

SOUTH RIVER STREET BRIDGE REPLACEMENT PROJECT  
PUBLIC HEARING

TOWN COUNCIL CHAMBERS  
WEDNESDAY, APRIL 17, 2019  
7:00 P.M.

SPEAKERS:

PRITI BHARDWAJ - CT DOT  
DONALD NUNES – TOWN OF ENFIELD  
PAUL BRAND – GM2 ASSOCIATES, INC.  
DOMINICK CELTRUDA – BL COMPANIES CONNECTICUT, INC.  
DENNIS MCDONALD – CT DOT  
TOM ARNONE – STATE REPRESENTATIVE ENFIELD, 58<sup>TH</sup> DISTRICT  
ROBERT CRESSOTTI – TOWN OF ENFIELD COUNCIL, DISTRICT 2

TOWN OF ENFIELD  
820 ENFIELD STREET  
ENFIELD, CT 06082  
PHONE: 860-763-7599  
FAX: 860-272-1143

1 ENFIELD TOWN HALL  
2 PUBLIC HEARING  
3 WEDNESDAY, APRIL 17, 2019  
4  
5

6 Priti Bhardwaj:  
7

8 I am Priti Bhardwaj from the Connecticut Department of Transportation. Tonight, I will be having dual  
9 responsibilities serving as both the moderator for tonight's public hearing and I'm also the Project  
10 Manager assigned to Project No. 48-198, the South River Street Bridge Replacement Project. So, before  
11 we get started, I would like to give you some general information. There are two speaker sign-in sheets.  
12 Anyone wishing to speak must sign in and there's also a general voluntary sign-in sheet for everyone  
13 present. And this is for collecting demographic data and to also help us determine the success of our  
14 public outreach efforts. You also all should have, um, received a meeting handout tonight. So, at  
15 tonight's public hearing no person shall on the basis of race, color or national origin be excluded from  
16 participation or subject to discrimination in the development of this project. There are also civil rights  
17 fliers available for your use. And we would very much appreciate it if everyone would fill out a  
18 demographic survey before they leave. We are meeting with you this evening in order to discuss the  
19 preliminary designs for Projects 48-198, the South River Street Bridge Replacement Project and Project  
20 48-190, the Connecticut River Access Project. Our goal tonight is to provide an overview of both  
21 projects and hear from you about how the projects might impact or benefit your community. Some of  
22 the items that will be covered on tonight's agenda will be a presentation of both projects, the rights of  
23 way process and then hearing your comments and statements. I'd like to introduce the various  
24 individuals who will be presenting this evening. Mr. Donald Nunes, Director of Public Works from the  
25 Town of Enfield, to be followed by Mr. Paul Brand of GM2 Associates and Mr. Dominik Celtruda, of BL  
26 Companies, who will both be giving the technical portion of the presentation for the two projects. And  
27 then they will be followed by Mr. Dennis McDonald from the Department's Division of Rights of Way,  
28 who will be explaining the Rights of Way Process. This public hearing is being conducted in accordance  
29 with the Connecticut Department of Transportation's policy on public involvement, public hearings for  
30 highway layouts and designs and in accordance to the latest version of the public involvement guidance  
31 manual. Documents are available for public inspection and copying at the Town of Enfield Engineering  
32 office located at the Town Hall on the second floor of 820 Enfield Street at Enfield, Connecticut, 06082. I  
33 will now discuss the format for tonight's hearing then I will turn the podium over to the presenters. I  
34 will then moderate the hearing as we listen to your comments. During the hearing we are going to be  
35 limiting it to comments and public statements only, not questions. For anyone who has any additional  
36 questions, we will be happy to stay and answer them after the hearing has concluded tonight. For your  
37 information our presentation should take approximately 50 to 55 minutes to complete. My intent is to  
38 conduct a fair and orderly hearing tonight by following a particular format. We would appreciate your  
39 patience during my remarks as well as the presentation to follow by holding your remarks and  
40 comments until this portion of the hearing has been completed. We will be happy to remain here this  
41 evening until everyone has had a reasonable opportunity to speak. If you wish to make a statement  
42 please come up to the microphone after I read your name from the sign-up sheet. Please introduce  
43 yourself and if you are representing an organization please give its name as well. If you didn't sign up to  
44 speak but wish to comment on something that comes to mind feel free to raise your hand. I will be  
45 happy to recognize you after I go through the speaker sign-up sheet. For those individuals who have a  
46 prepared statement you may read it into the record if you so desire. However, if your statement is  
47 lengthy, you are asked to offer a written copy of your statement for the record and give a brief summary  
48 of its content. Such attachments to the records carry as much weight as the transcribed verbal

49 testimony received here tonight when the transcript is reviewed. There is a three-minute time limit on  
50 all first-time speakers. There will be no yielding of your time to other speakers. Your time is for your  
51 own comments. If after all the first-time speakers have finished and anyone would like the opportunity  
52 to speak again, a reasonable amount of additional time will be allotted for this purpose. Anyone who  
53 wishes to present written comments for the public hearing record should give them either to me,  
54 another team member or put them in the drop-in box before the end of tonight's hearing. As a result of  
55 information that you might learn at tonight's hearing you may wish to make additional comments on the  
56 proposed projects. Written statements or exhibits may be mailed or delivered to the attention of Mr.  
57 John Cabibbo, Assistant Town Engineer, Department of Public Works, Engineering Office at 820 Enfield  
58 Street, Enfield, CT 06082. This information is also in the handout available when you entered the room  
59 tonight. A deadline for receipt of comments on this proposal is May 1<sup>st</sup>, 2019. Written statements or  
60 exhibits must be postmarked by this date and must be reproducible in black and white on not larger  
61 than 8 ½ X 11 inch paper. This information will be made part of the public hearing record and will be  
62 considered in the same regard as oral statements. At this point I will now turn the podium over to Mr.  
63 Donald Nunes from the Town of Enfield.

64

65 Donald Nunes:

66

67 Thank you Priti, uh, we're gonna want to welcome you tonight on a wonderful spring night. It's only 72  
68 degrees in here and the setpoints at 67 so hopefully it will come down in a few minutes and hopefully  
69 you're comfortable. Uh, for those who need a drink of water or some more organizational things, the  
70 water fountain is right down the hall. Men's and Women's rooms are immediately on your left side  
71 when you exit the double doors there. In case you do hear a fire alarm going off, we have two primary  
72 exits to get out, one is primarily the door that you came in, it goes out the stairs, the easier exit is you go  
73 out through the back right through here and just go out in the back towards the gazebo and we'll be all  
74 set. I just want to recognize a few of our um, town staff that are here, we have Nelson who is Deputy  
75 Director of Economic and Community Development, who's handling, who is the Project Manager for the  
76 Connecticut River Access Project. We have John Cabibbo, the assistant Town Engineer who is going to  
77 be the Project Manager for the South River Street Bridge. We also have J. P. Rodriguez, uh, who is here  
78 for those who need assistance in speaking Spanish and Nelson also speaks Portuguese and I speak Polish  
79 so I think if we have anybody who needs any assistance, we should be all set. Uh, from our Town  
80 Government we have Mayor Michael Ludwick in the back. We have Deputy Mayor Donna Szewczak, will  
81 be here and Councilor Bob Cressotti whose district is in. Again, I want to thank you for coming out. Our  
82 delegation will have a chance to speak after the presentations so Mayor Mike and Donna and Bob if you  
83 want to speak afterwards, once we get through the presentations, you'll have a chance to come on up.  
84 So, again thank you and thank you for coming out and learning about our projects.

