



Connecticut Department of Transportation
 2800 Berlin Turnpike P.O. Box 317546
 Newington, CT 06111

120 Hebron Ave. Floor 2
 Glastonbury, CT. 06033

REPORT OF MEETING

PROJECT NO.: 85-146

PROJECT NAME: Route 85 Improvements - South of Route 82

TOWN/CITY: Salem and Montville

LOCATION OF MEETING: Microsoft Teams Live Meeting

DATE OF MEETING: Tuesday, March 15, 2022

SUBJECT OF MEETING: VPIM meeting summary & Live Q&A

IN ATTENDANCE:

Susan Libatique	CTDOT	Susan.libatique@ct.gov
Robert Moore	CTDOT	Robert.moore@ct.gov
Dennis McDonald	CTDOT	Dennis.mcdonald@ct.gov
Jeffrey Pfaffinger	CTDOT	jeffrey.pfaffinger@ct.gov
Jason Vincent	CTDOT	Jason.vincent@ct.gov
Kevin Fleming	CTDOT	Kevin.fleming@ct.gov
Steve Drechsler	Benesch	sdrechsler@benesch.com
Layth Al-Attar	Benesch	lalattar@benesch.com
Jeffrey Koerner	Benesch	jkoerner@benesch.com
Jim Jussel	Benesch	jjussel@benesch.com
Stephen Ulman	Benesch	sulman@benesch.com
Stephen Lecco	GZA	stephen.lecco@gza.com
Stephanie Brooks	FHI Studio	sbrooks@fhistudio.com
Nick Campbell	FHI Studio	ncampbell@fhistudio.com
Bonnie Torres	FHI Studio	btorres@fhistudio.com
9 Public YouTube Attendees		
21 Public Teams Attendees		



Public Informational Meeting Format:

The project team delivered a recorded presentation to the public and stakeholders of the Towns of Salem and Montville on March 15, 2022, at 7:00 pm. This presentation is included with this report of meeting as an attachment. Attendees had the option of attending the meeting via YouTube or Microsoft Teams live stream, or by calling in and listening by phone.

Following the presentation, a live question and answer session was held. Members of the public and stakeholders submitted questions via email, phone, and through the Teams Q&A window. The project team and Department addressed all comments and questions verbally or via Teams Q&A.

It was noted and reiterated throughout the live Q&A session that Project information and plans can be found on the Project website, and that questions can be sent by calling the phone number or email address below. Attendees were also encouraged to fill out a survey. Attendees were notified that comments are open for a two-week period until March 30, 2022. A recording of this meeting will be available on the website within five (5) days of this event.

Project Webpage: https://portal.ct.gov/DOTSalemMontville85-146
MS Teams Recording: https://portal.ct.gov/dot/general/CTDOT-VPIM-Library
Email: DOTProject85-146@ct.gov
Phone: (860) 944-1111
Survey: https://survey123.arcgis.com/share/8f49e1ad5d3946d083f71825ee49f67f

Question and Answer Session:

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

PUBLISHED

Do these improvements to the Route 85 corridor completely shut down any hope for the completion of Route 11 to 395 or I 95?

- The improvements proposed to Route 85 will improve the roadway to current design standards by providing wider shoulders and provide safety and capacity improvements at numerous intersections throughout the corridor. These are needed improvements to Route 85 that are independent of whether Route 11 is ever completed. We are unable to speak to the probability of whether the final section of Route 11 will ever be completed. The improvements being proposed under this project would not preclude the completion of Route 11 should it be pursued in the future.



How can 5-8' shoulders be created on both sides of Route 85 at Horse Pond? There is a sheer cliff going straight up to houses on Horse Pond Road, and the water immediately on the right.

- The existing shoulders to the north of Horse Pond Road are very close to 8'(feet) existing. There will be very minimal widening across. There will be a little fill just around the intersection to provide site distance because the embankment restricts the site distance a little bit as you're looking northerly but will be cut back a little bit. All the proposed improvements will be incorporated into the existing right away and there's no proposed fill encroaching anywhere near the pond itself. There should be no wetland impacts at this location or property acquisition.

Will the 4 sections of road work be done in series, or in parallel? creating significant delays and detour of traffic which would utilize these areas of Route 85?

- The project just finished up preliminary design, so a detailed sequencing of the construction has not been finalized. There's anticipation that there will be some overlap of work between adjacent sections or different sections of the project when the schedule gets determined. It is proposed to maintain one lane of traffic in each direction and all lanes open during peak hours, so rush hour traffic shouldn't be affected. It is anticipated that the same temporary bridge could be used at each location. Those two portions of the work would not be able to be done concurrently based on that assumption. It's anticipated that the bridge replacement will be done at different times.

Are the 2 Bridges planned on being constructed at the same time?

- We will lay out the spans of the temporary bridges for both sites to be the same length. The intent is to construct each bridge at a different time so they would not be constructed at the same time.

