



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

GM2
115 Glastonbury Blvd.
Glastonbury, CT. 06033

REPORT OF MEETING

PROJECT NO.: 56-316

PROJECT NAME: Resurfacing, Bridge Rehabilitation & Safety Improvements on I-95

FEDERAL AID PROJECT NO.: 0951 (370)

TOWN/CITY: Greenwich/Stamford

LOCATION OF MEETING: Microsoft Teams Live Meeting

DATE OF MEETING: January 21, 2021, 6:30 PM

SUBJECT OF MEETING: Public Informational Meeting

IN ATTENDANCE:

Susan Libatique	CTDOT	Susan.libatique@ct.gov
Neil Patel	CTDOT	nilesh.patel@ct.gov
Serge Nikulin	CTDOT	sergey.nikulin@ct.gov
Christine Xenelis	CTDOT	Christine.xenelis@ct.gov
Michelle Lynch	CTDOT Bridge	Michelle.lynch@ct.gov
Jacob Booth	CTDOT Bridge	Jacob.booth@ct.gov
Robert Moore	CTDOT	Robert.moore@ct.gov
Tony Margiotta	GM2	tony.margiotta@gm2inc.com
Paul Brand	GM2	pbrand@gm2inc.com
Ryan Allard	GM2	rallard@gm2inc.com
Colleen Jost	GM2	cjost@gm2inc.com
Scott Martin	GM2	smartin@gm2inc.com
32 Public Youtube Attendees		
27 Public Teams Attendees		



Public Informational Meeting Format:

The project team delivered a live presentation to the public and stakeholders of the Town of Greenwich and City of Stamford on January 21st 2021 at 6:30pm. 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 streams, 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 chat.

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 welcome until February 22nd 2021.

MS Teams Chat: https://portal.ct.gov/DOTGreenwich0056-0316
Email: DOTProject56-316@ct.gov
Phone: (860) 944-1111
Survey: www.surveymonkey.com/r/GDKRH8J

Questions and Answers 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.

Noise

There were a number of questions regarding noise in the Project corridor. The Departments general response to all noise questions was the following:

There are two sets of criteria regulating the need for noise walls in a highway improvement project. Federal regulation “23 CFR 772: Procedures for Abatement of Highway Traffic Noise and Construction Noise” And the CTDOT Highway Traffic Noise Policy of May 2017 which governs when to implement the federal policy. A noise study is required for highway or multimodal projects that are funded with federal-aid highway funds or receive FHWA approval regardless of funding sources. The project must also meet the definition of a Type 1 project. A Type 1 project must include one of the following:

- Construction of a new highway on new location;
- Substantial horizontal or vertical alteration to an existing highway (that meet certain conditions);
- The addition of through-traffic lane(s);
- The addition of auxiliary lanes;
- The addition or relocation of interchange lanes or ramps;
- Restriping of existing pavement for the purpose of adding a through-traffic or auxiliary lane or



- The addition or substantial alteration of a weigh station, rest stop, ride share lot, or toll plaza.

Project 56-316 does not meet any of these criteria and therefore is not being considered for a noise study. In the future, if a project scope includes any of the above listed items, a noise study will be conducted to establish the possible need for new noise walls.

Noise Questions from Riverside Association:

- **The Riverside Association receives numerous complaints about the increasing noise level and relentless drone and rumble of the estimated 150,000 cars and trucks that pass our community every day. We ask the State/DOT to do a sound/noise level testing at different times of day as well as different days of the week. We believe sound barriers are warranted along I-95 in the Riverside community.**
 - This question was addressed with the general DOT noise response.
- **What is the impact to exit 2 going south? Are you widening the lanes there? Are you putting up sound barriers on both sides north and south?**
 - The design team responded that there is no proposed widening in the area of exit 2 included in the scope of this project.
 - This question was also addressed with the general DOT noise response.
- **Even though it's not required under the regulation, we believe it is warranted and ask that you do it. Is that possible?**
 - This question was addressed with the general DOT noise response.
- **How much would it cost to do the sound study? Would you accept private funding for it?**
 - The design team responded privately to the resident that the cost of a noise study varies from project to project.
 - The Department addressed the funding question by saying that this project would not accept private funding, however the Department did state there is a Department Policy for Privately funded barriers. A brief explanation of the policy was provided and the Department is open to discussing the specifics independently.
- **Please explain how and why Darien was able to get sound barriers?**
 - The Department responded that they will research the project mentioned and discuss the funding and noise analysis criteria with the team that carried out that design. It is very likely that the Darien project involved widening to provide an auxiliary lane and thus a noise study was required.
- **You are planning on extending auxiliary lane by exit 3. Did you perform noise study there?**
 - The Department and design team responded saying that the widening of the pavement and extension of the Exit 3 southbound ramp is classified as a spot improvement as part of a 4R project and did not satisfy any of the criteria for a Type 1 project necessitating a noise study

