

Connecticut Department of Transportation

**Virtual Public Information Meeting
State Project No. 0046-0127
Replacement of Bridge No. 01524
Carrying Route 191 over the Scantic River
Town of East Windsor**

May 4, 2021 7:00 PM

Meeting stream live to attendees via MS Teams Live Event and YouTube Live

Report of Meeting

Present:

~11 Attendees viewing via MS Teams Live Event stream

~4 Attendees viewing via YouTube Live Stream

Team Presenting from the Connecticut Department of Transportation:

Andy Cardinali, Principal Engineer, Bridge Design

Kevin Blasi, Project Manager, Bridge Design

Ken-Taro Plude, Project Engineer, Bridge Design

Corey Burroughs, Project Designer, Bridge Design

Jason Boice, Office of Rights of Way

Kevin Fleming, Office of Environmental Planning

James Vincenzo, District-1 Construction

Presentation:

Kevin Blasi opened the meeting promptly at 7:00 pm with a brief welcome and introduced the project design team. Attendees were reassured that the bridge was safe for passage by all vehicles under the 11 Ton bridge posting and were also informed that repairs to the bridge were to occur in the coming weeks to allow for the passage of Broad Brook Fire Department emergency vehicles that are above the posted limit. The bridge will remain posted for 11 Tons following the repairs.

Mr. Blasi offered information to the attendees on how to contact the design team during the live Question and Answer session following the formal presentation. The following means of contact were provided:

Project email: DOTProject46-127@ct.gov

Project Q&A phone: (860)-944-1111

MS Teams Chat (available during the live stream event only, for those accessing the meeting via MS Teams)

The period to provide comments and questions to the project team extends through May 21, 2021.

Corey Burroughs began the formal presentation of the project. The following are the key points of the formal presentation:

- The existing bridge is a steel pony truss built in 1925 by the Berlin Construction Company
 - It is a historic structure and is eligible for listing in the National Register of Historic Places

- Kevin Fleming provided an overview of the Connecticut Environmental Policy Act (CEPA) and CEPA scoping
 - Purpose is to identify environmental impact, evaluate options and solicit public comment
 - It is required for any state action that may have a major impact on the environment, social and/or economic resources
 - A brief overview of the CEPA scoping process includes posting to the Environmental Monitor, a 30-day comment period, identifying concerns and alternatives, a public scoping meeting and determining if an Environmental Impact Evaluation (EIE) is warranted for the project
- The bridge is a pony truss consisting of an orthotropic deck providing the riding surface, and a floor beam-truss system carrying the load from the deck to the substructure then it to the ground.
- Based on the 2021 bridge inspection report the deck is rated a 6, the superstructure 4 (poor) and the substructure a 6. The superstructure's poor rating triggers the need for the project.
- The proposed replacement structure is a 125' long x 30' wide steel multi-girder bridge which will be located approximately 10' to the south of the existing bridge centerline. It was noted that other structure types may be investigated and considered as the design progresses.
- Route 191 and the adjoining intersections at Old Ellington Road and Mahoney Road will be realigned and the road profile will be raised approximately 4' to accommodate the new bridge location. The raise in profile is necessary to improve the bridge under clearance relative to the Scantic River during the 100-year storm event. The west and east curves will be improved by increasing stopping sight distance and curve radius. The current local alignment is below current design standards.
- The proposed stopping sight distance improves the west curve safe travel speed from 24 mph to 25 mph and the east curve from 26 mph to 35 mph. Doing nothing to improve the existing alignment would result in a decreased safe travel speed at the west curve from 25 mph to 22 mph and no change at the East curve.
- 40 Mahoney Road and 13 Old Ellington Road will be impacted by partial land acquisitions and sloping easements to accommodate the proposed realignment.
- Matt Geanacopoulos presented an overview of the Rights of Way process followed by the Department of Transportation, including property acquisition.
- The overhead utilities and sewer main are going to be permanently relocated. No impact to the water main is anticipated based on the proposed design.
- It is anticipated that the all-State-route detour using Route 191, Route 140 and Route 5 will be in place for approximately nine months from March 2023 to November 2023. As the design progresses, the DOT Bridge Design team will work with DOT Construction personnel to reduce, to the extent possible, the detour duration as presented.

Following the presentation of the project scope, the project schedule, estimated cost, funding sources, and a summary of anticipated environmental permits was presented.

