

**CONNECTICUT DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENGINEERING & CONSTRUCTION  
DIVISION OF HIGHWAY DESIGN  
PROJECT DEVELOPMENT UNIT**

PROPOSED PROJECT PP-168-003  
INTERSECTION IMPROVEMENTS AT ROUTE 6, 61 & QUASSAPAUG RD  
TOWN OF WOODBURY

**REPORT OF MEETING**

PROPOSED PROJECT NUMBER: PP-168-003  
 PROPOSED PROJECT NAME: Intersection Improvements at Route 6, 61 & Quassapaug Rd  
 TOWN/CITY: Town of Woodbury  
 LOCATION OF MEETING: Microsoft Teams and YouTube Live Stream  
 DATE OF MEETING: Thursday, March 31, 2022 at 7pm  
 SUBJECT OF MEETING: Virtual Public Information Meeting, Live Presentation with Q&A session

**IN ATTENDANCE**

Edward Sabourin	CTDOT	Edward.Sabourin@ct.gov
Marissa Pfaffinger	CTDOT	Marissa.Pfaffinger@ct.gov
Rob Moore	CTDOT	Robert.Moore@ct.gov
Jennifer Usher	BL Companies	jusher@blcompanies.com
Quinn Duffy	BL Companies	qduffy@blcompanies.com
Jessica Fasi	BL Companies	jfasi@blcompanies.com
Daniel Pinto	BL Companies	dpinto@blcompanies.com
22 MS Teams attendees		
9 YouTube attendees		

**PUBLIC INFORMATION MEETING FORMAT**

The meeting was held to solicit comments and feedback regarding conceptual designs developed by the Connecticut Department of Transportation (CTDOT) Project Development Unit to address a pattern of high-speed crashes (including a 2018 fatality) at the intersection of Route 6, 61 and Quassapaug Rd in the Town of Woodbury. Two conceptual designs were presented; Design Option 1 involved geometric improvements to the stop-controlled side street intersection layout, and Design Option 2 was the conversion of the existing two-way stop-controlled intersection to a modern roundabout.

Marissa Pfaffinger and Ed Sabourin represented the Department from the Project Development Unit, along with help from BL Companies employees assisting as the emcee and comment/question chat moderators. The presentation was approximately 30 minutes long, which included opening remarks from the Town of Woodbury First Selectman Barbara Perkinson, an overview of the project development process by Marissa Pfaffinger, and 20 minutes of project specific information by Ed Sabourin, including an in-depth review both alternatives. A 30-minute comment, question and feedback session followed the formal presentation.



Approximately 22 viewers participated in the MS Teams Live Event with another 9 viewers watching on You-Tube, including State Senator Eric Berthel. Approximately 40 questions/comments via MS Team chat, email, and voicemail. Approximately 20 comments were explicitly advocating for the roundabout design as the solution, and 2 comments that were not in favor of the roundabout.

A link to the YouTube recording of the meeting is available on the CTDOT VPIM Library shown at the link below. The comment period extends through Friday, April 15<sup>th</sup>.

<b>Project Webpage:</b> <a href="https://portal.ct.gov/DOTWoodburyPP-168-003">https://portal.ct.gov/DOTWoodburyPP-168-003</a>
<b>MS Teams Recording:</b> <a href="https://portal.ct.gov/dot/general/CTDOT-VPIM-Library">https://portal.ct.gov/dot/general/CTDOT-VPIM-Library</a>
<b>Project Email:</b> DOTProjectPP-168-003@ct.gov
<b>Phone:</b> (860)944-1111
<b>Survey:</b> <a href="https://survey123.arcgis.com/share/8f49e1ad5d3946d083f71825ee49f67f">https://survey123.arcgis.com/share/8f49e1ad5d3946d083f71825ee49f67f</a>

### **QUESTION/COMMENTS AND ANSWER SESSION**

The following questions and comments were submitted by the public and stakeholders, along with their respective responses, organized into subject matter categories for ease of review:

#### **EMAIL: Who decides which alternative is chosen?**

- Selection of a preferred alternative is a collaborative effort between the DOT, Town, public and any interested stakeholders. The feedback and comments received as a result of this meeting will help determine the direction of the project.

#### **LIVE CHAT: Will a standard traffic light be considered for this intersection, with left turn lanes EB & WB?**

- A traffic signal here is not being recommended due to the low amount of traffic on the side streets. Traffic congestion and vehicle delay are not a strong concern here. A signal could reduce some of the high-speed t-bone crashes through protected turning movements from the side streets, but would likely create more rear end and sideswipe crashes on Route 6 and side streets too. Potential for people to run the red light as well. Traffic signals do not always solve crash problems. CTDOT has had to replace existing signals that have a high crash rate with roundabouts (ED- FOR MY OWN KNOWLEDGE, please let me know which roundabouts this has applied to). CTDOT has dedicated staff that review traffic signals for effectiveness and implementation, and they are not recommending a signal at this location.

