STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL ASSESSMENT CHECKLIST

Date: December 20, 2022
Project Name: Elimination of Bridge Nos. 00388 and 00389 (Route 17) and Construction of Roundabout
State Project Number: 53-189
Municipality: Glastonbury
Staff Contact: Kevin Fleming

This assessment is being conducted in conformance to the Connecticut Department of Transportation's Environmental Classification Document (ECD) to determine Connecticut Environmental Policy Act (CEPA) obligations.

Project Description:

The purpose of the project is to address deficiencies identified during inspections. Based on field inspections, engineering analysis and a review of CTDOT's Bridge Inspection Reports, the deck of Bridge No. 00388 was found to be in poor condition. The bridge was found to be functionally obsolete due to the existing minimum vertical clearance being less than current CTDOT design criteria for an existing bridge over a freeway. The following concerns with Bridge No. 00388 were noted:

- Large areas of map cracking and hollow sounding concrete on the underside of the deck
- Deck deterioration of 30 percent
- Areas of peeling paint
- Cracks in abutments

The proposed project involves the removal of the superstructure of Bridge No. 00388. The superstructure and substructure of Bridge No. 00389 (Route 17 Ramp 007 over New London Turnpike) will also be removed. The existing Bridge No. 00388 span under Route 17 NB will be filled and a new roadway will be constructed on top of the filled span. The Route 17 SB Ramp 007 pavement will be removed from the beginning of the ramp to the New London Turnpike/Oak Street intersection. Route 17 SB Ramp 005 will be reconfigured at the intersection with New London Turnpike and a new roundabout will be constructed.

A new traffic signal is proposed at the intersection of New London Turnpike, Oak Street and Williams Street E. In addition, there may be some work on the Route 17 NB on-ramp from the New London Turnpike which would include reconfiguration of the ramp and pavement removal.

This project was scoped in the Environmental Monitor on May 17, 2022; a virtual public scoping meeting was held on June 13, 2022. The public comment period remained open until the close of business on June 27, 2022. CTDOT received comments from one State agency – the Connecticut Department of Energy and Environmental Protection (CTDEEP). One comment was received from the public outside of the scoping meeting and several were received at the meeting.

The proposed action is non-site specific, or encompasses multiple sites;	☐
Current site ownership:	☐ N/A, ☒ State; ☒Municipal, ☐ Private, ☐ Other: Please Explain.
Anticipated ownership upon project completion:	☐ N/A, ☒ State; ☒Municipal, ☐ Private, ☐ Other: New London Turnpike is a Town owned road and they will continue to maintain the road and sidewalk. The traffic signal at the Oak Street intersection is a Town owned signal and they will continue to maintain the reconfigured signal. The new roundabout will be owned and maintained by the Town.

Locational Guide Map Criteria:
http://ctmaps.maps.arcgis.com/apps/webappviewer/index.html?id=ba47efccdb304e02893b7b8e8cff556a

Priority Funding Area factors:
☒ Designated as a Priority Funding Area, including ☒ Balanced, or ☐ Village PFA;
☒ Urban Area or Urban Cluster, as designated by the most recent US Census Data;
☐ Public Transit, defined as being within a ½ mile buffer surrounding existing or planned mass transit;
☒ Existing or planned sewer service from an adopted Wastewater Facility Plan;
☒ Existing or planned water service from an adopted Public Drinking Water Supply Plan;
☒ Existing local bus service provided 7 days a week.

Conservation Area factors:
☐ Core Forest Area(s), defined as greater than 250 acres based on the 2006 Land Cover Dataset;
☐ Existing or potential drinking water supply watershed(s);
☐ Aquifer Protection Area(s);
☒ Wetland Soils greater than 25 acres;
☐ Undeveloped Prime, Statewide Important and/or locally important agricultural soils greater than 25 acres;
☐ Storm Surge Inundation Zone(s);
☒ 100 year Flood Zone(s);
☐ Critical Habitat;
☐ Locally Important Conservation Area(s),
☐ Protected Land (list type): Enter text.
☐ Local, State, or National Historic District(s).