85

86 Paul Brand:

87

88 Good Evening, my name is Paul Brand. I am with GM2 Associates. We're the designers of record for  
89 Project 48-198 which is the South River Street Bridge over the Freshwater Brook. The bridge  
90 replacement project. I just want to go through, uh, a few people who are part of the project team.  
91 Many of them are here tonight. As you, uh, Donald who was just on and introduced John Cabibbo, um,  
92 the Department of Transportation, Priti, as well as Mark Byrnes are here and uh, GM2. Again, we have  
93 our structural group as the main designers of this project. To start off a basic description of where we  
94 are on the project, uh, the bridge is located just south of uh, Main Street and just north of the Asnuntuck  
95 underpass. We're just to the east of the Connecticut River and slightly west of the Amtrak train tracks.  
96 This is a, uh, bird's eye view you can see, uh, where the bridge is in the center of the picture there. Uh,

97 the boat launch, um, as well as the sewer pump station are just to the southwest um, and, uh, this is  
98 looking north towards Main Street. This is a street view looking north towards Main Street from the  
99 intersection with Asnuntuck Street. Uh, the bridge is there, the concrete gray piece in center, and this is  
100 south, this is looking south from the north side of the bridge just in front of the driveway to South River  
101 Street, um, as you can see, uh, the roadway here is very limited currently because of erosion that's  
102 occurred on the west side of the bridge, uh, a portion of west side of the bridge has been blocked off by  
103 the chain link fence approaches. Just to give you a little background on the bridge itself, it was originally  
104 constructed in 1920. It's about 38 feet long from abutment to abutment which is the brownstone  
105 underneath that supports the bridge. It's about 22 feet wide. It's a reinforced concrete deck that sits on  
106 steel girders and supported by those brownstone wing walls and abutments that you can see in the  
107 picture in the middle. Um, just to the west of the bridge is a major sanitary line, it's a 24 inch cast iron,  
108 uh, sanitary pipe that sits on an I-beam that's independently supported. It's not supported by the bridge  
109 itself or the abutments, um, it's uh, there's also two gas mains that hang from the edge of the bridge on  
110 the east side. Um, that you can see just underneath the concrete wall there. Uh, as I stated before, you  
111 can see, uh, from this picture there's significant safety deficiencies with the roadway and the bridge  
112 itself. Currently there's no guiderail on the bridge, there's just a chain link fence which does not meet  
113 standards for crash testing rating. Um, there's also the issue of the narrowness of the roadway.  
114 Currently the Town standards and Federal standards are 24 feet wide and on either side of the bridge  
115 it's 17 and 18 feet to the north and the south respectively. So the DOT inspects these bridges every two  
116 years bi-annual basis. Um, previously the bridge had been inspected in 2016 at which time it was rated  
117 a 4 and because of that it was put into the bridge program for replacement. Um, as you may know, last  
118 May it came up for inspection again. Uh, at the time the inspectors found significant, uh, plate, uh,  
119 section loss in the steel girders, um, from rust, uh, you can see from these pictures it was pretty bad.  
120 Um, as much as 50% loss in some of the sections of beams. Um, at that time they rated it a 2. Um, to  
121 give you perspective as to what that means, the rating system goes from 0 to 9, so this was one of the  
122 lowest ratings that the bridge could receive. It was considered critical condition and not safe for travel  
123 so it had to be shut down immediately. Over the course of the summer, and um, in the fall, um, the  
124 bridge was repaired. It was reopened in October. Prior to reopening it was re-inspected by the DOT  
125 uh, which then gave it a back up to a 4 which is still poor condition, but it was enough to allow traffic to  
126 resume over the bridge surface. Unfortunately, uh, given the condition that it's in, it still cannot be  
127 rehabilitated to a degree where it doesn't need to be replaced. The bridge itself does need to be  
128 replaced. Um, and soon. Uh, so the purpose and the need of this project is to address those structural  
129 and safety deficiencies with a new bridge. Some of the other project goals that we had included  
130 widening South River Street to conform to the 24 foot wide design standards, as well as protecting that  
131 24 inch cast iron sanitary sewer. It's a main sewer that runs through the area. It picks up a good portion  
132 of town, it has a flow of about 5 million gallons per day. So, the goal is to not disturb that sewer main at  
133 all during construction which makes construction, uh, a little bit tighter. Um, in addition to that the  
134 Town had a goal of providing pedestrian access across the bridge that would become part of the CT  
135 River Access Project. It's a main portion of that trail that they need to connect the Asnuntuck underpass  
136 with Main Street. With any of these type of bridge projects we always try to, uh, obtain a balance of uh,  
137 minimizing different impacts, impacts to the traveling public, impacts to the properties near the project.  
138 We try to minimize the construction time and of course we try to minimize the cost of the project as  
139 much as possible. So, following our preliminary engineering study we made a recommendation to the  
140 Town and State to replace the existing bridge with a new 47 ½ foot pre-cast concrete deck unit bridge  
141 that would sit on stub abutments supported by micro-piles. Micro-piles are um, shafts that are drilled  
142 into the ground beneath the concrete abutments to support them. Uh, they're drilled all the way down  
143 to bedrock which is about 30, 35 feet below the roadway surface and then the concrete cap is poured  
144 on top of those and then there's pre-cast concrete that's essentially constructed on top of those. Um,

