

**State Project Nos. 84-99 and 84-100
Replacement of Bridge Nos. 02220 and 02219 on Route 25
Town of Monroe
Public Informational Meeting Held at
Monroe Town Hall Offices
7 Fan Hill Road, Monroe
Tuesday, January 15, 2013**

Public Informational Meeting Minutes

In Attendance:

Department of Transportation:

Timothy Wilson – Manager of Highway Design
Michael Calabrese, State Highway Design – Project Manager
Michael Cherpak, State Highway Design – Project Engineer
Sergey Nikulin, State Highway Design
Joseph Arsenault, State Highway Design
Steven Hebert, District 3 Construction
Michael Chachakis, Traffic Engineering
Robert Ike, Rights of Way

Public Attendees:

The Honorable DebraLee Hovey – State Representative 112th District
Scott Schatzlein, Town of Monroe - Town Engineer
Gabriele DiBlasi, Town of Monroe - Board of Education
Nick Kapow, Town of Monroe - Town Council
Bill Bittar, Monroe Patch
Bernard Sippin, Property Owner (met with prior to public meeting)
Dave Sippin, Property Owner (met with prior to public meeting)
1 other resident attended the meeting

Presentation:

The public informational meeting began at 6:30 p.m. with an interactive question and answer session which was followed by a formal presentation at 7:00 p.m. The purpose of this meeting was to present bridge replacement Project Nos. 84-99 and 84-100 to the public, and receive their feedback. The formal presentation included an introduction from Mr. Michael Calabrese followed by a detailed PowerPoint presentation from Mr. Michael Cherpak discussing project details, and then Mr. Robert Ike provided a presentation of the rights-of-way process.

The presentation covered the following items:

- ⇒ Project location, history, and existing conditions
- ⇒ Bridge Replacement Project Details
 - Both bridges are proposed to be replaced due to low bridge ratings
 - Each bridge replacement will utilize two weekend road closures
 - A 20 mile state route detour will be used during the road closures
- ⇒ Utility Involvement
- ⇒ Environmental Considerations
- ⇒ Rights of way involvement

⇒ Cost, funding and schedule

Public Comments and Questions:

- ⇒ A resident asked why the proposed bridge for Project No. 84-99 would be constructed of aluminum and the proposed bridge for Project No. 84-100 would be constructed of concrete.
 - *Highway Design explained that the aluminum structure was selected for Project No. 84-99 because it could be constructed off site and installed in a single weekend. Also, if a concrete box were installed at this location its impact to adjacent environmental resources would be even more significant. Design explained that the triple concrete culvert configuration was selected for Project No. 84-100 due to several constraints including the presence and depth of bedrock, the size of the bridge, the location of the existing bridge, and construction staging.*

- ⇒ A resident asked why one bridge was bigger than the other.
 - *Highway Design explained that the Hydraulics Unit at the DOT analyzed and sized the proposed culverts based on hydraulic design criteria and the conditions at each culvert location.*

- ⇒ A resident asked for an explanation of the weir structure.
 - *Design explained that the purpose of the weir structure was to control downstream flooding. The increased hydraulic capacity of the new box culverts being installed under Project No. 84-100 requires the controlled release of water from the west branch of the Pequonnock River.*

- ⇒ A resident commented on the poor condition of Old Newtown Rd which he predicts will be heavily used by local traffic during the weekend road closures.
 - *Scott Schatzlein, Monroe Town Engineer, explained that the detour impacts to Old Newtown Rd have been discussed. This road would not be signed as a detour. The detour would be implemented for 4 weekends*

- ⇒ Representative Hovey asked why the location of bridge No. 02220 was being changed.
 - *Highway Design explained that in order to complete the bridge replacement in two weekend closures the bridge location had to be moved. Design also explained that the hydraulics unit of the DOT recommended the new location based on the path which the water naturally flows.*

Prior to the formal public informational meeting, members of the Department's Highway Design Unit met with Mr. Bernard Sippin and Mr. Dave Sippin, local property owners with assets adjacent to the project, to discuss the proposed improvements and any potential impacts to their properties. All attendees agreed with the proposed improvements and no objections were voiced. Subsequent to the meeting, no written comments were received.