Additional Noise Comments/Questions from attendees:

- **Unfortunately, the noise analysis does not take into consideration the loss of trees. We have already experienced significant tree loss between Exit 5 to 2. The noise exists all the time now. I live a mile from exit 3 and can hear the cars and trucks.**
 - This question was addressed with the general DOT noise response.



- **When will you get back to us after contacting management on the noise issues? Realtor.com now give noise ratings for homes. More noise, less value.**
 - This question was addressed with the general DOT noise response. All public meetings are immediately summarized and a briefing is sent to management. These concerns will be discussed.
- **Did you consider putting up a sound barrier on the southbound side between exits 4 and 3**
 - This question was addressed with the general DOT noise response.
- **EMAIL from STATE Rep Meskers: There has been a large amount of work done to date on I 95 with much vegetation removed. With this project, Barriers and noise mitigation need to be considered**
 - This question was addressed with the general DOT noise response.
- **Will this project include ways of incorporating quiet pavement?**
 - The design team mentioned that while this project will not include the use of a specialized pavement mix meant for quieter traffic, the resurfacing that is proposed will replace the current cracked rough pavement with smooth pavement that will significantly reduce the noise related to the roadway surface.
- **South of exit 4 tree buffer removed for sewer, will noise wall be installed?**
 - This question was addressed with the general DOT noise response.

Pollution

The following questions pertaining to vehicle emission pollution and air quality were addressed by the Department and design team as noted below.

- **Riverside Association receives many complaints about the increasing pollution from the emissions from the trucks and cars. You can smell the exhaust on the Eastern Middle School grounds. Is there a regulation that deals with the fumes/emissions issue?**
- **Did you perform air quality study by exit 3?**
- **Any regs regarding pollution?**
 - The attendees were informed that this project was initiated to address the longevity of the pavement and overall safety of the corridor and an air quality study is not included in the scope. The design team followed up by describing the air quality measures taken during construction such as dust control and the limitation of operations. This project will include technical specifications regarding noise pollution and allowable decibel levels, and requiring that the Contractor shall take measures to minimize the noise caused by its construction operations including but not limited to noise generated by equipment for drilling, jack hammering, blasting, excavation or hauling.



Tree Clearing

- **Will you replace any of the trees with other natural screening with carbon retention capability? How many trees do you expect to remove?**
 - The design team responded saying that the total removal of trees throughout the corridor is about 2 acres. The methodology for this removal was described as only trees that are posing a safety issue will be trimmed or removed. These are the trees that are overhanging the roadway, or restricting sight lines around curves.
 - The Department remarked that replacement planting will be incorporated into the final design of the project but the extents and limits are not known at this time however the design will look to incorporate vegetative buffers wherever feasible.
- **Would you please reach out to the Town of Greenwich on the specific issue of landscape buffer? Will you be presenting a Vegetation Management Plan to the Town of Greenwich before any trees are removed to be removed by our First Selectman and Town Tree Warden?**
 - The Department stated that nearly all tree clearing is located within the State's right of way. Typically, a Vegetation Management Plan is not submitted to the town, however, coordination between the DOT landscaping unit and the town of Greenwich will continue through final design and the landscaping improvements will be shared when they are available.
- **What can the community do to replace removed trees? What requirements must be met to do screening if noise walls or trees aren't installed?**
 - The Department addressed this comment saying that as part of this project, the design team will coordinate with the DOT landscaping unit to identify areas that will receive vegetative buffers. Residents may want to wait until the project is complete to identify planting areas on private property.