145 part of this project that the Town asked us to look into was adding an aesthetic aspect to the bridge  
146 itself, so we've proposed this concrete parapet with stone, simulated stone facing. Um, it's what they  
147 call form liner. This would be on both sides of the parapet walls. Um, the walls would be on both sides  
148 of the bridge, uh, so this is a view as you're looking from uh, essentially from the Connecticut River  
149 towards the bridge, this is what you would see, you can see underneath, um, here that's the underpass,  
150 or uh, the drainage conduit for, that goes underneath Amtrak. And then these are the existing stone  
151 masonry abutments that would stay in place. We would take them down slightly on both sides to make  
152 way for the new structure after the old one is removed. Sorry. This is a good example of the aesthetic  
153 that we're going for here. This is a bridge that was recently constructed down in Stamford. You can see  
154 the stone, the simulated stone on the facing, the sidewalk, the 24 ft wide road. Uh, right now the road  
155 is only 22 feet wide but it's not even being used to its full capacity. We would widen to 24 feet and then  
156 add a 6 foot wide sidewalk. Most importantly, uh, design standards would be met aside from the  
157 vertical curvature. This is a section through the bridge, just to give you an idea of what it would be  
158 constructed of. Uh, these are, I apologize again, these are the concrete deck units. They're pre-cast.  
159 Part of this project is using accelerated bridge construction to use pre-cast elements to make  
160 construction go faster. These are the parapets I talked about here, the sidewalk and then the new  
161 roadway for this here. This is the sanitary sewer main. You can see how close it is, only about a couple  
162 feet, two and ½ feet from the side of the bridge and then the gas mains that are over here right now  
163 would be moved to the west side of the bridge which will provide them with some protection, uh, from  
164 storms. This is an overall project map for the improvements that we're recommending for the project.  
165 Um, we're recommending a realignment of South River Street, uh, with a widening to 24 feet, basically  
166 two 12 foot lanes, the six foot sidewalk which runs along the west side. Um, and then the orange that  
167 you see here is the bridge. These are the parapet walls that run off the bridge, uh, for safety sake, um,  
168 and then we're also recommending some drainage improvements on the south side of the bridge that  
169 would tie into the existing drainage outlet that's over here that's going to be relocated when the bridge  
170 gets widened. So, I'm sure many of you are wondering why we're recommending the realignment of  
171 South River Street. Here is the existing condition that's out there now. You can see in the orange is the  
172 pavement. That's the limits of the road as it currently sits. Um, it comes and goes in width as it goes  
173 from Main Street to the bridge and then away from the bridge. Um, there's quite a pinch point here at  
174 the Main Street intersection. Currently the road is only about 19 feet wide. Um, you can see the house  
175 that's on the corner is very close to the Amtrak right of way. Uh, the Amtrak right of way is denoted by  
176 this red line here that juts out into the street. So, at the corner of Main Street more than half of the  
177 roadway is currently in Amtrak property. Um, the issue that we had while we were looking at different  
178 options to realign the road was that the house itself is so close to the embankment that supports the rail  
179 here, um, that we could not fit a 30 foot section with a 24 foot road with a six foot sidewalk through that  
180 area. Even limiting the road, the sidewalk to 4 feet was taking off a corner of the house.  
181 Um, the goal then became if we have to, if we're going to impact the house with roadway widening  
182 essentially requiring an acquisition of the property, it would be best for safety sake to realign the  
183 roadway into a more straight approach to the bridge with a widened intersection with Main Street. And  
184 that's what you see in the green here. Um, the green and the orange overlap just slightly. So, this  
185 would be the finished road with the new sidewalk. The house itself is only about 12 feet from the  
186 Amtrak property right there. So, one of the main things that we have to look at when we're designing  
187 these projects is how to maintain traffic during construction. We always first looked at a staged option  
188 that would stage construction and allow a portion of the roadway to remain open during construction.  
189 Unfortunately, what we found with this project was the very limited area on both sides of the bridge.  
190 Uh, with the narrow roadway already, there's very little room out there to stage the construction  
191 allowing for traffic to pass by. The cranes and the other equipment that's going to be needed to  
192 construct the bridge, um, staging became very expensive, uh, as well as more and more unfeasible as we

193 moved forward with the design. Um. And then as the bridge closed last year for emergency status, um,  
194 we were given the option to look at a detour. Um, so we took a look at the detour and uh, we found  
195 that it' not only saved about 10% in cost, over the staged construction, but it also allowed us to  
196 minimize the amount of time that the bridge would be closed, um, to about 4 months. So, the overall  
197 construction time would be about eight months but the actual time the bridge would be closed is only  
198 four months. We think that could possibly be decreased even more working with the contractor. As  
199 opposed to the stage of construction which would be 8 to 12 months of construction during which there  
200 would be intermittent closures of the roadway because of equipment, you could have entire days, um,  
201 hours at a time where the roadway is completely inaccessible under the staged construction. Um, the  
202 detour is a full closure but it's for a shortened period of time. This is currently the project schedule as it  
203 stands. Um, we're right around here right now we still have about 18 months of design. We hope to  
204 finish up design at the end of 2020. During this time of design, uh, the rights of way process will begin,  
205 um, to acquire the rights, uh, for the properties that are necessary for construction. Following the final  
206 design there will be a short shutdown period and then the bidding process is about 3 ½ months, um, and  
207 then we'll get into the construction phase of the project which would start in early spring of 2021. It's  
208 the purple line here, it's the eight months of construction. The important bar to note is right here, the  
209 brown bar which is the four months of closure, so, we'd have a little construction in the area as the  
210 contractor ramps up and then the closure would begin in June and then go towards September. And  
211 then there would be a little bit of work afterwards to finish up. Ah, you know, sidewalks and things like  
212 that. So, uh, the detour that we're proposing is similar if you had experienced it last year. Green areas  
213 are construction area. The orange area here is the detour route to gain access to Main Street, North  
214 Main and then ultimately Route 5. Uh, the section between Main Street and Asnuntuck would be shut  
215 off except for access to the house at number 2 South River Street. We understand there were many  
216 logistical issues with the closure. It was sudden, it impacted a lot of people, um, and a lot of different  
217 services. Um, one of the good things that came out of it was that the Town was able to come up with a  
218 plan for emergency services south of the bridge so they were able to determine that they could get fire  
219 trucks beneath the Asnuntuck underpass. The ambulance services, uh, had a plan of action for reaching  
220 anybody who needed emergency service south of the bridge. And the Police also had a plan as well.  
221 The maintenance for the access of the sewer's pump would need to be worked out. Um, access to the  
222 boat launch would remain, however would be limited to the height restriction of the Asnuntuck  
223 underpass, which is about 7 feet, 11 inches, so larger boats wouldn't be able to access the boat launch  
224 during that four-month period. The Town has committed to a more comprehensive action and  
225 communication plan that would start well before construction months in advance to keep everybody  
226 informed as the construction goes on, and then um, you know provide regular updates as well as work  
227 with residents uh, to uh, provide plans for things like oil deliveries, packages, and those kind of services.  
228 There are environmental considerations for the project. The boat launch is considered a public area and  
229 a recreational area and so it requires what they call a Section 4F Compliance Determination. What that  
230 means is, um, we have to look at all the impacts to the Boat Launch and make sure that we're not doing  
231 anything detrimental to the long term viability of the public area. So we do have some rights and  
232 acquisitions to the boat launch property that are required for construction which I'll go through. I'm  
233 going to zoom into that area here. So, this is the boat launch driveway. Right here, this orange area is  
234 the taking for the widening of the bridge. It's being extended across, ah, the driveway, mostly for the  
235 use of the new catch basins that will be installed. Um, however this taking is really just the Town of  
236 Enfield taking it from the boat launch property and making it part of the Town of Enfield right of way.  
237 So, it's really just from entity to same entity. Um, we'll also need the right to extend the new sidewalk  
238 up the boat launch slightly as well as rights for grading on the embankment of the property, sediment  
239 control during construction, um, reconstruction of a portion of the driveway here, and also drainage  
240 right of way which you see in the blue here, the light blue which is necessary for the drainage