- Estimated Construction Cost: \$9,000,000 (80% Federal, 20% State)
- Project Schedule:
 - Utility Relocations: Fall 2022
 - Start of Construction: March 2023
 - Ten-month construction schedule

The presentation ended with Kevin Blasi reminding attendees how to contact the design team with questions and comments. The presentation was opened for questions and comments.

Public Comments and Questions During the Live Q&A that followed the presentation:

- **A question was posted to the Q&A chat:** Both Old Ellington Road and Mahoney Road approaches to Route 191 are on a steep grade. Will the proposed realignment at Route 191 worsen the existing condition? Will there be a flat landing area?

Response: It's DOT policy to maintain the existing roadway geometry or improve it so we don't believe we will be making it worse. As for the flat landing area we are still early in the preliminary design phase, so we do not have an answer currently.

- **A question was posted to the Q&A chat:** Numerous vehicles turn left from Mahoney Road onto Route 191 and then turn right onto Old Ellington Road. Can the two roads be realigned opposite each other to create a 4-legged intersection. This would eliminate the offset intersections and normalize movements.

Response: Currently we don't believe that will be possible. The bridge skew and location in relation to those intersections are not favorable to this arrangement.

- **A question was transmitted via voicemail:** Can you please run through the detour again?

Response: The detour follows Route 191/Mill Street to the east and turn left onto Route 140 and following Route 140 until you intersect with Route 5. Turn left onto Route 5 heading south until you intersect with Route 191/Wells Rd and turn left. This will bring you to the west side of the bridge from the east side. Simply reverse these directions to go from the west side of the bridge to the east side. This State route detour is about 11 miles and will run from March 2023 to November 2023. *[Subsequent to the Virtual Public Information Meeting, the design team determined that a possible temporary closure of Mahoney road at its intersection with Route 191 may be required. This would create a dead end at the end of Mahoney Road as well as a dead end along a portion of Route 191 just west of Stiles Bridge.]*

- **A follow-up question to the above question regarding a possible intersection was asked:** Relocate the bridge to accommodate the 4-legged intersection?

Response: There are site constraints and other issues regarding the location of the existing substructure with relation to how the proposed bridge substructure is located. The proposed bridge is oriented in such a way as to accommodate the new substructure without conflicting with the existing substructure. Given environmental and right-of-way impacts, as well as possible additional utility relocation work, it is not feasible to orient the bridge in such a way that it would be directly opposite both Mahoney Road and Old Ellington Road.

- **A question was posted to the Q&A chat:** How long will the new bridge last?

Response: The bridge is designed for a 75-service life.

- **A question was transmitted via email:** Can you explain again why the detour is necessary?

Response: The isometric view of the structure was used to explain how the load from the deck is carried by the floor beam members which evenly distribute the load to the truss members. Removing a single truss would leave one end of the floor beam unsupported, this would result in

a catastrophic failure of the structure. The truss and floor beams work together as a system and are co-dependent on each other for support.

- **A question was transmitted via voicemail:** How much money will this cost the town?

Response: This project will not cost the town anything, it is funded with 80% federal and 20% state funds.

- **A question was transmitted via email:** Can you go through the detour schedule again?

Response: The utilities are to be moved in the Fall of 2022 and the bridge replacement portion of the project is scheduled to begin in Spring of 2023. Route 191 will be closed at the bridge around March 2023 and the detour is anticipated to be in place until November 2023.

- **A question was transmitted via voicemail:** Will there be any interruption to the utilities during construction? Will there be any new lighting installed?

Response: Overhead utilities are owned by Eversource, Frontier and COX and the Town of East Windsor owns the 16" municipal sewer main directly to the south of the bridge. We don't anticipate any disruption to the water main, the overhead utilities or the sewer main services. Regarding the lighting, there are no proposed lighting to be installed under this project. [The 30% design will be distributed to various Department units including the lighting unit. At that time, a determination will be made regarding the need for any lighting at the project location.

- **A question was transmitted via voicemail:** During the utility relocation, will there be any road delays, detours, or interruptions?

Response: You can expect alternating one-way traffic conditions during the utility relocation. We don't foresee requiring a detour for the utility relocations. We have an average daily traffic of 1500 vehicles on this road and with alternating one-way conditions, traffic should move through the site during the utility relocations without too much delay.

Adjournment:

The meeting was adjourned at approximately 8:30 PM.