Regulations of Connecticut State Agencies (RCSA) Section 22a-1a-3 Determination of Environmental Significance (Direct/Indirect)

1. **Impact on water quality, including surface water and groundwater**

   Water Quality – No negative impacts are anticipated. All CTDOT projects must conform to the CTDOT Standard Specifications for Roads, Bridges, Facilities, and Incidental Construction Form 818. Section 1.10.03, Environmental Compliance, specifically deals with water pollution control and Best Management Practices (BMP).

   Surface Water – No negative impacts are anticipated.

   Stormwater – No negative impacts are anticipated as Best Management Practices will be employed regarding stormwater management. Registration under *CTDEEP's General Permit for Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities* will be completed. Any CTDOT project that changes impervious area, stormwater drainage or drainage patterns pre to post construction shall meet the requirements of the CTDEEP's General Permit for the Discharge of Stormwater from Department of Transportation Separate Storm Sewer Systems (DOT MS4 Permit) and submit a CTDOT MS4 Designer Worksheet.

   Groundwater – No negative impacts are anticipated. All CTDOT projects conform to the CTDOT Standards Specifications for Roads, Bridges, Facilities and Incidental Construction Form 818. Section 1.10.03, Environmental Compliance, specifically deals with water pollution control and Best Management Practices. As design progresses, a testing plan will be developed to assess soil and groundwater in any moderate- to high-risk areas within which intrusive construction activities are proposed. Remediation measures will be put in place to mitigate potential impacts if contaminated soils or groundwater is confirmed by the testing.

2. **Effect on a public water supply system -** No negative impacts are anticipated. The project is not located within a source of public drinking water.

3. **Effect on flooding, in-stream flows, erosion or sedimentation:**

   Flooding – No negative impacts are anticipated. A portion of the project is located within a FEMA-mapped flood zone, and a Flood Management General Certification will be obtained.

   In-stream flows – No negative impacts are anticipated.

   Erosion or Sedimentation – No negative impacts are anticipated. All work will be consistent with the 2002 Connecticut Guidelines for Soil Erosion and Sediment Control.

4. **Disruption or alteration of an historic, archaeological, cultural, or recreational building, object, district, site or its surroundings –** No negative impacts are anticipated. On June 6, 2022, it was determined under Section 106 of the National Historic Preservation Act that the project would result in No Adverse Effect to Historic Properties.

5. **Effect on natural communities and upon critical species of animal or plant and their habitat; interference with the movement of any resident or migratory fish or wildlife species –** A letter from CTDEEP, dated July 29, 2022, indicates no anticipated negative effects to State-listed species resulting from the proposed project.

6. **Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to create extensive detrimental environmental impact –** No negative impacts are anticipated. Land use in the vicinity of the project limits and the potential for excess soil as a result of construction will be considered during project design. Should there be any sites with known contamination issues in the vicinity of the project, additional study will be performed within the project area and/or adjacent right-of-way. As design progresses, a testing plan will be developed to assess soil and groundwater in any high-risk areas within which intrusive construction activities are proposed. Remediation measures will be put in place to mitigate potential impacts if contaminated soils or groundwater is confirmed by the testing. If needed, registration under CTDEEP's *General Permit for Contaminated Soil and/or Sediment Management* (Staging & Transfer) will be obtained, and soil management will be conducted in accordance with the General Permit.

7. **Substantial aesthetic or visual effects –** No negative impacts are anticipated.