241 improvements. So, as part of the process we found that the impacts constitute what they call the  
242 minimalist impact which essentially means that the impacts will not adversely affect the activities of the  
243 boat launch on a long-term basis. Um, as part of the process, the public's given the opportunity to  
244 comment on the impacts of the boat launch. Uh, you'll have the opportunity tonight after the speakers  
245 finish as well as a two- week comment period that you can submit written comments to the Town. Uh,  
246 following all the comments, um, the Town will review them all and determine if they accept the impacts.  
247 We cannot move forward with the project if the Town does not accept the impacts. There's also some  
248 environmental permits that are required typical to any of these types of bridge projects. We need a  
249 Flood Management Certificate from DOT, a general permit from the Army Corps of Engineers and there  
250 are some minor wetland impacts along the edges of the stream, the brook, that would have to be  
251 approved by the Town of Enfield IWC. So, finally just to get into the cost estimate, uh, and the funding  
252 for the project, currently the cost estimate for the bridge replacement and roadway realignment is \$2.4  
253 million dollars. Uh, this project is under the Federal Local Bridge Program which means that it's up for  
254 80% of Federal funding with 20% of that being matched by the Town. And with that I will turn over the  
255 podium to Dominick Celtruda from BL Companies.

256  
257 Dominick Celtruda:

258  
259 Thank you Paul. Uh, just for the record, my name is Dominick Celtruda. I'm with BL companies. We're  
260 the engineers and landscape architects of record for the Connecticut River access multipurpose path  
261 Project State Number 48-190. Bear with me these electronic things. Got away from him it'll probably  
262 get away from me as well. A little bit about the project team, just so you understand the players  
263 involved on the team, from the Town of Enfield we start off with Lauren Whitten, Director of  
264 Development Services, Nelson Tereso, Deputy Director of Economic and Community Development, John  
265 Cabibbo, Assistant Town Engineer, with the Connecticut Department of Transportation, Scott Roberts is  
266 the Project Manager and Jon Dean is the Project Engineer and again myself, I'm the Project Manager  
267 from BL Companies. Just to give the uh, we'll kind of start- up high and kind of zoom right in. We try to  
268 make the slides comparable. The left- hand side is the Connecticut River and the right- hand side is  
269 Freshwater Pond. That's our access, our zone, I can underline that red line that's the rough concept  
270 point or concept for the pathway that we're going to be doing. Uh, it should be noted that in this zone,  
271 uh, as you can tell there are two projects we're talking about today are two separate projects. We're  
272 talking about them because they kind of blend together. Uh, in the area you have the Connecticut River  
273 Access path, you have the South River Street Bridge Project. You also have the Thompsonville Rail  
274 Station Project as well as the Transit-Oriented Design and the Economic Development Project that the  
275 The Town of Enfield undertook. So, the location just to orient yourself again, The Connecticut River is on  
276 the right, the left- hand side, I apologize, North Main Street and Pearl are on the right, and it traverses  
277 through this area. We cross over Freshwater Brook. We'll get into that. Uh, on the next slide, uh, a  
278 little bit later, a little bit of background on the history of this project. This is a federal earmarked stated  
279 just as we write it as the State is to construct a high- speed rail crossing to bike and pedestrian trails in  
280 Enfield, Connecticut. So the purpose and need is just that. It is to construct that high- speed rail  
281 crossing. The goals of that are to provide a multi-purpose path to link active transportation users, those  
282 are pedestrians and bicyclist, people moving with children and the like to the Connecticut River for the  
283 use and enjoyment of the public. What it does is it expands the network of bike and pedestrian access  
284 in Connecticut and also increases public access to the Connecticut River especially in the town.  
285 Proposed work is to install an accessible path to the Connecticut River, we're going to do a pedestrian  
286 overlook at the Connecticut River, maximize the width of the path wherever possible, restore disturbed  
287 areas, there will be a pedestrian bridge involved, we'll get to that in a little while and we're going to do  
288 some furnishings and we'll touch on that as well. We also want to make sure we have some safety

289 elements as well as part of the project, fencing, signage, gates and bollards, we want to improve the  
290 lighting in the area and we're going to have some crosswalks and signage, you know, basically improve  
291 roadway intersections that we affect. The proposed typical section is like a slice through the trail itself if  
292 you imagine the table up in front of the room, you're seeing the side of it. The top wearing surface will  
293 either be concrete or bituminous depending on the area that we're in. It'll be built up. It'll either be 5  
294 inches of concrete or it will be 4 inches of bituminous which is like asphalt driveway type of material.  
295 Um, the width of it will vary. Um, at its widest it will be ten feet wide. It will be ten feet when it  
296 approaches the pedestrian bridge, at its narrowest it will be that six-foot sidewalk. Those will be the  
297 narrowest points along the trail. So, some of the existing additions I'm going to start on the top left-  
298 hand corner of the pictures, um, that's a view looking a little kitty corner from the end because there's  
299 some vegetation right at the end of Main Street, but there will be a view of the Connecticut River. Next  
300 slide we're looking down Main Street towards the main Street basically New Haven Springfield line  
301 bridge. On the next one, you see the Asnuntuck overpass. Next one is the other side of Asnuntuck  
302 overpass, we're going to be moving through that area. The culvert that Paul had mentioned earlier in  
303 his talk, this on the landward side as that water moves through you might not even notice that's there.  
304 When the new bridge is installed there'll be a nice view of that culvert when you go through that area.  
305 The picture on the right hand side is looking up Freshwater to the water moving through that area as  
306 well. On the left hand side we're up near Main Street over near the Athletic Club. Again, we move  
307 down on the right hand side with the trash receptacles, I'm getting closer to the Athletic Club, you can  
308 see the Bait and Tackle shop, the community garden in the middle bottom slide and the small park we're  
309 kind of calling a gateway will improve that circulation pattern. What we want to draw is from  
310 Freshwater Pond, we want to draw from down Pearl Street and we want to move pedestrians and  
311 cyclists through the area, we want them to have good access to both the Connecticut River area  
312 overlook but also have access to that boat launch as well. So, this is the proposed plan. Again,  
313 Connecticut River on your left hand side, Main Street, North Main Street over here, Pearl. I'm gonna  
314 work left to right and we're gonna walk through it real quick. We have a nodal area on the pedestrian  
315 overlook, back there there's some parking and we'll get into that as well. We walk along essentially  
316 almost the same sidewalk that sits out there today. We pick up GM2's project along South River Street.  
317 We come and we actually kind of pick it up at the corner near the boat launch. The crosswalk, there's  
318 going to be a crosswalk, the intersection will go under the Asnuntuck underpass. We meander up to  
319 actually a point in this area and that's where we go over a bridge, we'll touch on that in a second, we  
320 provide another park lit on the other side of that respite area. The walk is about 10 feet wide, it  
321 meanders through this area and then it starts to neck down as it gets closer to the, to Grey's Athletic  
322 Club and the Bait and Tackle shop. Then it's basically a streetscape type element then it runs from there  
323 to the corner near what we're calling the gateway or the small park as it exists today. We approve that  
324 aspect, again, we're trying to draw from Freshwater Pond, trying to draw the access down Pearl Street  
325 and getting down to different nodal areas down to the Connecticut River. A couple of the nodes at  
326 either end we thought would be of interest. Again, they're proposing some parking spaces down at the  
327 end of Main Street with a turn around space as well. Uh, some heightening of the tree canopies in there  
328 so you can afford views looking out over the water similar to the picture that was presented earlier. The  
329 other end, basically a renovation to that park and making sure that it's got safe decent access from Pearl  
330 Street in the intersection from Asnuntuck all the way into what we're actually calling the River Path. The  
331 proposed pedestrian bridge that's going to span over Freshwater Brook is 96' long, I'm sorry, I want to  
332 make sure we get it right cos we're on the record. I was right, 96 feet long. The engineers call it a Pratt  
333 Truss Design. That doesn't mean anything to me so I brought in a precedent image as to what a Pratt  
334 Truss is, so you can get an idea of the look and feel. Uh, we wanted to tie in to some of the historical  
335 nature of the area. Uh, we did look at the Thompsonville design standard whenever we started looking  
336 at furnishings and things of the like for this area. Speaking of furnishings, uh, these are just potential



