representative of BL Companies responded that Yankee Gas has made known their intention of expanding gas service across the subject bridge to the apartment complex that Vesta Corporation owns located east of the project limits. This request will be coordinated with the utility company during final design of the project.*

A resident asked if the project was in a FEMA Floodplain. *A representative of BL Companies responded that the project is located within the limits of a FEMA-established floodplain and floodway. Several permits (mentioned previously in this report of meeting) will be required as a result of project related impacts to the river and adjacent wetlands.*

A resident asked why the project will take so long to get to construction. *A representative of CTDOT – Bridge Design responded that the Department of Transportation has a thorough plan review system in place as well as permitting and rights-of-way processes, all of which take time. Proper review time ensures a quality design while permitting and rights-of-way are means of ensuring that the environment and the rights of individual property owners are protected.*

A resident (representative of Vesta Corporation – project abutter) asked if the timing of the traffic light at the Route 66 and Scott Road (entrance to apartment complex) intersection (located north of the existing bridge) would be coordinated with the temporary signals associated with the subject construction project. *A representative of BL Companies responded that the traffic queue associated with the temporary signals is not expected to impact the intersection of Route 66 and Scott Road. Therefore, the signal timing at the intersection would not be coordinated with the timing of the temporary signals.*

A representative of the Town requested that the water main that crosses under the Natchaug River upstream of the existing bridge be relocated onto the proposed structure as part of the subject project. They also requested that WMC Consulting Engineers (WMC) be retained as the designer for the water main relocation. *A representative of BL Companies responded that the relocation of the water main to the proposed structure is accounted for in the design. A representative of CTDOT – Bridge Design requested that the Town write a letter summarizing their request of retaining WMC as the designer for the water main relocation and address it to:*

*Mr. Nicholas R. Giardina, P.E.  
Program Administrator  
BL Companies  
150 Trumbull Street, 6<sup>th</sup> Floor  
Hartford, CT 06103*

Any questions or comments regarding these projects or minutes should be directed to the Connecticut Department of Transportation, Attention: Manager of Bridges, 2800 Berlin Turnpike, Newington, CT 06111.

Submitted by:  Steven D. Fraysier \_\_\_\_\_ Date: \_\_\_\_\_  
Steven D. Fraysier

Approved by: \_\_\_\_\_ Date: \_\_\_\_\_