8. **Inconsistency with (a) the policies of the State Plan of Conservation and Development developed in accordance with Section 16a-30 of the CT General Statutes, (b) other relevant state agency plans, and (c) applicable regional or municipal land use plans –** This project is consistent with the Statewide Plan of Conservation and Development. CTDOT has adopted a programmatic approach for meeting the requirements of CGS Chapter 297 Section 16a-31(a) and Chapter 297 Section 16a-35(c) and 16a-35(d) for determining consistency of proposed actions with the Statewide Plan of Conservation and Development, as indicated in a memo from CTDOT to OPM. In accordance with that memo, CTDOT has characterized this project type under the category "Renovations for Safety, No significant Capacity Improvement". It is CTDOT's interpretation that this category of activities is consistent with the Plan through Growth Management Principle (GMP) #1 (Redevelop and Revitalize Regional Centers and Areas with Existing or Currently Planned Physical Infrastructure), and GMP #5 (Protect and Ensure the Integrity of Environmental Assets Critical to Public Health and Safety). This category of projects constitutes an exception to the definition of a Growth-Related Project as defined in Section 16a-35c, Item (2), Subsection (D), Sub-Subsection (i) "Projects for maintenance, repair, additions or renovations to existing facilities".

9. **Disruption or division of an established community or inconsistency with adopted municipal and regional plans, including impacts on existing housing where sections 22a-1b(c) and 8-37t of the CGS require additional analysis –** No negative impacts are anticipated. This project is not in conflict with any municipal or regional plans. There will be temporary road closures during construction resulting in detours, however, access to local businesses will be maintained.

10. **Displacement or addition of substantial numbers of people –** No negative impacts are anticipated. This project does not involve the displacement or addition of people.

11. **Substantial increase in congestion (traffic, recreational, other) –** No negative impacts are anticipated. There will be temporary road closures during construction resulting in detours, however, signage will be provided, and coordination with the Town will take place.

12. **A substantial increase in the type or rate of energy use as a direct or indirect result of this action –** No negative impacts are anticipated. No new construction of any buildings is proposed. The project is not anticipated to result in any change to land use or traffic conditions that would impact energy use.

13. **The creation of a hazard to human health or safety –** No negative impacts are anticipated. The project will be reviewed for the potential of having hazardous material constituents in existing infrastructure components. Testing will be performed on any suspect materials. Should the presence of hazardous materials be confirmed through the testing, specifications to properly handle and dispose the hazardous materials will be incorporated into the design to mitigate potential health or safety. Therefore, significant impacts associated with hazardous materials or waste sites are not anticipated.

14. **Effect on air quality -** No negative impacts are anticipated. The project is located within the boundaries of the portion of the state that has been classified as attainment for carbon monoxide (CO), attainment for PM 2.5, non-attainment for Ozone, and attainment for PM 10, therefore a project level Air Quality Conformity Determination is not required, This project is included in the TIP/STIP that has been determined to be in conformance as of September 16, 2022, meeting regional Air Quality Conformity requirements. Additionally, under the National Environmental Policy Act (NEPA) this project qualifies as a Categorical Exclusion under 23 CFR 771.117(c) and does not require an analysis of Mobile Source Air Toxics. Any potential temporary impacts during construction can be avoided or limited by proper operation of construction equipment and adherence to regulations limiting idling of engines.

15. **Effect on ambient noise levels -** No negative impacts are anticipated. The project was reviewed by CTDOT's Office of Environmental Planning and it was determined that no noise study would be required. Any noise impacts during construction will be temporary and will be minimized to the best extent practicable by compliance with CTDOT Standard Specifications for Roads, Bridges, Facilities and Incidental Construction Form 818 regarding construction noise pollution:

    > *"1.10.05 – Noise Pollution: The contractor shall take measures to control noise intensity caused by his construction operations and equipment, including but not limited to equipment used for drilling, pile driving, blasting, and excavating or hauling. All methods and devices employed to minimize noise shall be subject to continuing approval of the Engineer. The maximum allowable level of noise at the nearest residence or occupied building shall be 90 decibels on the "A" weighted scale (dB(A)). Any operation that exceeds this standard will cease until a different construction methodology is developed to allow work to proceed within the 90-dB(A) limit."*

16. **Effect on existing land resources and landscapes, including coastal and inland wetlands –** No negative impacts are anticipated.

17. **Effect on agricultural resources –** No negative impacts are anticipated.

18. **Adequacy of existing or proposed utilities and infrastructure –** No negative impacts are anticipated. It is anticipated that Eversource, Frontier, and Lightower aerial wires will need to be placed underground at Bridge No. 00870 due to adjacent curb line adjustments. Farther east, the utility poles carrying these wires will need to be relocated due to the widening of New London Turnpike. An MDC fire hydrant will need to be relocated near the end of Ramp 005.