337 precedent images. Some of them were what we were thinking starting in the upper left hand corner we  
338 will have some removal of bollards. Uh, part of the project is the Asnuntuck underpass, once the Bridge  
339 Project that GM2 is envisioning is complete, Asnuntuck underpass will be cut off for vehicular access it  
340 will be pedestrian only and emergency access after that. The second picture is from way fining signage.  
341 Uh, we're going to improve some of the railings and guide rails that are out on the sight. Fencing, the  
342 same lights that are done at Freshwater Pond, uh, we'll also be looking at some bench elements that are  
343 sturdy, some bench elements that are already used at Freshwater that are proper, trash receptacles,  
344 and then an access gate for the end of Asnuntuck. The permitting for this project, we have Federal,  
345 State and local permits that we have to do up there, we do a flood management, the US Army Corp and  
346 we'll be going to the Town of Enfield and Wetlands as well, uh, to permit this project. Our estimated  
347 cost for this construction is \$2.6 million. This is a Federal High Priority Project funding again, we know it  
348 as an earmark that's 80% Federal and 20% Town. Uh, the design schedule up there is based on our  
349 programming schedule. Rest assured that one of the reasons why we have these two meetings tonight  
350 for the two separate projects is we're working in concert with the GM2 Bridge or the 48 bridge has to go  
351 in first and will follow behind that project to make sure there's a seamless transition of the two projects.  
352 With that I'm going to turn the presentation over to Dennis McDonald with Rights-of- Way.

353  
354 Dennis McDonald:

355  
356 Thank you Dominick. Good Evening, uh, my name is Dennis McDonald and I'm a representative from  
357 the Connecticut Department of Transportation Division of Rights-Of-Way. I'm here tonight to provide a  
358 brief explanation of the rights-of-way process. So, the function of the Division of Rights-Of-Way is to  
359 acquire all property rights necessary for transportation projects. All property rights will be acquired in  
360 accordance with Connecticut General Statute Section 13a-73 and 13a-98e. Additionally, if Federal funds  
361 are used in any portion of the project, as is the case here, the Department must adhere to the provisions  
362 of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as  
363 amended. The plan for these projects, as presented, indicate one total acquisition and several partial  
364 acquisitions. These impacts are subject to change as the design is refined. As we begin our rights-of-  
365 way process, the affected property owners will receive a letter stating the Department's intent to  
366 acquire, along with a property map depicting the specific property impacts. Thereafter, a valuation  
367 process will take place where they will determine an offer of just compensation. That offer will be sent  
368 to the property owner in writing and subsequently a right-of-way agent will meet with the property  
369 owner to discuss the project, the specific property impacts and explain the State's offer. If negotiations  
370 reach an impasse, the State may proceed to acquire the necessary property rights via eminent domain.  
371 In that event, the State will file a notice of condemnation in the Superior Court along with a deposit in  
372 the amount of the State's offer. This money is available to the property owner at any time without  
373 prejudice. The property owner will then have six months to file an appeal for reassessment of damages.  
374 Where there is a property owner or tenant that is being displaced, the right-of-way team will also  
375 provide relocation benefits. Such benefits may include advisory services, moving and related expenses  
376 and replacement housing payments. A right-of-way agent will provide detailed relocation information  
377 specific to the situation. I have with me tonight copies of our relocation assistance brochure, which  
378 explains the relocation program in general terms, as well as our property acquisition brochure for  
379 anyone who is interested in the right of way process, I will be here after the presentation to answer any  
380 questions to answer any questions. Thank you.  
381 I'll turn it back over to Priti.

382  
383  
384

385 Priti Bhardwaj:

386

387 Ok, we will now be starting the comments and public statements portion of the Hearing. I would like to  
388 emphasize again to please limit your time and statements, I'm sorry, your time to statements or  
389 comments only, not questions. The ground rules which I discussed earlier are shown here for your  
390 reference. Oops, here they are. Please limit your comments and statements to the allotted three  
391 minutes so that everyone has an ample opportunity to be heard. After the public hearing portion of the  
392 meeting is concluded and if you still have additional questions, we will be happy to remain here tonight  
393 to speak to you one on one regarding any other individual questions that you might have. So, I  
394 understand that we have some elected officials here with us this evening and I would like to extend  
395 them the courtesy if they would like to speak first. Um, we have representative Tom Arnone. Would  
396 you like to come up and say a few words?

397

398 Tom Arnone:

399

400 No, I think I'm going to be just listening tonight, thank you.

401

402 Priti:

403

404 Ok, sure. Uh, Mayor Ludwick?

405

406 Can't distinguish what response was. Declined.

407

408 Priti:

409

410 Deputy Mayor Donna Szewczak?

411

412 Can't distinguish what response was. Declined.

413

414 Priti:

415

416 Ok. Councilor Bob Cressotti, would you like to say a few words?

417 Come on up.

418

419 Town Council Member, Robert Cressotti:

420

421 Uh, Good Evening, thank you for everybody attending tonight's public hearing. I'm here tonight really to  
422 support the residents of District 2 for these two projects that are going to be affecting everybody. I just  
423 want to make sure that all necessary services are going to be provided to the residents for  
424 displacements, uh, you know we're just here to listen, I'm here to listen to the residents and to see what  
425 your thoughts are, uh, on the particular project. I'm looking forward to these projects myself. You know  
426 we're talking about projects that are happening to Thompsonville and for the good of Enfield. So, it's  
427 very exciting to hear this but being transparent to the residents of the district is probably the most  
428 important aspect that we have to do, so for the people that are here today and going to speak, we are  
429 here to listen to you. And that is the main thing. And once again, for projects to start when there's a  
430 chain of events that happen and if one project starts and another one starts it's a chain reaction to the  
431 ultimate goal as Dom's stated before uh, for the transit station and this is the beginning of that. And I  
432 know this is something that has been talked about for a number of years, and hopefully it does become

433 a reality and looking forward to. We have a lot of good people in developmental services that are  
434 working really hard toward these projects. We have people in all of the Departments that are really  
435 stepping up to the plate. But I'm here tonight to listen to the residents and hear your thoughts on the  
436 particular project. On both of these, thank you.

