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SUMMARY OF MEETING ISSUES AND CONCERNS

Date: July 1, 2002

Project: **I-95 Branford to Rhode Island Feasibility Study**

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

Location of Meeting: Madison Town Campus, First Selectman's Office

Date of Meeting: June 20, 2002, 3:15 P.M.

Subject of Meeting: **Local Outreach Meeting No. 1:** Meeting with South Central Regional Council of Governments (SCRCOG) and Member Towns

Summary of Discussions:

I. Summary of Presentation of Project by CTDOT/CHA

- Introduction and overview by Jim Andrini.
- In 1999, CTDOT prepared a Southeastern Connecticut Corridor Study that recommended a more detailed study of alternates and improvements; hence this Study.
- Transportation Strategy Board is funding the work.
- Rod Bascom presented project approach and public participation process which will include Public Information meetings: These meetings will be held in each of three main areas of project:
 - Branford to Baldwin Bridge
 - Baldwin Bridge to Gold Star Bridge
 - Gold Star Bridge to RI border
- Groups in member towns that have an interest, were invited to make it known and they could be involved to the degree they desire.
- Environmental assessment will not be a full assessment; but conceptual, "sensitivity analysis".
- CTDOT/CHA provided attendees with two hand-outs:
 1. Draft Project Schedule dated 6/19/02
 2. Study area map.

Questions and Comments (with *ConnDOT* or *CHA's response in italics*)

1. Will Study look at the possibility of closing some ramps? *Yes.*
2. Any chance to add or expand interchanges especially at exit 60, Mungertown Road and Goose Lane (Madison bound traffic)? *There may be limited opportunities to expand some interchanges; for example, by constructing the opposing 'legs' of a partial "diamond" and creating a full 'diamond' interchange or at least to improve the capacity of an existing interchange.*
3. Are we looking at I-95 only, or also surrounding roads? *Both the main line of I-95 and adjacent intersecting/roads.*
4. Will the Study look at signalization at Route 1? (e.g. Guilford not coordinating signals with emergency vehicles, like Madison's emergency vehicle pre-exemption system). *No. However, there are two incident management or ITS (Intelligent Traffic Systems) projects that are on-going: one at Exit 56 Branford to Route 145; and the other at Exit 64 to State Line (including I-395 to Route 2). The ITS projects will likely include: closed circuit TV, pavement monitoring, highway advisory radio, and variable message signs. Route 1 was going to be studied in its entirety, but is beyond the scope of this study due to the limited ability to widen Route 1 to help manage congestion on I-95.*
- 5) Some recent counts along Route 1 done by the SCRCOG are available. CTDOT should advise SCRCOG of what we are doing so that SCRCOG doesn't duplicate our work in the area of traffic counts. *The specific intersections we are counting are identified in the Scope of Work (Rev. 8) and its Addendum which have been provided to SCRCOG.*
- 6) It is the town's observation that Southbound traffic on Sunday is larger than Northbound on Friday on main line (thru traffic).
- 7) If we find a project during the study that can be implemented easily, will the work be facilitated? *Yes. Near-term improvements that have minimum potential for environmental impact can be implemented in advance of the main improvements.*
- 8) The Study should look at Exit 62 for near-term improvements. Madison would even give up some local money to get the job done (very dangerous intersection with fatality(ies)).
- 9) Will Study consider proposed STC projects. *Already in DOT's model if it's an approved STC project.*
- 10) Exit 56 was expanded recently...was it designed to accommodate 3rd lane? *Yes, the bridge structures were.*
- 11) *Other SE Corridor projects that are in the works.*
 - *Exit 56, Leete Island Road; to be completed this fall.*
 - *Waterford Exit 81, North Road; on temporary hold due to environmental problems.*
 - *Rte 11/I-95: Administrative draft of EIS complete. Preferred alignment to be identified.*
 - *Safety Improvements at Baldwin Bridge to Groton/New London town line; surface improvements starting 2004.*
 - *Rte 2 intersection at Exit 92: south side widening is complete, north side project is still subject of EIS.*

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- 12) SCRCOG authorized an 18 month transit study (inter-town access). Consultant has not yet been hired, but consultant selection is scheduled to begin on 7/1 and the project will start in the fall of 2002.
- 13) The Study should consider all forms of transit.
- 14) The Study should look at reverse commute on weekends to attract people into the city of New Haven.
- 15) A Guilford citizen has been working on a proposal for expanding rail service.
- 16) Is bike travel part of study? *Bikeways will be considered when developing the “long list” of potential alternatives.*
- 17) How effective are HOV's? The Study should consider shuttle buses to major features/destinations of the corridor.
- 18) What about hi-speed ferry to run along coast and to the Cape? *CTDOT did look at high speed ferry from Branford to Stamford, but it wasn't very feasible and competed with rail service.*
- 19) Will Rte 11/I-395 project eliminate left lane ramps? *The preferred alternative does not eliminate left lane ramps.*
(Correction – The correct answer should have beenYes although they will be located along collector distributor roadways. The Interstate 95 mainline will be free of left- hand ramps.)
- 20) Lighthouse Point to Hammonasset bikeway gaining support from local group.
- 21) The SCRCOG requested that CTDOT keep towns up-to-date. *CTDOT/CHA emphasized that the outreach and public informational meetings are being developed for that purpose. In addition, the Towns **should not hesitate** to assign representatives to be on the Advisory Committee.*
- 22) Many people in the shoreline towns are strong advocates for sound barriers. Will the Study address them? *This study won't recommend where they should be installed (they only help noise within 300'). Future NEPA / CEPA analysis will address the need and feasibility of noise attenuation walls.*
- 23) What is the schedule for project implementation? *Probably 10 years until construction of any major improvements that are recommended by the Study (2 years to complete the Study; 3 years for EIS and environmental permits; then 3-5 years to design).*

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