19. **Effect on greenhouse gas emissions as a direct or indirect result of the action –** No negative impacts are anticipated. Construction phase impacts on greenhouse gas emissions will be limited. Any potential temporary impacts during construction can be avoided or limited by adherence to regulations limiting idling of engines.

20. **Effect of a changing climate on the action, including any resiliency measures incorporated into the action –** No negative impact is anticipated. The project is located outside of the coastal boundary and will not be exposed to climate change hazards.

21. **Any other substantial effect on natural, cultural, recreational, or scenic resources-** No other substantial effects are anticipated.

22. **Cumulative effects –** This project does not involve any cumulative effects that have the potential for significant effects on the environment.

Conclusion:

After examining any potential environmental impacts and reviewing all comments received, CTDOT has concluded that the preparation of an Environmental Impact Evaluation (EIE) will not be required for the Elimination of Bridge Nos. 00388 and 00389 (Route 17) and Construction of Roundabout. Publication of this document to the Environmental Monitor shall satisfy the agency's responsibilities under Section 22a-1a-7 of the RCSA. Coordination with CTDEEP will continue, to address comments received, as appropriate.

During the comment period, CTDOT received comments from one State agency (CTDEEP). Several comments were received from the public at the public scoping meeting, and one comment from the public was received outside of the public scoping meeting. A report of the public scoping meeting is attached, and below is a synopsis of the comments received from CTDEEP and from the public. Comments are addressed in the appropriate sections above where needed.

Natural Diversity Database

The Natural Diversity Database is a record of state and federal species maintained by the Wildlife Division that may be found in the project area. The project falls in an NDDB area. CTDOT is required to submit a formal application to the Wildlife Division

Land and Water Resources Division

If the reconnaissance of the site by a certified soil scientist identifies regulated areas, they should be clearly delineated. Any activity within federally regulated wetland areas or watercourses at the site may require a permit from the U.S. Army Corps of Engineers pursuant to Section 404 of the Clean Water Act. If a permit is required from USACOE, a Water Quality Certificate will also be required from CTDEEP pursuant to Section 401 of the Clean Water Act.

Stormwater General Permit

The General Permit for Stormwater and Dewatering Wastewaters from Constriction Activities may be applicable depending on the size of the disturbance regardless of phasing. The general permit applies to discharges of stormwater and dewatering wastewater from construction activities where the activity disturbs more than an acre.

Solid Waste Disposal

CTDEEP performed a high-level review of the project and found that there are no hazardous waste concerns. Demolition waste that is not contaminated with asbestos, PCBs, or other materials that require special handling is subject to CT's solid waste statutes and regulations, and must be reused, recycled, or disposed of accordingly. Construction and demolition debris should be segregated on site and reused or recycled to the greatest extent possible. Waste management plans for construction, renovation or demolition projects are encouraged. It is recommended that contracts only be awarded to companies who present a sufficiently detailed construction/demolition waste management plan for reuse/recycling.

Air Management

CTDEEP typically recommends the use of newer off-road construction equipment that meets the latest (EPA) or California Air Resources Board (CARB) standards. If that newer equipment cannot be used, equipment with the best available controls on diesel emissions including retrofitting with diesel oxidation catalysts or particulate filters in addition to the use of ultra-low sulfur fuel would be the second choice that can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would obviate the need for retrofits.

CTDEEP also recommends the use of newer on-road vehicles that meet either the latest EPA or CARB

standards for construction projects. These on-road vehicles include dump trucks, fuel delivery trucks and other vehicles typically found at construction sites. On-road vehicles older than the 2007-model year typically should be retrofitted with diesel oxidation catalysts or diesel particulate filters for projects. Again, the use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

Additionally, Section 22a-174-18(b)(3)(C) of the RCSA limits the idling of mobile sources to three (3) minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted signs indicating the three-minute idling limit is recommended. It should be noted that only CTDEEP can enforce section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of CTDEEP.