437  
438 Priti:

439  
440 Thank you very much.

441 Ok, I will now call the names from the speaker sign-in sheet and the first person that I have is Mr. Steven  
442 Cogtella.

443  
444 Steven Cogtella:

445  
446 Steve Cogtella, 2 South River Street. Uh, I understand that the bridge is deficient and it needs to be  
447 replaced, however, as far as the project itself goes, I cannot support it whatsoever. It talks about a total  
448 acquisition of a property that my family owns as well as a partial acquisition of another piece of property  
449 that I own. And uh, I believe that, uh, over the last 140 years that this street has been into existence. All  
450 of a sudden there's a problem with the railroad right-of-way. I'm finding that very suspect. The bridge  
451 was replaced I believe you said in 1970, I thought it was a little bit earlier than that. Uh, the whole top  
452 slab was in fact replaced, I don't know about the abutments but I remember when it was replaced. And  
453 um, the bridge is 22 feet wide as it currently exists and it's never been utilized to its full capacity. I can  
454 put two transit buses on that bridge. Unfortunately, I can't enter the bridge from the north or the south  
455 because it was never completed. Uh, you talk about acquisition of property, well, back when that  
456 original bridge was put in or the one in 1970 I should say, there was acquisition of the property that you  
457 currently want to get now. And the Town never completed it. They could have made the roadway  
458 entering that bridge 22 feet, and I believe on that street 22 feet is adequate. I think that speaks for itself  
459 over the last century. I mean there's been no accidents on there. It's been shared with bicycles,  
460 pedestrians, wheelchairs as well as vehicles and there's been no issues. So, what was that? Respectfully  
461 shared absolutely and there's been no issue. And I think based on the fact that you're right, it's 17 feet  
462 wide on the north side and even when it's not running to its full capacity, it existed like that for over a  
463 half a century without any issues. Now all of a sudden there's a realignment supposedly necessary and  
464 again it goes back to this railroad right-of-way which I'm not clear on whatsoever and no one has fully  
465 explained that to me. Cause I can't believe the railroad even has an issue with that. An FOI request  
466 went out to the state, they responded today, and I saw absolutely nothing in there that I've read that  
467 involved that the railroad has some issue with the existing road as it exists. So, that's kind of a problem  
468 with me right there. And um, as far as putting a sidewalk in there, again, over half a century it's been  
469 shared with pedestrians and isn't an issue. Now as far as the access from the center of town, the  
470 Freshwater Pond, going to that overlook on the west end of Main Street well you come straight down  
471 Main Street. There's no issue going north and south. Now with regard to north and south if you want to  
472 access, you're building an \$850,000.00 bridge. Ok, this steel truss bridge that you've shown over here.  
473 \$850,000.00 for bicycles and pedestrians. I would encourage people to use that if they fear for their  
474 safety on South River Street if it were to stay at 22 feet wide. Because I believe if you use it to its full  
475 capacity you can make that 22 feet wide as well as put an existing bridge there 22 feet without any  
476 sidewalk. And I don't quite get, again, my understanding the realignment is strictly because of some  
477 encroachment on the railroad property. I think if you really look at that Section 8 on the railroad right-  
478 of-way, you're going to see that Main Street also encroaches on that property as well and because I  
479 don't see how the deed where the Town provided the deed where it was conveyed to the railroad. The  
480 deed doesn't match up to the right-of-way. So, I think there's two separate issues here that I would like

481 more fully explained so that I have a complete understanding of that. And, uh, again, any north south  
482 travel on that if people don't feel confident that they're comfortable going from the main street if  
483 they're at the overlook to the boat launch, well, encourage them to use, again, the \$850,000.00 bridge  
484 that is gonna be built with tax money. Now, whether it's Federal Tax money, State or whatever the case  
485 may be, grant money, you know its people's money. And I have an issue with that. But I think this  
486 whole project can be redesigned. That's all I'm asking for That's why I don't support it because I again  
487 whether it's my family's property or my neighbor's family property, I think this can be done without  
488 doing that and I really think this whole focus is on economic development. It's been spoken you know  
489 it's a TOD type of area designated area, now it has a TIF overlay, all economic tools for development I  
490 don't have an issue with that. But I do have an issue when you're going to start acquiring people's  
491 private property and every meeting I've ever went to for the last 10 or 12 years, anytime this situation  
492 was presented itself with regard to improvements down there, I always asked about eminent domain  
493 with these new economic tools that are being provided, no, no we're not going to do that, we're not  
494 going to do that, we would never do, that that's what was said and it's on record at every meeting I ever  
495 attended. So that's why I have a problem. I feel like I've been lied to on that. Like I say I believe this can  
496 be done differently and I would ask you people to look at this and redesign it so it's more appropriate  
497 without the taking with the acquisitioning any private property from anybody. Thank you.

498

499 Priti Bhardwaj:

500

501 Thank you thank you very much Sir. Ok, I'd like to call Miss Caroline Cogtella

502

503 Caroline Cogtella:

504

505 I'm much better standing but I'll try using a mike. My name is Caroline Cogtella and I'm here to defend  
506 the eminent domain taking of a home located at 5 Main Street in Thompsonville. The design team GM2  
507 recommends widening the corner of South River and Main Street and demolishing a family home and  
508 adjacent property that has existed over 100 years. Housed five generations, is well maintained and  
509 owned by disabled Enfield taxpaying seniors. This street, according to maps has existed over a century  
510 and served its purposes without any issues. To use South River Street construction as a reason to widen  
511 the street and destroy our family property is not reasonable. I am requesting that the project be  
512 redesigned so I can keep my property. I believe that I keep saying CDOT but it CTDOT is collaborating  
513 with the Town of Enfield to use the South River street bridge construction as an excuse to expand  
514 Enfield's anticipated Riverfront access project at significant cost for a bike/pedestrian trail and a rail stop  
515 that has no funding and may never exist. The CTDOT budget which I disagree, was just given to us,  
516 budget of 2019 identified 2 projects. Project 00480198 South River Street replacement at 3,375,000 and  
517 the bike path bike trail to Enfield to construct high speed rail crossing to bike trail along Connecticut  
518 River and \$3,250,570. That's project 00480190. Now I had a lot of questions in my paper but I'm going  
519 to condense it cos I only get 10 minutes. I read the entire 674 page Connecticut bridge manual and also  
520 the code of federal regulations so I had a lot of questions of what was touchdown point on the bridge.  
521 What are connecting roadways, interchanges, ramps and other roadway work not necessitated by the  
522 bridge project. I believe a lot of this is not necessitated especially taking my home. Touchdown point as  
523 I think it's a really important thing and I did not see it on one thing here. OK, the cost of railroad  
524 protective coverage. I don't know who's going to pay that. I worked for railroads for over 15 years, it's  
525 25,000,000 minimum from Amtrak. I don't even know if they would do it for 25,000,000 when they see  
526 what's going to be done. Also, the manual talks about any construction not recognized as reasonable  
527 and necessary for the project and I'm just really questioning whether the eminent domain is reasonable  
528 and necessary to construct the bridge and or bike path. Now, the other thing I have is that I could not

