AP GATES ROAD & BEEBE ROAD BRIDGE REPLACEMENT
AND CULVERT REPAIR OVERVIEW
PUBLIC INFORMATION MEETING
WEDNESDAY, JULY 16, 2025 AT 7:00PM

Background

- In response to longstanding structural concerns and environmental impact assessments, the Town of East Haddam initiated a comprehensive review in **2016 of critical bridge and culvert conditions** at AP Gates Road and Beebe Road. Four additional structures were also inspected:
    - Project 9040-0003: Falls Bashan Road over Moodus River – Bridge No. 040003
    - Project 9040-0004: Falls Bashan Road over Moodus River – Bridge No. 040004
    - Project 9040-0009: Bashan Road over Unnamed Brook – Bridge No. 040009
    - Project 9040-0018: Creamery Road over Succor Brook – Bridge No. 040018
- Engineering consultants conducted inspections and provided a comprehensive report outlining risks, safety concerns, and infrastructure deterioration.
- Key considerations included roadway usage, stormwater management, public safety, environmental compliance, and long-term cost efficiency.
- All locations exhibited significant wear and deterioration. Major deficiencies included:
    - Undersized culverts unable to accommodate 100-year storm flows
    - Structural cracking, erosion, and compromised safety barriers
    - Inadequate fish passage and ecological disruption
    - Risk of road collapse and limited emergency access

Key Inspections and Milestones

- 2016 – Dewberry engineers inspect all six culverts and bridges listed above.
- November 30, 2020 – Preliminary applications submitted to the Connecticut Local Bridge Program.
- 2021 – CTDOT issues a Conditional Commitment to Fund under the Local Bridge Program.
- 2022 – The Town returns signed commitment letters to the State, accepting funding for repairs and replacements

- December 2022 – A major rainstorm causes a partial washout of the AP Gates Road culvert, resulting in a roadway collapse. Emergency repairs were completed, and the site's replacement priority was elevated to high.

- 2023 – The State requests updated inspections and ratings for all six locations. Findings confirm AP Gates Road and Beebe Road as the most severely damaged and in need of immediate attention. Funding commitments for the other sites were denied due to lack of local financial commitment.

- 2023 – The Town hires Nathan L. Jacobson & Associates (NLJ) to conduct further investigations, apply for extensions, and develop replacement plans for both culverts.

- January 2025 – The Town, in coordination with NLJ, submits an extension request to the State for additional time to complete design and permitting.

- April 2025 – NLJ submits draft culvert replacement drawings to the Town and initiates the permitting process with the Army Corps of Engineers, Inland Wetlands Commission, and DEEP. Permitting is expected to take 6–8 months.

Options Considered

- **Option 1 – Immediate Repairs**

    - Patch structural damage, reinforce culvert entries, minimal grading
    - Short lifespan, limited environmental benefit

- **Option 2 – Full Replacement (Recommended)**

    - Install concrete box culverts, elevate and widen roadway, restore streambed
    - **Estimated cost: $2,312,750 (combined sites)** * **Note:** Cost estimates do not include paving, utility mobilization, tree removal, easements or guardrail installation. Additional expenses for these items are estimated at approximately $75,000. Final costs may vary and cannot be fully confirmed until design plans are finalized and reviewed by state and local agencies.
        - **Beebe Road $1,405,000**
        - **AP Gates Road $907,750**
    - Long-term safety, ecological restoration, and compliance with DEEP and Army Corps of Engineers
    - Eligible for state and federal infrastructure funding

Conclusion

To remain eligible for the Connecticut Local Bridge Program, the Town must fully fund the projects upfront to qualify for a 50% reimbursement grant. Failure to secure funding and complete the projects within the current calendar year will result in forfeiture of program participation. Delays also increase the risk of further structural failure, including potential road collapses and closures, which could significantly escalate project costs and require emergency response measures.