Storm Water

- **Will you capture/treat the storm water runoff as it impacts the Long Island Sound?**
 - Stormwater treatment is being provided through new sediment forebays at outlets in the form of riprap scour holes, replacing the last catch basin prior to an outlet with a 4' sump catch basin and pulling back outlets from waterways where possible to allow for additional resident time in wetlands and upland areas
- **Will there be no underground capture of the storm water? No retention? Just swales and sheet runoff? Goes right into the sound and your approach seems inconsistent with state policies for low impact development.**
 - This project is a pavement preservation project and as such is not subject to low impact development requirements. The MS4 guidelines for these types of projects ask that every effort be made to provide some stormwater quality measures as the nature of the project allows. The limited available space makes providing stormwater retention virtually impossible along the corridor. Stormwater recharge is not feasible given the steep embankments as well as the presence of shallow rock ledge in many



areas. As the design progresses in the next phase, additional methods of providing stormwater quality will be evaluated and incorporated as appropriate.

Construction Impacts

- **There will be significant disruption to local residents - train station parking, road closures, duration of construction. Have these impacts been minimized as much as possible in the design?**
 - The design team addressed this question by describing the limitations of operations and steps taken to minimize impacts to the public. The impacts to the train station parking lot will only be during the daytime while minor repairs are being done to the bridge and will only impact the parking spaces in that vicinity. The only two road closures proposed are South Water Street and River Road which are immediately adjacent to each other. When one is closed the other will remain open as the signed detour route. Much of the remaining highway construction activities are proposed to occur at night with all lanes open in time for the morning commute.
- **Voicemail Q: How long is construction anticipated to last?**
 - The design team addressed this comment by saying construction is anticipated to commence in the fall of 2022, and the duration is expected to be 3-4 years.
- **Has the timing of this project been coordinated with the timing of the construction work at the NY border on the intersection of I- 95 with I-287? Do these projects overlap?**
 - The Department responded that construction on the downstream NY project is expected to be complete by the time this project begins. The Department also stated that this project will be coordinated with any other work being proposed to ensure reduced impacts to the traveling public.
- **Will traffic be routed onto Post Rd during portions of the project when working on Exit 5 bridge?**
 - The Design team reiterated that the ramp detour will be short term single night duration closures to ensure minimal impacts to the residents of the area. During the closure of this ramp, the detour carries traffic one exit to the north (Exit 6) and redirects traffic onto I-95 southbound towards the exit 5 southbound exit. This signed detour will not direct traffic onto Route 1 at any time.
- **Where are the major construction staging areas going to be located?**
 - The design team stated that construction areas have been identified at infield gore areas throughout the project. Should the need for additional area be required, the team will coordinate with the selected contractor to locate off-site locations rather than create any disruption to vegetated areas within the project limits.
- **Email Q: How long will ramps be closed for?**
 - The design team stated that all ramp closures are proposed to be one-night durations. This is to construct drainage, repair concrete pavement, and overlay the ramps. If a ramp requires more than a single night of work, the ramp construction will be staged so that it can be opened during the daytime and worked on at night.



- **Voicemail Q: What Metro North commuter parking lot impacts are expected?**
 - The design team addressed this question by describing the limitations of operations and steps taken to minimize impacts to the public. The impacts to the train station parking lot will only be during the daytime while minor repairs are being done to the bridge and will only impact the parking spaces in that vicinity. This project does not propose closing the lot entirely for any portion of its construction.

Lighting

- **Underneath many of the bridges they are very dark. Are you adding light at all underpasses? Can the Town add murals to the underpasses? Will you be updating the sidewalks at all locations under the bridges?**
 - The Design team responded saying that all bridges with existing underbridge lighting will be upgraded with LED fixtures, however there are no proposed sidewalk improvements as part of this project. The Department responded that murals were previously discussed via Department's Legislative liaison and any potential for those would not be incorporated in this project but need to be coordinated through Maintenance and the Encroachment permit process.
- **Can you upgrade the lighting now with LEDs?**
 - The Design team responded saying that all bridges with existing underbridge lighting will be upgraded with LED fixtures.

