

**Department of Transportation
Project No. 113-109
Replacement of Bridge No. 05455, Route 2 over Hewitt Brook
Town of Preston**

**Public Information Meeting, March 10, 2015 at 7:00 p.m.
Preston Town Hall, Meeting Room**

Minutes

Present:

Department of Transportation (Department)

Theodore H. Nezames	Jacob Platt
Rabih M. Barakat	Michael Marzi
Kevin V. Blasi	Eileen Ego
Sarwat Basha (Project Contact: (860) 594-3117)	

Close, Jensen and Miller, P.C. (CJM) – Sal Cugno (Project Contact: (860) 563-9375)

Presentation:

The presentation was opened by Mr. Blasi of the Department, to three town officials and six local residents whereby he provided the introduction of the project and all DOT personnel present at the meeting. After his opening remarks, Mr. Blasi turned the presentation of the project to Mr. Cugno.

Mr. Cugno proceeded to present the needs and details of the project, the technical aspects of the proposed design, and the construction methodology as it pertains to the traffic maintenance, utility involvement, cost considerations and schedule. The main points of the presentation were as follows:

- General role of DOT and CJM Liaison.
- Description of the existing structure including project location.
- Conditions of the structure dictating the need for replacement.
- Proposed replacement structure.
- Staging of the structure to maintain 2 lanes of traffic throughout.
- Environmental Permitting required for the project.
- Utility involvement and relocation required including the possibility of a very short duration detour (half a day) to relocate fiber optic facilities.
- Anticipated ROW impacts.

At this time Mr. Cugno handed over the presentation to Mr. Marzi, who proceeded to explain the nature of the temporary acquisitions, the procedure for establishing the value, and the method of acquisition. At the conclusion of his presentation he returned the podium to Mr. Cugno.

- Cost considerations and scheduling to the project were the last two main points of the presentation presented by Mr. Cugno. He indicated that the anticipated cost is \$1.3 million and the project is anticipated to begin in the

spring of 2016 and conclude in the fall of 2016 if all funding, permitting and ROW activities are obtained.

Mr. Cugno concluded the presentation and opened the floor for a question and answer period.

There were various questions posed by those present with the main focus on the proposed half day detour, scheduling, and project duration.

A question was asked about rehabilitating the deteriorated bottom of the culvert with a concrete slab instead of replacing the structure.

- The response given was that the existing hydraulic opening is inadequate and further reducing it would adversely impact upstream properties.

A question was asked whether there will be weight restrictions on the bridge during the construction project.

- The response given was that there would be no weight restrictions

A question was asked about the sequencing of gas main relocation and whether the mains could be relocated to their existing underground condition after construction.

- The response given was that each gas main would be temporarily relocated during construction and then reset permanently on the bridge fascia on each stage. The reason for needing to relocate the mains to the fascias is that the new structure is taller than the existing pipe and will therefore not allow for sufficient roadway cover (depth) over the gas mains if they were kept in their present locations. Although the mains are to be attached to the fascias, they will dive back underground immediately beyond the ends of the fascias.

The Town's Fire Department official asked about emergency services during a detour situation as well as the usage of local roads by those not desiring to use the state road detour routes.

- The response given was that coordination with the town as well as advance notice would be given. Emergency services can be set on each side of the detour during its short duration. Additionally Mr. Blasi indicated that possible local enforcement personnel could be stationed to prevent usage of local roads by buses and trucks.

A comment was made regarding the poor drivability of Route 165, as well as the poor condition of structures along that proposed detour route.

- The response given was that the condition of Route 165 and the structures along the route would be evaluated further for detour adequacy.

A question was asked about the schedule due to the June 1st through September 30th time of year restriction given in the presentation for in-water work.

- The response given was that the project is anticipated to begin in April of 2016 and activities such as building the temporary widening, utility relocation and contractor submittals will be occurring prior to the June date. The June to September date is for the contractor getting into the brook itself to place water handling measures needed during construction.

A comment was made that there is significant traffic flow on Route 2 brought about by the casino and that the traffic is projected to increase due to visits to the upcoming mall to be opened in the area.

- The response to the comment was that the Department's Office of Traffic has provided traffic counts for Route 2 at the project location.

As there were no other questions, the meeting was adjourned shortly thereafter at approximately 8:00 p.m.

The PowerPoint presentation was copied by the Town for inclusion on the Town of Preston's website.