Public Comments Received During Scoping Period

Comment 1

I have concerns about the design of the project as the area is heavily used by cyclists and pedestrians. Is there an internal process at DOT for consideration of cyclists and pedestrians?

Response

CTDOT is required to complete a "Bicycle and Pedestrian Travel Needs Assessment" early in the project scoping phase. A final determination is then made on the need and extent of bicycle and pedestrian features that should be included in the project based on applicability, location and any existing facilities to which further accommodations/improvements can be made.

Connecticut Department of Transportation

State Project No. 0053-0189
Federal-Aid Project No. 0017(123)
Removal of Bridge Nos. 00388 and 00389 and Route 17 SB Off-Ramp 007 in Glastonbury

Monday June 13, 2022 at 7:00 PM
Virtual Meeting via MS Teams Live Event and YouTube Live

Minutes of Public Informational Meeting

In Attendance: There were eighteen people in attendance (ten on MS Teams and eight on YouTube Live). The meeting participants included residents of Glastonbury, the Connecticut Department of Transportation, WSP USA, Inc., and CHA Consulting, Inc.

Presentation: The virtual meeting, using MS Teams Live Event and YouTube Live was started at 6:45 p.m. with introductory slides which provided project contact and website information for attendees to view while they waited for the presentation to start. At 7:00 p.m., the formal presentation started with Transportation Project Engineer Jonathan W. Kang (of CTDOT) introducing the representatives of the Connecticut Department of Transportation (CTDOT), CHA Consulting, Inc. (CHA), the Consultant Liaison Engineer, and WSP USA, Inc., the Engineering Designer of Record. Mr. Kang then stated the role of the Department, the role of CHA as liaison engineers, and the role of WSP as the Engineer of Record. Mr. Kang continued with a summary of the presentation goals. Mr. Kang stated that the purpose of this public information meeting was to present the proposed design and discuss any questions, comments, or concerns that the public or town officials may have.

Mr. Kevin Flemming (of CTDOT) continued the presentation with an explanation of Connecticut Environmental Policy Act (CEPA).

Mr. Steve George (of WSP) presented the technical portion of the presentation. He explained the existing bridge condition, and the purpose of the project. Mr. George presented the existing site and bridge conditions, proposed project plans, and maintenance and protection of traffic methods needed to remove Bridge Nos. 00388 and 00389 and Route 17 SB Off-Ramp 007. Mr. George described the construction of a new roundabout at the off ramp to New London Turnpike and the reconfiguration of the intersection at New London Turnpike with Oak and Williams Streets. Mr. Chris Van Zanten (of WSP) continued the presentation with an explanation of the reasons a roundabout was chosen rather than a conventional signalized intersection. Mr. George carried on the technical presentation by discussing utility, environmental and right-of-way impacts associated with the project. Mr. George then closed the technical portion of the presentation with a summary of the current project schedule and estimated construction cost.

Mr. Aaron Foster (of CHA) closed the formal presentation by providing the attendees with the project website and project email address for submission of comments and questions until June 27th, 2022.

Key points of the presentation were:

- Bridge Nos. 00388 and 00389 and the off-ramp (Ramp 007) from Rt-17 SB to the Oak Street/New London Turnpike/William Street intersection will be removed and the off-ramp from Rt-17 SB to New London Turnpike (right ramp 005) will be modified.

