

DRAFT
REPORT OF MEETING



Date: April 29, 2004

Project: I-95 Branford to Rhode Island Feasibility Study

State Project No.: 170-2295
CHA Project No.: 11530

Location of Meeting: Guilford Town Hall

Date of Meeting: April 20, 2004 3:00 p.m.

Subject of Meeting: Refinement of Interstate 95 Study Alternatives

In Attendance: Gene Bishop, First Selectman - Town of Guilford
Jim Portley, Engineer - Town of Guilford
Jim Andrini, Connecticut Department of Transportation (ConnDOT)
Jim Morrin, ConnDOT
Gary Sojka, ConnDOT
Rod Bascom, Clough, Harbour & Associates LLP (CHA)

Submitted By: _____ **Date:** _____
Rodney A. Bascom - CHA

Approved By: _____ **Date:** _____
James Andrini - ConnDOT

1. Meeting was held to discuss current study improvement concepts at Exit 59 / Goose Lane, and Mungertown Road / Exit 60, as related to the Town's transportation needs and plan of development.
2. Current operational and safety issues at Exit 59 were discussed. Town of Guilford Officials and ConnDOT / CHA study team members discussed the current interchange 59 configuration at Goose Lane and Route 1, particularly the limited distance along Goose Lane between the I-95 NB ramps and Route 1 and the potential exacerbation of traffic congestion that will likely result from the opening of the Yale-New Haven Medical Facility and a planned subdivision on Clapboard Road.
3. The study near-term improvement concept which relocates the NB off-ramp approximately 800 feet west of the existing Goose Lane intersection was discussed. The ramp would be in a "button hook" configuration. The ramp relocation would require the relocating of the ConnDOT salt shed. The relocated ramp is not by itself considered a desired long term

- improvement; however the need for action here in the near term is such that the safety and operational relief that can be provided in the near term justifies the expenditure and expeditious initiation. A graphic depicting this near-term improvement concept was provided.
4. Guilford Officials discussed the possibility of providing a single northbound off ramp at Mungertown Road. ConnDOT / reiterated that this would be a hard sell because of the substantial impacts that would be incurred at Mungertown Road, and also we would be going from a half interchange to a three quarter at Mungertown Road, whether at Wildwood or Mungertown. This (less than full) configuration would be of little or no operational benefit.
 5. ConnDOT / CHA presented a half diamond configuration at Wildwood Avenue which would provide a NB off-ramp and a SB on-ramp at this location. This would supplement the existing NB on-ramp and SB off-ramp currently provided at Mungertown Road creating full service at Exit 60. After some discussion ConnDOT / CHA and Guilford Officials concurred that supplemental access at Wildwood Avenue could be accomplished with fewer environmental impacts, less cost, and provide completion of access (full interchange) in the Mungertown Road area.
 6. This concept was discussed at length. It was determined that providing ramps to and from the south at Wildwood Avenue would provide much desired relief at the Goose Lane by shifting traffic that is destined for Madison / North Madison / Killingworth to the new Wildwood Avenue ramps. This concept had previously been discussed with the Town of Madison. The result of that outreach meeting was a go ahead if an overall increase in operational and safety benefit could be achieved.
 7. The ConnDOT Project Manager agreed that land use and transportation plans, safety issues, projected user demand for the ramps and a low cost / low impact conceptual construction plan, are sufficient to merit inclusion of the half interchange concept at Wildwood Avenue at this study level. ConnDOT apprised the town that upcoming considerations and processes such as the internal ConnDOT and Federal Highway review may require some concept adjustments.