Safety

- **Email Q: Why is Exit 3 Deceleration Lane almost 3 times what is required when there have only been 83 accidents over the course of three years when there are 11,000 vehicle trips per day at that exit?**
 - The Design team responded that the additional deceleration lane length provides more room for decelerating traffic to depart the right thru lane earlier which will improve safety and decrease the potential for rear-end crashes.
- **Just north of Exit 5 going toward NY, trees were removed. There is now open space with no barrier. If a car went off the road it would end up on the Post Road (Putnam Ave). There is nothing to stop it. Someone needs to drive up the Post Road from Exit 3 to Exit 6 and look to the highway. There are multiple areas along here that now need barriers because of tree removal.**
 - The resident was informed that the corridor is receiving fully upgraded roadside safety along the entirety of the project limits. All roadside safety concerns will be addressed in the design.
- **Is there anything more that can be done to stop trucks parking on southbound side between exit 3 and exit 2. There is an on ramp there and trucks often cross the on ramp to park in the no parking zone opposite the weigh station. When weight station opens, Trucks park at and before Exit 2 to weight for station to close. Thank you for the great service!**
 - The Department acknowledged that the area across from the weigh station is used as a pull-off area for heavy vehicles and that this project team will coordinate with DOT



Maintenance and the Office of Rail to determine what can be done to this area while still maintaining access to the rail from the highway.

- **Similarly, when the weigh station opens there are numerous trucks parking in northbound zone near exit 2.**
 - The Department addressed this comment similarly. The project team will coordinate with DOT maintenance to determine what roadside treatments can be done to potentially address this parking concern on the highway.

Maintenance

Question from Riverside Association:

- **I realize this is not on point to the upcoming project but Exit 5 is littered with downed trees and piles of debris some adjacent to the roadway. It has been this way for months and its dangerous. When will this be addressed?**
 - The Department addressed this comment saying the project team will coordinate with DOT Maintenance to determine what roadside cleanup is necessary to improve the appearance and safety of the corridor.

The Department also addressed a maintenance issue at Bridge No. 00014 over Metro North Railroad. A resident informed the state that snow removal and equipment such as ladders have dropped from the structure that pose a danger to pedestrians below. The Department stated it would contact maintenance to investigate ways to prevent this in the future.

Miscellaneous

- **Not a question but I wish you could close exit 2- everyone flies through that stop sign going south.**
 - The Department noted that this project will investigate any safety improvements that can be added within the defined scope, however there are no plans to modify any access to the mainline.
- **Voice mail: Are there any impacts to East Putnam Avenue, what portion of E Putnam Ave, duration of impacts and steps to mitigate impact.**
 - The Design team reiterated that the ramp detour will be short term single-night duration closures to ensure minimal impacts to the residents of the area. During the closure of offramps, the proposed detours carry traffic one exit beyond the closure and redirects traffic onto the opposing I-95 direction. The design does not propose redirecting traffic onto any portion of East Putnam Avenue.
- **Will the DOT be painting direction arrows on the pavement along with overhead 'Exit Only' signs so that traffic won't use these essential exit lanes for passing slower thru traffic from the new right?**
 - The design team stated that all pavement markings as well as overhead/roadside signs are incorporated into the design that will more clearly guide traffic well in advance of the exit to ensure that the exit lane is clearly used for exiting and decelerating.



- **Are you working up the line? Will Exit 5 to North Stamford be next?**
 - The Department acknowledged that this project will be followed by a similar preservation project to the north between exits 6 and 7. This project is in preliminary design and the public will be notified via public informational meeting similar to this one.
- **Voice mail: I live off of Exit 3. Will there be rock blasting?**
 - The design team described the rock excavation proposed as part of the widening in this area and stated that more borings are required to determine the quality of the rock in order to decide on the best method of removal. Some rock blasting is possible, however, the extent is yet to be determined until more information is gathered.
- **There is talk about a new off ramp between Exit 2 and 3 Northbound...is that true?**
 - The Department stated that this project does not propose to modify any access to the mainline.
- **Will there be any more public meetings on this project?**
 - The Department answered that while coordination with the town will continue, there will not be another public informational meeting for this project. The Office of Construction will continue public outreach in the form of news releases, variable message signs, website notifications, etc. prior to the start of construction activities.

Question from Riverside Association:

- **At exit 5 there's been an attempt to deal with parked trucks by piling wood chips. Maybe a wood barrier would be more effective and more attractive. Is this issue going to be addressed with this project?**
 - The Department addressed this comment saying the project team will coordinate with DOT maintenance to determine what roadside cleanup is necessary to improve the appearance and safety of the corridor.
 - The design team followed up by outlining the roadside safety improvements being made. The current design shows that this area will receive metal beam rail that will prevent access from the mainline.