#### **LIVE CHAT: How about closing Quassapaug Rd at Route 61 and moving it west to Swamp Road to intersect Route 6?**

- Closing Quassapaug Rd is an option that was briefly considered but has not been studied in great detail. Quassapaug Rd is a collector roadway which serves some significance to the greater network. Removing the continuous north-south connection from Quassapaug Rd to Route 61 would require vehicles to make extra turning movements to/from Route 6 and Swamp Rd. If there is a strong desire from the community to close Quassapaug Rd, the concept would need to be studied in greater detail.



**LIVE CHAT: The biggest problem is the NB & SB traffic that wants to zip straight across Route 6. Sight distance is poor and traffic on Route 6 is relatively high speed in both directions.**

- CTDOT agrees that high speeds on Route 6 and poor sight lines from Quassapaug Rd are contributing factors to the crash pattern at this intersection. The purpose of the project reflects this.

**LIVE CHAT: Will lighting of the intersection be added? How will the neighbors feel about that?**

- It is anticipated that illumination would be added at the ends of the splitter islands as well as near the circulatory roadway for the roundabout option. Illumination could be added near the intersection area for the stop control option as well. Lighting is a design level detail that can be coordinated with residential and commercial property owners as design progresses.

**LIVE CHAT: How is snow removal done at the roundabout?**

- Snow removal would be performed by state forces at this intersection. Snow is removed from the circulatory roadway, the truck apron, and up and down each entry and exit along the splitter islands. Much like a conventional intersection, all lanes are cleared.

**LIVE CHAT: Route 6 is a US highway. Does the Fed need to be involved in the decision making?**

- For Connecticut state roadways that have federal involvement, the CTDOT decision making process is linked with the Federal Highway Administration (FHWA). Generally, the selection of projects falls to CTDOT to make decisions on eligibility criteria and go through a public process to arrive at a solution that best fits the purpose of the project. FHWA is involved, but CTDOT has latitude to decide where and how to address problems. Part of the design process does involve review and approval by FHWA.

**LIVE CHAT: What is the timeframe for making a decision and obtaining approval for the project? What is the timeframe, once approved, for funding?**

- The comment period following this public meeting is two weeks, ending on April 15, 2022. Following the public comment period, CTDOT would continue to coordinate internally, as well as with the Town of Woodbury and any other interested stakeholders. It is anticipated that within a few months from the close of the comment period, a determination would be made on project initiation and funding. Obtaining funding and initiating design will take approximately 6 additional months.

**LIVE CHAT: Wouldn't it be easier to pay one time 4,800,000 instead of 2,500,000 and then a roundabout a couple of years later which mean 7,300,000 the state would be saving money by doing the permanent fix instead of the 1st choice**

- (answered based on an interpretation of the question) Any option that is designed and constructed would be evaluated over time for effectiveness. If design option 1 was selected and determined not to provide a significant reduction in crashes after construction, then design option 2 could be considered again. Making a \$4.8million investment for the roundabout up front has a much higher likelihood of resulting in a reduction in crashes that we would expect from a permanent fix.

**VOICEMAIL: A resident feels that option 2 is the best option. Do you agree?**

- Two options have been presented, a lower cost, lower impact design option in the stop-controlled intersection improvements, and a more substantial improvement in the roundabout that comes with a



higher cost and higher impact to the intersection area. Each design has its own pros and cons which have been discussed, and this meeting is an opportunity for the public to voice opinions regarding the proposals.

**LIVE CHAT: How will the project be funded?**

- This project would be eligible for both federal and state funding. Funding has not been determined at this time.

**LIVE CHAT: How much time would deceleration and acceleration add to a Route 6 commuter's trip through the roundabout? Very little I hope.**

- The amount of time it would take to decelerate down to 20 mph to enter the roundabout, circulate the roundabout and then accelerate back up to an appropriate speed would result in relatively little delay; estimated at 15-30 seconds longer than free flow through the intersection. Traffic volumes are low at this intersection, and very minimal delay at the roundabout entries for circulating vehicles to pass is anticipated.

**LIVE CHAT: So as shown there seems to be more than enough of non-private property to make the roundabout correct?**

- (graphic showing State and Town ROW property lines was used) The roundabout concept and associated grading are anticipated to be constructed within the existing state and town property lines. Drainage easements and construction easements may be needed.

