

Connecticut Department of Transportation

**Public Information Meeting
State Project No. 0055-0147
Replacement of Bridge No. 02805
Carrying Route 189 Over an Unnamed Brook
Town of Granby**

**November 18, 2024, 7:00 p.m.
Granby Town Hall**

Minutes of Public Informational Meeting

A Public Information Meeting (PIM) was held for the project on November 18, 2024, at 7:00 p.m. The purpose of the meeting was to provide the community an opportunity to learn about the proposed project and allow an open discussion of any views and comments concerning the proposed improvements.

Present:

Public Officials:

Kirk Severance, Town of Granby - Director of Public Works

Connecticut Department of Transportation:

Bartholomew Sweeney, Division Chief of Bridges
Ken-Taro Plude, Project Manager, Bridge Design
Ameh Fioklou, Project Engineer, Bridge Design
Matthew Bagdasarian, Project Designer, Bridge Design
Kathleen Ericson, Property Agent, Office of Rights of Way

Public Attendees:

Three (3) town residents

Presentation

Connecticut Department of Transportation (CTDOT) Project Engineer Ameh Fioklou began the meeting at approximately 7:00 p.m. with an introduction of the CTDOT project team, a brief overview of the project and display of the Title VI slides.

Presentation Key Points:

- The existing structure is a concrete slab deck that rests on concrete abutments.
- The bridge was built in 1935 and has not been reconstructed.
- Based on the 2023 bridge inspection report, the deck is rated 4 (poor), the superstructure 4 (poor), and the substructure 6 (satisfactory). The superstructure's poor inspection rating triggered the need for this project.

- The bridge is located adjacent to the East Branch Salmon Brook, which is considered a wild scenic river as designated by the National Park Services (NPS). Bridge Design will continue to coordinate with NPS.
- Kathleen Ericson presented an overview of the Rights of Way process including property acquisitions.
- Construction easement will be required to the east and west of the bridge for the temporary relocation of overhead utilities and other construction activities.
- The scope of the project is a full bridge replacement. The curb-to-curb width will be increased from 30'-1" to 32'-0".
- The proposed replacement structure is a precast concrete three-sided frame with concrete abutments that sits directly on bedrock.
- Other options were evaluated and considered during the preliminary design phase. The three-sided frame was selected based on a life cycle analysis of the various options and the requirement to minimize removal of rock.
- Overhead utilities are located adjacent to the bridge. The overhead utilities require temporary relocation to the west of the bridge to allow for demolition and construction activities. There are no underground utilities located within the project limits.
- The bridge will be replaced between June – September in 2027. During the replacement of the bridge, Route 189 will be closed to traffic starting at the intersection of Route 189 and Northwoods Road.
 - The 24-mile detour (approximately 45 minutes) utilizes Route 202, Route 57 and Route 189
 - The detour is on state routes.
 - The detour extends into Massachusetts.
- The determination of no historic properties within the project limits was made under Section 106 of the National Historic Preservation Act.
- Based on the current schedule construction will begin in the Fall of 2026 with the overhead utility relocation before winter shutdown.
- The bridge replacement will take one construction season, starting in June of 2027.

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

- Estimated Construction Cost: \$5,000,000 (no town funds required)
- Project Schedule:
 - Utility Relocation: Fall 2026
 - Detour: Summer 2027
 - End of Construction: Fall 2027

Public Comments and Questions:

- **Question 1:** Did DEEP do an impact study?

- **Response 1:** The project is in the preliminary design phase. Coordination with the regulatory agencies will take place during the final design phase.
- **Question 2:** The town residents are going to find local roads to detour rather than a longer one, what can be done about trucks taking town roads that typically have smaller lanes?
 - **Response 2:** The official posted route is the state detour. We will coordinate with our traffic division to see if anything can be done to minimize impacts of trucks taking town roads.
- **Question 3:** What is the impact of the detour on EMS response time?
 - **Response 3:** Bridge Design project team will coordinate with EMS in Granby and Granville, MA. Bridge Design project team will also look into minimizing the detour timeframe as much as possible.
- **Question 4:** I've seen a lot of surveyors around my property recently, what are they doing?
 - **Response 4:** CTDOT surveyors have been sent out to this location to get additional survey required to capture the limits of the raised roadway. Additionally, the surveyors are flagging additional wetland and watercourse locations.
- **Question 5:** How wide can you make the three-sided frame?
 - **Response 5:** The maximum span length of three-sided frame is 30 feet.
 - **Follow up to Question 5:** After the meeting, Bridge Design determined that the maximum clear span length is 40 feet.
- **Question 6:** The bedrock is very shallow at this location.
 - **Response 6:** Subsurface investigation was performed adjacent to the proposed bridge location. The results indicated that the bedrock is shallow at this location. This is one of the primary reasons why the three-sided frame was selected over the box culvert. Bridge Design wanted to minimize rock excavation required for the project.
- **Question 7:** Why does the construction season start in June?
 - **Response 7:** The June start time was selected to minimize any impact to potential school bus routes and because of environmental restrictions. However, there will be construction activities prior to June such as utility relocation.
- **Question 8:** Could you provide an estimate of the distance from the bridge to East Branch Salmon Brook?

- **Response 8:** Bridge Design project team didn't know the approximate distance. However, the team is trying to minimize any impact on East Branch Salmon Brook.
- **Follow up to Question 8:** After the meeting, Bridge Design project team determined the distance from the outlet to the intersection between the unnamed brook to East Branch Salmon Brook is approximately 118 feet.
- **Question 9:** Why is the curb-to-curb length of the proposed bridge 2 feet wider than the existing condition?
 - **Response 9:** Bridge Design project team evaluated the complete street requirements for the project and determined a 32-foot-wide curb-to-curb roadway is required for this location.

During the two-week public comment period after the public informational meeting, CTDOT received the following comment.

- **Comment 1:** Let it be known that Peck Orchard Road in Granby and Hartland has a “through truck prohibition” which should be heavily enforced to ensure public safety is not compromised during the span of this project.

Adjournment:

The project was well received by those in attendance. The meeting was adjourned at approximately 7:50 p.m.