

**Connecticut Department of Transportation
State Project No. 0047-0121
Federal-Aid Project No. 0140(007)PE
Route 140 Intersection Improvements at Burbank Road**

Town of Ellington

**Virtual Public Information Meeting
Tuesday, June 28, 2022 – 7:00 pm
Microsoft Teams Livestream & YouTube Livestream**

Meeting Minutes

Representatives Present:

Connecticut Department of Transportation:

Salvatore Aresco	Project Manager – Division of Highway Design
Devin M. Racicot	Project Engineer – Division of Highway Design
Samuel A. McCollum	Design Engineer – Division of Highway Design
Matthew P. Geanacopoulos	Project Coordinator – Division of Rights of Way

Town of Ellington:

Ken Radziwon	Director of Public Works
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The purpose of the meeting was to present to the public the Route 140 Intersection Improvements at Burbank Road and Newell Hill Road in the Town of Ellington.

Presentation:

The Microsoft Teams and YouTube live Meeting went online at 6:45 pm, allowing members of the public to join the livestream 15 minutes before the 7:00 pm start of the formal public informational presentation. At 7:00 pm, Mr. Devin Racicot welcomed everyone to the live event, reviewed the event format, explained the process for submitting questions, and introduced the Department representatives. Mr. Ken Radziwon the Director of public works for the Town of Ellington then spoke on behalf of the Town and provided the Town's endorsement of the project. Mr. Samuel McCollum then began the formal PowerPoint presentation that lasted 20 minutes.

The presentation covered the following items:

- General Project Information
 - Project History
 - Purpose and Need
 - Schedule and Cost
- Project Location
- Existing Conditions
- Crash History (Jan. 2019 to Dec. 2021)
- Proposed Improvements
 - Full-depth reconstruction of Route 140
 - Widening
 - Cross slope correction

- Lowering of Route 140 between 38 Crystal Lake Road and the Burbank Road intersection
- Realignment of Newell Hill Road
- Conceptual drainage improvements
- Other Considerations
 - Utility pole relocations
 - Rights of Way impacts which include: one partial acquisition, one sightline easement, slope easements, two drainage right-of-way easements, and various grading and driveway reconstruction rights
 - Construction Considerations
 - Estimating to take two construction seasons
 - Anticipating one-way alternating traffic pattern
 - Newell Hill Road closure with detour only during realignment phase
 - No environmental impacts anticipated
 - Memorial located along Route 140 westbound embankment to be reset following construction completion

Transactions and Determinations:

There was a total of 18 attendees between Microsoft Teams and YouTube. A question-and-answer session was held where attendees submitted questions via the chat function with Microsoft Teams, email, and voicemail. Mr. Steve Fraysier read each question and a response was provided by Mr. Devin Racicot.

The first question was received regarding the anticipated construction cost. Mr. Racicot explained that the project will cost approximately 4 million dollars, this covers the cost of utility relocation and is funded with 80% federal funds and 20% state funds, with no cost to the town.

The Department was asked to describe traffic calming considerations. Mr. Racicot explained that several aspects of the project will contribute to traffic calming. One is by implementing narrower shoulders throughout project limits to maintain the character of the roadway. Additionally, increasing sight distances along Route 140 and at each of the intersections will help contribute to improving both driver safety and maneuverability at these intersections.

Several questions were received inquiring if the settling and poor pavement condition of Route 140, east of Burbank Road could be corrected as part of this project. Adding that the cross-slopes do not meet federal standards and should be addressed. A resident also stated that during the winter, vehicles frequently slide into the wetlands in this area due to the uneven and steep cross-slopes. Mr. Racicot explained that the Department is aware of the cross-slope and pavement issues in this area; however, it is outside of this project's purpose and need to address this issue. Extending project limits would significantly increase the design and construction timeline.

Discussions transitioned to drainage issues in the wetlands along Route 140, east of the Burbank Road intersection with residents stating that water frequently overtops 6"-12" during springtime rain. It was asked if there are any considerations for hydraulic relief to prevent this. Mr. Racicot explained that the Department did consider including drainage improvements in this area, however it is ultimately outside of this projects purpose and need, coinciding with the previous response with extending the project limits.

The property owners of the field located north of Route 140 and east of Burbank Road expressed concern with potential drainage issues and inquired if the proposed improvements will divert additional water into the field. The proposed improvement will not be discharging closed system flow onto this property. Drainage structures are proposed to be added on Route 140 that are proposed to be discharged to the southeast corner of the Burbank Road intersection.

Mr. Racicot was asked to reiterate the number of utility poles being relocated as part of these improvements. Mr. Racicot responded that 8 poles will likely be relocated or reset as part of these improvements. Impacted poles are either within excavation limits or will be impacted by the realignment of Newell Hill Road. The Department will coordinate with the utility companies to determine the final locations and number of the poles being relocated later in the design process.

A question was asked inquiring how long the alternating one-way traffic pattern will be in effect during Route 140's reconstruction. Mr. Racicot explained the construction season runs between April 1 to November 31 with a winter shut down period between December 1 and March 31. A maximum of two construction seasons is currently estimated to complete Project 0047-0121. The Department will coordinate with the town and its emergency services to mitigate disruption to the residents of the Town during the work.

It was asked that the Department explain the measures being taken to mitigate the current runoff from Newell Hill Road and the land to the north. Mr. Racicot explained that all drainage shown in this design is still preliminary. A number of considerations and calculations need to be performed before the drainage design is finalized; however, the intent of the design is to not overburden the existing system. Both direct overland flow and closed system flow in this area will eventually collect in the drainage system near the 47 Crystal Lake Road driveway where it discharges into a proposed drainage easement. It was explained that this system will be evaluated and, if necessary, improved to handle proposed flow volumes.

A resident brought up a concern regarding a curtain drain constructed in the vicinity of their property by the town of Ellington. The drain was constructed to relieve water drainage along the western side of Burbank Road into the catch-basin beyond the northern limit of the project on Burbank Road. The resident inquired if this drain will be replaced as part of these improvements. Mr. Racicot explained that if the drain is located just beyond the pavement limits, it will likely not be impacted by the proposed improvements. It was also stated that the drain in question is located on a town road, so it is out of the Department's jurisdiction if not within the disturbed project limits.

Adjournment:

Project No. 0047-0121 was well received by the attendees and no objections were voiced. The meeting was adjourned at approximately 8:00 pm.