529 find this bridge in a national bridge inventory and I looked. And I could not find it in the highway bridge  
530 program from the Federal Highway administration. To get the 80% of eligible costs and the other 20%  
531 we have to be in the national bridge inventory and that was one of the questions I had. Now they said  
532 that we had our crossings at the bridge at another record was 1,016 crossings. I really questioned who  
533 took the number of that crossings. We don't have that many people living on the street. OK and that is  
534 one of my questions which I am going to give to you. And I wanted to know where the bridge fell, uh,  
535 was it rural or not. Because every highway administration book I read was 9 to 11 feet. You didn't need  
536 the extra 6 feet. I don't even know if any accident that has occurred on that bridge in the last 40 years.  
537 Where we did have a problem was at the boat landing where people try to kill themselves or commit  
538 suicide or whatever. There's two that I could remember. So I really question, I want us to get the  
539 money and I know the bridge has to be fixed. I'm not against the bike path and I agree with my brother  
540 on the \$850,000.00 for what we used to have at the Bigelow, well down from the Bigelow gate, when  
541 people walked over to Asnuntuck Street that way. So, um, and I will hand this out and I really want to  
542 know if it's going to be the same traffic quarter cause I don't think it is. OK, so the primary thing for the  
543 Enfield people that hear the people part time council. I intend to participate budget issues with the  
544 Town of Enfield. This bridge project gets a reimbursement project to the town and would be paid  
545 basically by project expenses up front and then and then be reimbursed after the fact. Therefore, the  
546 town must budget enough funding to cover several months of project costs and now I'm seeing almost 2  
547 years. And you may have to wait several years to receive that funding and I don't want us to end up like  
548 the Kelo fiasco and having a lot for feral cats, OK, and that's why I really spent a long time reading all  
549 these this legislation. But, like my brother we're not against anything, but I believe that, I worked for  
550 railroads in New York City, City of Chicago to daily metro RTA, you know, and I know that this is can be  
551 redesigned and done a different way to help people.

552

553 Prita Bhardwaj:

554

555 Thank you. OK, I'd like to call Mister Matthew Willis

556

557 Matthew Willis:

558

559 I don't know if there's any way there was a screen shot you had up there of the taking area. I don't  
560 know if you can put that up there for me. For the record I'm Attorney Matthew Willis. I represent the  
561 Cogtellas. I'm here this evening with my three minutes to talk about South River Street. South River  
562 Street has been in this location since the early 1900s. When I make part of this record is copies of maps  
563 that I was able to find through a private collector and I made a bunch I didn't know how many to make  
564 because I didn't know there was going to be so many people but I'm going to put them here for the  
565 record. Um, this road is accepted by the town in the 1920s. It was accepted as is, that's as is. The Town  
566 shouldn't be giving up their property rights in order to take my clients property. They should utilize  
567 what they have. It should be redesigned and there's no reason to think they say though this is the right  
568 of way line. When they accepted this road this is the way it was. So the railroad company knew that  
569 and so the town has a right to pass and repass under the statutes. So there's no reason to give up  
570 property rights to take my clients house. I mean it's just unbelievable. I don't want to belabor it but my  
571 clients are seeking that the town reconsider the design of the road in sidewalks so they don't lose their  
572 house on the corner of Main Street South River street and that Steve doesn't lose his front yard either. I  
573 think it can be done. I have faith in planning, I have faith in design and I look forward to perhaps  
574 another public hearing so we can see a new design and that's what I'm really asking the representatives  
575 of Enfield on behalf of my clients. Thank you.

576

577 Prita Bhardwaj:

578

579 Mister Patrick Gaskell

580

581 Patrick Gaskell:

582

583 Patrick Gaskell, 94 South River Street. Um, I'd like you to reconsider the two projects here. Either  
584 redesign. We worked really hard for the past year for the new zoning in this area. I mean we're really a  
585 unique area, you know the downtown Thompsonville area and we've redesigned it. The zoning and  
586 everything to a point where we could utilize. Now you're going to come in and take this this person's  
587 property, you take the house where he could utilize that, that that could have been even turned into a  
588 small business right there, a great business where the train station is going to go in and you're going to  
589 take that ability away from him now. The whole area I really think you need to work harder in the  
590 design to to acquire the area as needed for you know, what was existing for the for the past 100 years.  
591 Um, I have a lot of questions. I know I know I'm gonna have to get a lot of answers at the end of this,  
592 um, about the bridge itself. Um, I have a problem with the other project where the access goes over it's  
593 \$850,000. I still see people coming down Main Street. They will not take that corner to go over under  
594 the Asnuntuck street bridge. They'll go straight onto Main Street so what's the sense of having the  
595 \$850,000 to go over that bridge when they're going to be going straight anyways and the real goal is to  
596 go straight anyways to the overlook on the River so it's almost like a bypass where you're going around  
597 to Asnuntuck Street and then and then you know kind of like the boat launch is a boat launch. It's it's  
598 really it's made for the boat launch. It's made for boats. People come down there, they feed the birds  
599 down there. They're really really not supposed to do that, it's you know, it's hindrance, it's made for  
600 boats. But the overlook is great. People come straight down there but I see them bypassing that whole  
601 bridge so I believe that's a waste of money. I'm like I said I have I just have a lot of questions I'll be  
602 asking at the end. Thank you.

603

604 Priti Bhardwaj:

605

606 Thank you. So, I've gone through the speakers sign in list, is there anyone else who wants to come up  
607 and make a statement. Please state your name and your if you're part of any.

608

609 Gretchen Pfeiffer Hall:

610

611 4 Somers Road. Um, also a member of the Enfield Conservation Commission. I was formerly on Inland  
612 Wetlands so one concern that I would have as part of this project is that the drainage, um, system be  
613 improved, so I don't know whether you have separators for Vortechs units, um, specified for this but I  
614 think that anything that can be done to improve run off into the River would be good. That's it.

615

616 Priti Bhardwaj:

617

618 Are there any more speakers? Statements? Please give your name.

619

620 Robert Lamontagne:

621

622 My name is Robert Lamontagne. I live at 64 South River Street. I'm blown away. I don't understand the  
623 bridge, the passing that they want to put. I think about the number of people that come down to the

624 boat ramp or come down the street or across that little bridge. I don't think there's 20 people a day.  
625 That's all I gotta say. I can't see the justification of it. It's insane. Thank you.

