

From: Sweeney, Bartholomew P. <Bartholomew.Sweeney@ct.gov>

Sent: Friday, November 14, 2025 1:54 PM

To: Valadares, Vanessa <VValadares@norwalkct.gov>

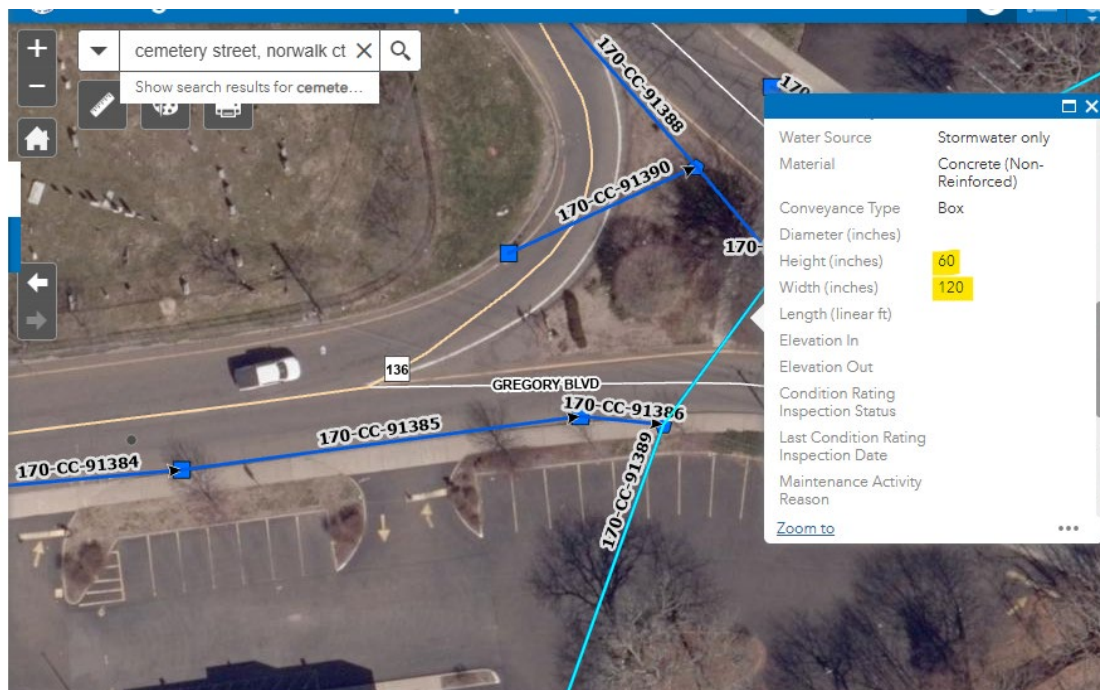
Subject: RE: Revised plans - Cemetery St proj 102-375

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Vanessa- As discussed this morning, CTDOT is not able to support the requested change to the Gregory Blvd project to realign the drainage through a change order to avoid removal of the subject tree. The proposed drainage realignment concept was reviewed by CTDOT's Structures, Hydraulics & Drainage, and Traffic units. These reviews identified several significant concerns. Given the associated risks, the time the City would need to investigate and respond to each issue, and the requirement that the drainage improvements be completed by October 2026, CTDOT cannot support modifying the project from the original bid. Accordingly, we propose to proceed with the project as bid.