**LIVE CHAT: Will the size of the circle need to be larger due to the speed on Route 6?**

- The size of the circle has some relation to speed control but is mostly a function of the largest size vehicle expected to use the roundabout. The splitter islands will have a greater effect on managing the high speeds of vehicles as they decelerate to enter the roundabout.

**LIVE CHAT: Are there any other options besides a roundabout? Option 1 is not worth the time, however, not fond of roundabouts. The 2 roundabouts in Glastonbury are quite stressful to drive through when I visit my mother.**

- Proposed design solutions are developed to satisfy the purpose of the project. The purpose of this project is to reduce the occurrences of high speed crashes at the subject intersection. All options are considered during early stages of conceptual design development, and the two options presented tonight were recommended as reasonable and feasible alternatives. This public meeting also serves a dual purpose in soliciting ideas regarding any other solutions that were not presented here tonight.

**VOICEMAIL: How will you acknowledge traffic coming from all four directions for the roundabout?**

- (difficulty interpreting question) (graphic of roundabout used) It is acknowledged that traffic is coming from all 4 legs of this intersection. A roundabout is designed with an entry and exit for each roadway that connects to the roundabout. Vehicles coming from any direction enter the roundabout and then follow the signage to exit the roundabout in their desired direction of travel.

**LIVE CHAT: The slide showing the contact points was the most effective at showing what the problems are.**

- (conflict points graphic shown) The difference in conflict points between a conventional crossing intersection and a roundabout was shown. Conventional crossing intersection has 8 merge, 8 diverge, and



16 crossing conflicts for a total of 32 possible points where vehicle paths can intersect and come into conflict with each other. A roundabout has 4 merge, 6 diverge, and 0 crossing conflicts. The crossing conflicts have the highest chance for injury, and the possibility those crash types are essentially eliminated at a roundabout.

**VOICEMAIL: Comment from a resident that lives one mile north from the intersection -- they are NOT in favor of the roundabout. They believe it is overkill for this intersection. He believes that Quassapaug Rd needs to be elevated.**

- Raising Quassapaug Rd as a recommended design modification to option 1 could be considered if that option is initiated for design. Raising Quassapaug Rd would elevate the driver's eye to provide better vision to Route 6. This modification would increase the cost of option 1 and require more impacts to the intersection area than initially anticipated.

**COMMENTS (acknowledgement provided by moderator & CTDOT)**

- EMAIL: To all concerned, I and my wife Sally Roden-Timko and my father-in-law Andrew Roden, all of whom know the details of the mentioned fatality in 2018, feel that option one will not be effective. We all feel it will not be effective in reducing speeds on route 6 and we all favor the round about option. This will force drivers to limit speed. We all feel this is a much safer option - we drive through this intersection often several times a day. We also have young children riding with us at many times. The presentation given I feel clearly indicates the increased safety of the roundabout option. Sincerely, Dr. Brian Timko, MD
- LIVE CHAT: I fully support the Roundabout option. This will be the only real fix to this problem.
- EMAIL: I think the modern roundabout is the best option.
- EMAIL: Over the years my family has been involved in 2 crashes at this intersection. No one was seriously hurt in either one, but that was lucky. Both involved cars crossing route 6. The first option does not seem to address this issue. I think that the biggest problem is that route 6 is downhill in both directions heading into the intersection. Route 6 drivers just have trouble slowing down. The roundabout option is the best way to slow people down.
- LIVE CHAT: I support the second option 100%
- EMAIL: Beth and Carl Siemon. We are owners of abutting property. We are fully in favor of the safest option – the roundabout.
- LIVE CHAT: I also totally support the roundabout option. my husband and son were involved in an accident at that intersection as well
- LIVE CHAT: I'm very much in support of the roundabout option. I regularly travel through the roundabouts in New Milford and Seymour and feel they are significantly safer and less stressful.



- LIVE CHAT: I agree 100 percent with miss logue the cost would be more beneficial in the long run I am all in favor for the roundabout
- VOICEMAIL: Resident is in support of the roundabout option.
- EMAIL: In favor of the roundabout.
- EMAIL: I traveled a similar intersection in Granby where a roundabout was installed and greatly improved the intersection!
- LIVE CHAT: Living very close to this intersection I have seen a lot of accidents at this intersection the roundabout would be the safest and best option.
- LIVE CHAT: The round about is the most sensible option considering the goal is to reduce accidents.
- LIVE CHAT: I live about 2 miles from this intersection - the roundabout option would be a tremendous improvement and I fully support it! Thank you for this very meaningful presentation!