626  
627 Earlene Provencher:

628  
629 Good evening, Earlene Provencher. I live at 94 S River Street. I'm just up here to say that I would like to  
630 see a redesign. I do not believe that the Cogtella families home has to be taken. Um, You say that the  
631 railroad owns part of that street but do they own part of the street in front of my house? So, does that  
632 mean when they repave the road they're going to take my house, too? Uh, I do not believe that the  
633 railroad company is going to be concerned when we've been using it for 100 years. Um, I do not believe  
634 in taking anybody's house. Thank you.

635  
636 Joe Saxton:

637  
638 Joe Saxton, 76 South River. I have two questions really. One is you have a cesspool down there. It's a  
639 big tank. I'd like to know how much longer is that serviceable. You might have to dig that out anyhow.  
640 And, uh, move that pipe. Couldn't that be designed in the new bridge? A new cistern in there? And with  
641 this bridge going over the footbridge you're gonna put in, why can't you just have Asnuntuck one way  
642 and then have it one way in a circle around I think it's Cottage Green in there, you wouldn't even have to  
643 put a bridge in and you'd still have a lot of area there if it was one way. You can completely eliminate all  
644 of that. But that's about it. I don't think you need that big of a project down there. There's not that  
645 much.

646  
647 Priti Bhardwaj:

648  
649 Do we have anymore first- time speakers? Is there anyone else who has spoken already and wants to  
650 say anything else? OK

651  
652 Caroline Cogtella:

653  
654 You know I lived in Chicago for 45 years. We have a lot of bicycles and we have bike lanes galore. Ok,  
655 now we've already had five deaths recently and if you look at the statistics on bicyclists, well most are  
656 getting hit by car doors but it's getting worse and worse and worse. But I do think Main Street, you  
657 know, could be a bike path, but not necessarily people can ride on it or use the sidewalk and go all the  
658 way down to the overlook cause I don't want people to think I'm against the bike path. But I do not  
659 think that we need to take the house. It's not in alignment what you're doing there.  
660 It's just not necessary. Ok, that's it.

661  
662 Priti Bhardwaj:

663  
664 Thank you. Is there anyone else that would like to say anything?

665  
666 Erline Provencher:

667  
668 94 South River street. I was not gonna say anything tonight but these things keep popping up. Um,  
669 you're talking about this bicycle path that's gonna go down there and it's going to revitalize  
670 Thompsonville. I think you'd better clean up the area before you do any planning with your  
671 development down there. Thank you.

672  
673  
674  
675  
676  
677  
678  
679  
680  
681  
682  
683  
684  
685  
686  
687  
688  
689  
690  
691  
692  
693  
694  
695  
696  
697  
698  
699  
700  
701  
702  
703  
704  
705  
706  
707  
708  
709  
710  
711  
712  
713  
714  
715  
716  
717  
718  
719

Steve Cogtella:

I do better sitting down. You know one of the things that frustrate me is that we have 33 North River street that was supposed to be some type of addition to the proposed train station that doesn't look like it's going to be coming anyway. But we have 33 North River Street that the town acquired, I won't even get into the cost because I believe it was purchased twice and I could explain that probably off the record but that's all boarded up. It's blighted by the town's own definition of blight. The town acquired 28 South River Street, that's blighted up and I don't know what they're proposing to do with that. You have 32 Church Street that's a burned out building that the town acquired, that's still standing there for years. You've got the Strand in the center of town that has some air quality issues with it probably mold in there or something. I'd like to see the town do something with it was it was it already has in its possession and I realize the bridge, it needs to be replaced. I don't think to the extent that is being proposed here and again I don't want to get out every design on it but this bike path deal, I mean I know you have the money because it supposedly was going to be at the end of North River Street to access the shad area so it's not even in existence anymore to my knowledge, I'm not a fisherman. But since it just seems you want to just use up this money for this project and again I don't know of anybody that has problems getting down to the boat launch that wants to go down here whether it's walking or a bicycle and I don't think this is going to be some something that's going to start in improving the redevelopment down here. I don't think it's going to encourage businesses to come down here. I really truly believe that this is a fantasy that a lot of people have. I hate to say this I know a lot of people on the Council want to believe that. I believe there are good people that really have really want to believe in this stuff but you're not going to have shops down there, specialty shops, you're not going to people wanting to make that a destination to walk around. Maybe not in this century. I don't believe it's going to happen in this century. I think improvements can be made down there. I think you can encourage some other people to come down and use it but I don't think it you're not going to have North Hampton or or something like that in that area, just not gonna happen, you know. Thank you.

Joann Suzor:

Joann Suzor, 86 S River Street. I'm not sure if I'm right or not but we're using the Asnuntuck Street tunnel as a walking way, is that right? Have you looked at that? Have you looked at it? You drive under there and pray that the cement doesn't fall out on your car. Now that belongs to the railroad. They're not going to fix it. I've talked to the guys that work on the rail line. They're not going to fix it. So, you're gonna wind up putting people at risk by telling them it's OK to go under there and then something's going to fall on someone's child. You look on the ground, there are spray painted pieces of cement, they're spray painted yellow. They used to be on the ceiling and now they're not. They're on the ground. I wonder how they got there. How safe does anybody think that is? You're putting all this money into this project and a real important piece of it getting under the railroad track is not safe. That doesn't sound very smart to me. The Town of Enfield you need to think about that. You need to take a look at that underpass and see what you think cause I know what I think. I go the other way.

Priti Bhardwaj:

Thank you, does anyone else have any statement or comments?



720  
721  
722  
723  
724  
725  
726  
727  
728  
729  
730  
731  
732  
733  
734  
735  
736  
737  
738  
739  
740  
741  
742  
743  
744  
745  
746  
747  
748  
749  
750  
751  
752  
753  
754  
755  
756  
757  
758  
759  
760

Steve Cogtella:

I forgot to mention that the other issue that seems to be up in the air on, I don't have any firsthand knowledge of, I've made inquiries and that is the Eversource property. And I think a lot of the property development down there is dependent upon that and right now I don't know what the status of that is I mean Town's been negotiating for 10 years. I think the Town Manager, Chris Bromson, mentioned about a year ago that he was optimistic about negotiations coming through on that but to my knowledge that still isn't the case. I don't know. Maybe some of the Council knows but I think a big part of that whole issue is, uh, whether that that land is acquired or not and you know with the realignment the so called realignment of South River Street, you're putting it way out of alignment with North River Street. So I mean I think the obvious goal here is to realign North River Street at some future date because I've seen the plans where they say the realignment of North River Street and I thought that was look kinda funky but that was dependent upon the fact whether or not you got the Eversource property, but if you don't get that you can't even realign North River Street. To put it back in alignment if this project goes through as proposed. Cause you're way out of alignment with North River. And I mean I thought intersections had to be reason to you, with each other. Unless there's some other plan here that we're not being told about. Thank you.

Priti Bhardwaj:

Anyone else? OK, there are no further comments. I will now close tonight's hearing on behalf of Commissioner Joseph Giulietti. I would like to thank you for coming and expressing your views tonight. Please remember that you have until May 1<sup>st</sup>, 2019 to submit any written postmarked comments to the Town of Enfield. Thank you for coming and have a great evening.