Below is a summary of the review comments:

- The survey indicates that the existing RC box culvert is a 6' rise by 8' span. In CTDOT's Transportation Enterprise Data (TED) Portal, the structure is listed as a non-reinforced box culvert and is listed as 5' rise by 10' span:



- The Department has no information related to the original structure in the way of record drawings, inspection reports, or load ratings. The current drainage alignment would make use of an existing knockout in the existing box culvert wall that is currently used to house the outfall of the existing 24" RCP (see Detail "A" in the attached) and therefore there would be no change to the current structural capacity of the culvert with the re-use of this knockout. However, the proposed alignment would require a new knockout through the existing box culvert wall to accommodate the new drainage pipe. This proposal would require a structural analysis / load rating to be performed to ensure the culvert would have the ability to handle the applied loading after such a modification. Removing a ~4' wide section of the culvert wall at the moment connection to the top slab would likely not provide the necessary capacity. The proposed modification would also now be directly below live traffic. Since there are no plans on record, there is no way to know the lay length of the culvert sections if precast (may be as low as 4'), the span length (conflicts between survey and TED reported data), the reinforcement arrangement (possibly unreinforced according to TED), the concrete strength, or wall thickness. Also, since there is no inspection report available, the current condition of the culvert at the proposed tie-in location is unknown. This is all information that would be needed in order to perform the required analysis.
- The proposed layout with the additional manhole would require new calculations to be provided as this introduces additional losses into the system and this would need to be reviewed.
 - The invert elevation of the proposed connection to the box culvert needs to match the current invert otherwise an additional review will be needed
- Proximity of tree closer to Route 136 travel way is a concern.
 - City would need to demonstrate fixed object is outside clear zone or propose methods to safely shield from impact
- City would need to demonstrate that the stopping sight distance (SSD) of Eastbound Route 136 motorists to pedestrians crossing Gregory Blvd. to the south meets standards of Highway Design Manual (HDM)
- City would need to demonstrate that the Intersection Sight Distance (ISD) from the Gregory Blvd approach meets the standards of the HDM.
- The proposed revision includes a thru lane alignment which is a concern since it appears in the proposed revision that vehicles on Route 136 are encouraged to travel down Gregory Blvd.

- The City would need to investigate methods to address this concern and incorporate.
- Adjacent Driveway locations are a concern.
 - 1 Cemetery St Egress alignment is undesirable compared to previous design for exiting vehicles who want to travel onto Route 136.
 - Gregory Blvd yield condition appears that it will occur in the middle of the private Emerson Street driveway which is undesirable. This condition would require revision.
- Crosswalk locations would need to be revised westerly so only one vehicle length between Route 136 travel way and crosswalk (typ.).
 - Undesirable for Route 136 exiting vehicles to pick up speed on approach to crosswalk
- Plans should be revised to ensure that all applicable vehicle turning templates are accommodated and this information shared with DOT for review to ensure compliance.
- A resubmission of the encroachment permit plan set would need to be submitted to the District Permit Office for review.
- The City would need to provide information as to how the tree would be retained and protected under temporary conditions.
- Previous temporary plan called for the entire existing center median island to be asphalt. A revised design of the Island would need to be provided.
- Due to the change in location of the outfall, there are potential permits revisions required for the proposed change. Permit revisions would have to be approved before work could commence.

Give me a call if you need to discuss further
Bart

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From: Valadares, Vanessa <VValadares@norwalkct.gov>

Sent: Thursday, October 9, 2025 3:48 PM

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Cc: Travers, James <JTravers@norwalkct.gov>; Livingston, Thomas P. <tplivingston@norwalkct.gov>

Subject: Revised plans - Cemetery St

EXTERNAL EMAIL: This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

As discussed, we received several concerns from the community regarding the removal of the 24" oak tree located on the island at Cemetery Street, which was initially required to accommodate the approved roadway plans. The Norwalk community has been very vocal about preserving this tree, even though the approved design did not allow for its retention.

In response, the City, in coordination with its consultants, has developed an alternate design that allows the tree to remain in place. The revised plan includes a minor adjustment to the new drainage system connection to the existing culvert, as well as a realignment of the island surrounding the tree and slight modifications to the curb lines. The updated layout remains consistent with the truck-turning templates and continues to accommodate all necessary vehicular movements.

Attached are the updated drawings for your department's review and approval.

Our team is available to meet and discuss the proposed revisions if needed.

Best regards,

Vanessa Valadares, P.E.

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