With the increase in impervious surfaces, has stormwater handling been addressed in the design phase? What about increased use and discharge of road salts into Latimer Brook?

- There will be increased impervious surfaces because of the widening of roadway. We haven't performed the detailed drainage analysis on any of the portions of this segment. As a requirement, we are going to have to go through a whole stormwater management process and permitting for the project. It will be addressed in some manner in the final design, which hasn't been done yet. We are looking at the location and widening of the road, but those issues will be addressed in the future and will be permitted as required through the permitting process with CTDEEP (Connecticut Department of Energy and Environmental Protection).

I live on the corner of Route 85 and Valley Drive (Salem), there is proposed roadway widening that may impact the stone wall. Will this need to be moved?

- We looked at all the cross sections in the widening of the roadway near Valley Road, and we don't think there will be any impacts regarding the retaining wall. The wall at those locations we believe will be maintained in place. There are several stone walls that line Route 85 throughout this whole corridor. One of the things we have worked out with the State Historic Preservation offices is that all these walls need to be relocated and rebuilt using the original stone, assuming



that is what the abutting property owner would want done. Should any other walls be impacted by the project, they are going to be rebuilt as part of the project.

Please describe the anticipated construction phasing of the project.

- The detailed phasing for construction hasn't been determined yet and will be finalized in Final Design. Speaking conceptually, the plan is to maintain all existing lanes open during peak hours. During off peak hours one lane of traffic, alternating directions, would be used to construct the road in sections. An exception to that is because of the nature of the work, there's no way to do the alternating traffic for the construction of those bridges. As such, the temporary roadway and temporary bridges will be used. There will be alternating traffic in areas where there is live traffic, with all lanes being open during peak hours. There will be allowance for emergency vehicles to pass through the site at all times.

The timeline for this project is Summer 2024. How does this tie into the Exit 74 work on I-95 which will be creating significant delays and detoured traffic which would utilize these areas of Route 85?

- There will be some overlap in construction. The Exit 74 project is going to be starting construction this Fall or next Spring and is slated to last three or four seasons. There will be some overlap between the construction of the two projects; however, we are unaware of any detours from the Exit 74 project that would be diverting traffic towards Route 85 in the project area.

Will there be a detour for summer traffic that uses Route 85 to alleviate backups from I 95 to the beaches?

- There will not be a full detour for Route 85 drivers to go to I-95 and the beaches. There will be a posting and advance warning north of the site at Route 82 and at Route 161 to warn people there is construction on Route 85 and to use an alternate route. There will not be any formal alternate routes but will be notified ahead of time of what is going on. There will possibly be the use of smart work zone technology. These specifics will be determined through the design process.

Will residents have access to their driveways during construction?

- We are proposing to maintain traffic to all private residents throughout construction. It may not be on a paved surface, but it will be traversable gravel at best. At worst, a surface to access your driveways.

How will the improvements to the replacement bridge affect the FEMA floodplain maps?

- We have done preliminary hydraulic analysis on both replacement bridges. Fraser Brook is not within FEMA food insurance studies, Latimer Brook is. We don't anticipate any changes to the flood maps at this location. When doing the hydraulic analysis, you're required with the FEMA discharges to not increase any water surface elevations either in the floodway conditions or the flood plain condition. Our preliminary analysis does not have any of these increases and we will need to finalize that analysis as the project design moves forward.



Have you evaluated time delays during peak travel times, winter conditions, and summer storms and major accidents?

- What is analyzed are the peak hours of volumes. They're based on actual counts done during early spring and summer months along the corridor. There are those numbers with projected numbers and numbers for other development and general growth in the area. What is analyzed normally is the AM Peak and PM Peak of an average day. For this corridor that average day is assumed to be during the summer. In terms of winter conditions, there's no anticipation of major construction going on during winter as there is usually winter shutdown. During all seasons, there will be two lanes (one in each direction). In terms of storms and major accidents, you can't plan or analyze for that. With a major accident, you try to get the construction picked up if possible, to help alleviate the patterns. If you have a hurricane coming through or major summer storm, you have some advance notice and you can possibly not do construction during these times. These are items that are not studied or analyzed; however, normal situations were analyzed for normal operations.

When construction of the additional 5-8 foot lanes (shoulders) is being done, how will reconstruction of driveways be handled?

- There are several ways that this may be done. One way is to widen the roadway approaching the driveway while the existing driveway is maintained, or a temporary driveway may be installed to the north or the south. Further coordination will take with the property owner and the Contractor during construction to make sure that access is provided through construction.

Will there be a light with a turn signal for people turning left onto Chesterfield Road coming from Salem? It is difficult to get a break in traffic to make the turn.

- Yes, Route 85 will be widened through this intersection providing 2 lanes southbound (a left turn and a through/right) and 3 lanes northbound (a left turn, a through, and a right). The phasing for the signal will accommodate the left turns. There will be advanced left turn green arrows to give the left turns protected movements, and then the through movements will be allowed with permissive left turns.