- The structure was originally constructed in 1952.
- The bridge is currently posted for a low minimum vertical clearance of 14'-3".
- The Average Daily Traffic (ADT) for these bridges is approximately 5,554 vehicles per day with 5% truck traffic as listed in the 2016 Inspection Report.
- The purpose and need of the project are to address items identified in the 2016 inspection report. Based on field inspections, engineering analysis, and review of CTDOT's Bridge Inspection Report, Bridge No. 00388 was found to be in poor condition (rated '4' on a scale of 0 to 9) noting significant deck deterioration.
- Construction work will entail a full removal option consisting of the following:
    - Round-a-bout construction at the revised right lane off-ramp on Rt-17 SB.
    - Removal of left exit ramp-007 and bridges 00388 and 00389.
    - Conversion of a lane on Rt-17 NB between William Street and the off-ramp to New London Turnpike to on-ramp/off-ramp auxiliary lanes.
    - Shoulder and turning bay widening on New London Turnpike.
    - Revisions to the Oak Street/New London Turnpike/William Street intersection.
- Round-a-bout construction at the revised right lane off-ramp on Rt-17 SB.
- Significant improvement of the Oak Street/New London Turnpike/William Street level of service (traffic).
- Traffic studies comparing 2023 and 2043 no-build, build, AM and PM for round-a-bout and signalized intersection options
- One lane of traffic in each direction will be maintained on New London Turnpike during roundabout construction
- Route 17 and New London Turnpike will have temporary closures and detours during bridge removal.The required permits for the project include:
    - CTDEEP Flood Management Coordination – MOU
    - Construction Stormwater General
- The estimated Construction cost is $6.3 Million using 80% Federal Funds and 20% State Funds.
- Construction is anticipated to take two (2) seasons, starting in Spring 2024 and ending in the Fall 2025.

Public Comments and Questions:

- A meeting attendee made the following statement:

    - I believe the bridge should be left as is, and no roundabout added on New London Turnpike near Douglas Road. Leave well enough alone.

    Verbal Response: The Department thanked the attendee for their comment and noted that all comments are appreciated.

- A meeting attendee asked the following question:

    - Will the state install sewer between the bridge 53-189 and the bridge closer to Glastonbury center within this project?

    Verbal Response: It was noted that sewers were under the jurisdiction of the Town and MDC in this region and the individual should reach out about that item.

- A meeting attendee asked the following question:

    - Just outside of the project window, 17-N widens from one lane to two. Would it not be more efficient to just keep 17-N as one lane and not widen it to two?

    Verbal Response: It was noted that there are a series of on ramps that add temporary lanes that continue to merge further up 17-N. It was also noted that the on-ramp from Williams St E safety would be improved because the dedicated on-ramp instead of having to immediately merging.

- A meeting attendee asked the following question:

    - The Town of Glastonbury has indicated that it wishes to align Douglas Road and Sycamore Street into one intersection. Was this considered in the project design?

    Verbal Response: The State and the Town met and discussed that potential project and it was ultimately decided to not include that alignment as part of this project.

- A meeting attendee asked the following question:

    - There is a small stream between New London Turnpike and the current east bound exit ramp. Will that be impacted? Second, what will happen to the current raised grades for these ramps?

    Verbal Response: It was noted that the small stream would not be impacted. The changes in grades above the stream would be maintained.

- A meeting attendee asked the following question:

    - Lastly what will happen to the "left over" land? Will that be retained by the State or turned over to the Town?

    Verbal Response: The State noted the land would be seeded and some of it could potentially be turned over to the Town.

- A meeting attendee asked the following question:

    - Represents Bike Walk in Glastonbury and owns a business in the One Stop Plaza adjacent to the project site. What are the specific plans for bike and pedestrian safety?

    Verbal Response: A sidewalk was added on the north side of the round-a-bout, pedestrian warning lights will be investigated and incorporated. Shorter pedestrian cross-walks will improve safety.

- A meeting attendee asked the following question:

    - Would you address the anticipated closure durations for New London Turnpike and other abutting Glastonbury roadways?

Verbal Response: There will be some closures for temporary detours but those should only last a week or a weekend and the local businesses should be able to be accessed with the detours during those closures.

- A meeting attendee asked the following question:

    - Follow up question on adding sewer between the bridges: there should be there is no sewer between the bridges. who is in charge of this?

    Verbal Response: It was noted that either the Town Engineer or MDC were in charge of sewers in this region.

