

**Connecticut Department of Transportation**  
**Towns of Torrington, Winchester and Colebrook**  
**State Project No. 0065-0114**  
**Metallizing Various Bridges Along Route 8**  
**In the Towns of Torrington, Winchester and Colebrook**  
**Thursday, February 15, 2024**

**Minutes of Virtual Public Informational Meeting**

**Present:**

Francisco Fadul – Connecticut Department of Transportation (CTDOT)  
Susan Morneault – CTDOT  
Mark F. Levesque – Close, Jensen and Miller, P.C. (CJM)  
Michael R. Jacovino – CJM  
Andrew Lessard – Stantec  
Sergio Cirillo – Stantec  
Aditya Mane - Stantec

**Attendees**

9 Total - (5) via Zoom, (4) via YouTube

**Presentation:** A virtual presentation was held through Zoom and Streamed on YouTube for the project and was delivered by Mike Jacovino from CJM with opening remarks by Susan Morneault from CTDOT. The question and answer portion of the meeting was lead by Mark Levesque from CJM, with Mike Jacovino, Mark Levesque, and Andy Lessard of Stantec answering questions posted by the attendees.

The following items were discussed during the presentation:

- The purpose and need of the project is to protect the steel members and preserve the condition of these bridges, thus extending their useful service lives and keeping them in a state of good repair.
- There are minor utility impacts anticipated, involving temporary lowering and/or burial of communication facilities at a few sites. The only environmental permit anticipated is a Flood Management General for one site (Br. 05681).
- The estimated construction cost is \$30,000,000 (80% Federal, 20% State)
- Construction is anticipated to begin in Spring 2025 and go through Fall 2027.
- No ROW impacts are anticipated and the work will not impact any private property.

**Public Comments and Questions:**

Question:

Three questions were posted simultaneously which asked about if epoxy paint sealer would be used and if there would be an odor, how far away the smell would be detectable and if the entire work would be encapsulated or just the blasting.

Mike Jacovino answered the questions in the same response, encouraging the person who asked about the epoxy sealer to follow up with an email so a more detailed response to that portion of the question could be provided. He also noted that the specifications for the project call for an enclosure that brings in fresh air and filters the exhaust, so no smell would be detectable and the entire process will take place within the enclosure.

Question:

A question was asked about the noise level of the work.

Mike Jacovino responded noting that the project was unlikely to be any louder than a typical construction project, and may actually be quieter. With limited to no heavy machinery, the only equipment consistently on site is likely to be air compressors which are run by small engines and not very loud. Mike also noted the work is to be done during typical daylight construction hours and not overnight.

Question:

Someone asked if they will be reminded again next spring before the project starts.

Mark Levesque answered stating that there will be pre construction meeting(s) which each municipality will be invited to, as well as a press release from CTDOT.

Question:

A member of the public asked if there was a project schedule to show when the bridges will be done, and if the work will be done over winter, and during which hours of the day.

Andy Lessard answered explaining that the schedule would not be set until there was a contractor selected, which would not happen until later in the year. He followed up saying that certain bridges, such as those that utilize the same detour route, or adjacent sites that are likely to cause more impactful traffic delays will be coordinated so they would not be done at the same time. The bridges adjacent to the High School on the school bus route will also be limited to summer, or prior to the completion of the high school project.

Question:

A question was asked if there will be any interruptions to utility services.

Mike Jacovino answered saying that there are a few sites which require temporary or permanent relocation of telecommunication lines, and that utility coordination is ongoing. He went on to say that the relocation procedures are routine and no disruptions to service should be expected as a part of this project.

Question:

Someone asked if the contractor had been selected yet, what type of contract the project would be delivered with, and if there would be any performance penalties.

Mark Levesque answered explaining that the contractor has not been selected yet and this would be a typical contract in which the contractors bid on items and the low bidder is awarded the contract, also noting that typical liquidated damage penalties will apply.

Question:

An attendee asked if anyone would be monitoring that the enclosures are totally secure and if there would be any air monitoring.

Mike Jacovino answered saying that based on the age of these bridges, the specifications do call for lead testing and there are additional procedures in place for that. The enclosures are required so as to not release anything into the environment. There are also construction and coating inspectors on site that make sure the project is following the book.

Question:

It was asked if the steel repairs meant the bridge was unsafe to drive on.

Mike Jacovino responded explaining that the proposed repairs are routine in nature and are being performed in part as a preparation for painting. He ensured the attendees that there were currently no unsafe conditions on these bridges.

Question:

A question was asked about who was responsible for the inspection and quality assurance of the work.

Mark Levesque responded saying that DOT is responsible for the overall inspection and work, however there may be a consultant inspector on site hired by the DOT.

Question:

An attendee how long each bridge would take to complete.

Mark Levesque explained that we estimate an average of 50 square feet per hour or for a rate of metallizing, and that assume 8 hour days, 5 days a week, a 10,000 square foot bridge would take about 5 weeks, plus additional time to set up and break down the work zones and containment.

Question:

A question was asked about who is responsible for the bid analysis, whether it be the DOT, Stantec or a collaboration.

Mark Levesque answered this question explaining that the DOT has a Contracts section which analyzes all bids for all projects and would be taking care of that for this project as well.

Post Meeting Email Question:

A question was sent in via email during the comment period after the meeting, asking if temporary speed bumps could be added to a local road that may experience more traffic due to MPT from the project.

Mike Jacovino responded via email noting that this would be brought to the City of Torrington's attention for discussion.

**Adjournment:** The project was generally well received by those who attended the meeting. The live event virtual presentation was closed at approximately 7:20 p.m.