- A meeting attendee made the following comment:

    - I understand potential safety benefits of roundabouts and have personally experienced some at the New London / Hebron Avenue roundabout. Specifically, I am concerned about the widening of New London Turnpike that is intended to encourage cars to pass turning cars. This seems counter to me from traffic calming safety measures. Secondly, will there be a plan for bicyclists to pass through this area without going through the roundabout. I am personally comfortable, but many cyclists are not. For example, at the previous roundabout mentioned, there is a ramp before the roundabout that allows cyclists to dismount and enter the sidewalk. Regarding pedestrian crossings – we ask that you consider all possible safety measures, including but not limited to appropriate distance from the roundabout exits, safe sightlines not obstructed by trees or other large obstacles, and signal lights such as those in effect near Flanagan on New London Turnpike. Currently, it is rather uncommon for vehicles to stop for pedestrians in the crosswalk near Sycamore Street, so I hope that this project increases the likelihood that vehicles will stop. The good news is that there is a tremendous amount of room for improvement.

    Verbal Response: A second sidewalk was added to the northern side of the round-a-bout to accommodate both walking and dismounted cyclists' pedestrians. Additional pedestrian warning lights will be investigated and included in the project.

- A meeting attendee asked the following question:

    - When removing the bridge that crosses New London Turnpike will the raised ramp constructions on either side be removed? Also, the town shows a stream there.

    Verbal Response: The raised ramps will be brought down to grade or remain in place. The stream will remain in its current location.
- A meeting attendee asked the following question:

    - Finally, while this proposal has numerous safety improvements, how else does this benefit the road users? Many of us are used to the current setup and new traffic patterns are always a shock to adjust to. People still do not fully seem to understand the rotaries in the town center despite being constructed 5 years ago.

Additionally, have other, cheaper safety measures been considered, such as the installation of a protected left turn signal for drivers on Oak Street?

Verbal Response: The benefits to the road users are as follows: Oak St/William St E intersection is currently a five-legged intersection and has very low LOS and is anticipated to continue to decrease in LOS. By converting it to a four-legged intersection it will significantly improve the LOS. Additionally, there are roadway widenings on NLT to allow for a slight by-pass lane for stopped vehicles. Other options have been considered including a light which only has a small advantage in the PM future peak traffic, but the round-a-bout has significant advantages during the remaining times throughout the day.

- A meeting attendee asked the following question:
    - Is there are replanting plan for the areas left?

Verbal Response: All areas will be re-seeded and native plans will be planted in some of those areas.

- A meeting attendee made the following comment:
    - Need to identify the speeds across the crosswalks on the roundabout bypass roadways. They appear to be very fast. Not entry speeds. At the bypass crosswalk. Cross walks on the bypass approaches look very high. Not being addressed with responses. On ramp cross walk will see higher than 25 mph potentially

Verbal Response: The round-a-bout is designed to have lower speeds through the round-a-bout and to allow pedestrians to see the oncoming traffic. Additional pedestrian warning signals will be investigated for this project.

- A meeting attendee asked the following question:
    - The advantages of the current setup has been that is has helped tractor trailer drivers turn better. Will tractor trailers be able to handle this roundabout well enough to keep traffic moving at a reasonable rate? Also, there is still significant traffic on NLT at the "off peak" hour of 6 PM, and a road closure at that time would likely significantly disturb traffic. Would it be possible for the closure times to be changed to accommodate this?

Verbal Response: Tractor trailers were incorporated into the design of the round-a-bout and their turning movements studied. They will be able to move through the round-a-bout with ease. Closure times for construction will be later in the evening to prevent any back-up during the daytime including later ‘off-peak’ hours.

- A meeting attendee made the following comment:
    - Overall I must say this proposal seems more competent than a previous iteration presented many years prior. While I personally hate to see these bridges go, I am glad to see that at least some thought was put into this in this iteration. I hope this project is refined a bit and is truly thought through if and/or when it is implemented.

Verbal Response: The commenter was thanked for their input.

Adjournment:
The email address, telephone number and project webpage address were provided for any additional questions or comments regarding the project following the meeting. Attendees were reminded to fill out the survey and that any additional comments can be submitted until June 27th, 2022. Following the meeting, no additional comments via phone voicemails, or email comments were received.

The presentation and project were well received, and the meeting was adjourned at 8:30 PM.