

REPORT OF MEETING

State Project No.: 0083-0273
Federal Aid Project No.: 1083(110)
Project Description: Pavement Rehabilitation & Safety Improvements on Milford Parkway (SR 796)
City: Milford
Date of Meeting: January 29, 2025
Subject: Public Information Meeting
Location of Meeting: Virtual Meeting – Zoom, CTDOT YouTube

Attendees:

Sebastian Cannamela	CTDOT – Highway Design	Sebastian.Cannamela@ct.gov
Michael Laurice	CTDOT – Highway Design	Michael.Laurice@ct.gov
Haseeb Ahmad	CTDOT – Highway Design	Haseeb.Ahmad@ct.gov
Ahsan Saghir	Lochner	asaghir@hwlochner.com
Chris van Olden	Lochner	cvanolden@hwlochner.com
Thomas Lepage	Lochner	Thomas.Lepage@hwlochner.com

Purpose of Meeting:

The purpose of this meeting was to present the preliminary design of Connecticut Department of Transportation (CTDOT) Project No. 0083-0273, to the public of the City of Milford.

Discussion:

- CTDOT gave a brief project introduction.
- Lochner introduced project personnel from CTDOT and Lochner.
- Lochner presented civil rights as outlined under Title VI and provided instructions on how to use the Zoom tools like closed captioning and the question and answer tool.
- Lochner presented the proposed design.

Questions and Comments:

Questions could be submitted three different ways. Questions could be sent to the project email, left on the CTDOT voicemail, or asked during the live zoom meeting. The question and comment period closed February 12, 2025.

The following questions were received during the live Zoom question and answer session:

- 1) (Francis Bogdan - Zoom Q&A) “Is the entire roadway being widened?”

Lochner stated that there will only be widening in specific areas, including the Northbound On Ramp from I-95 SB and Northbound On Ramp from Route 1 SB.

- 2) (Francis Bogdan - Zoom Q&A) “Who may I contact with a specific question about wetlands, drainage and how it might affect my property?”

CTDOT stated that contact information is on the PowerPoint presentation and typed it into the Zoom chat. CTDOT mentioned that a Microsoft Teams meeting could also be set up with the design team to discuss any concerns.

- 3) (Laura Thompson - Zoom Q&A) “We live next to Bridge 01446 and have recently gone through that renovation. We are on northbound side – is that roadway being widened right before the bridge northbound?”

Lochner stated that the roadway width will stay the same.

- 4) (Michael O’Connell - Zoom Q&A) “How close will the finished connector, extend towards the 2 existing homes, next to the East Rutland bridge?”

Lochner stated that the bridge will not be widened, and the existing bridge footprint will remain the same. The bridge deck and roadside beam rail will be replaced, and the roadway will be repaved. There may be temporary construction easements near the bridge to facilitate the construction activities.

- 5) (Vince Scarpetti - Zoom Q&A) “Michael would I contact you regarding the installation of sound barriers?”

CTDOT stated that they can be reached at their provided email and further discussion, or a meeting can take place to discuss sound barriers.

- 6) (Anthony Russo - Zoom Q&A) “Are there going to be safety signs at the end of route 1?”

Lochner stated that no signs are planned to be added along Route 1, and that existing signs will be replaced along the ramps that lead to and from Route 1.

- 7) (Laura Thompson - Zoom Q&A) “To add to my first question – northbound before the 01446 bridge – the connector is not being widened or changed in anyway - the trees that are there, will not be cut? That ramp off 95 is not being widened?”

Lochner stated that the Milford Parkway Northbound On Ramp from I-95 SB is being widened to provide a standard cross section, consisting of a 12’ wide travel lane, 4’ wide left shoulder, and 10’ wide right shoulder. The ramp will only be widened a few feet. Lochner identified the proposed cut and fill limits on the PowerPoint presentation and stated that trees within those limits will be removed. There will be no impact to private property and all work will be performed within the state right of way limits.

CTDOT mentioned that there is no proposed work on Milford Parkway Northbound near the Wheelers Farm Road Bridge, Bridge No. 01446. This area was reconstructed in the recent Wheelers Farm Road Bridge project.

- 8) (Francis Bogdan - Zoom Q&A) “Did you mention the expected length of the detour on Rutland Rd.?”

Lochner stated that the length of the detour is 1.9 miles. The detour will be in effect for one to two months, from 7 am to 3 pm, so that there won’t be any noise disturbance during the nighttime since the bridge is in a residential area.

- 9) (Anthony Russo - Zoom Q&A) “Will the end of the expressway signs be upgraded to flashing lights end of going to Route 1?”

Lochner stated that the final signing has not been designed yet. Flashing lights will be investigated during the final design phase.

10) (Michael O'Connell - Zoom Q&A) "You showed the houses on Wheelers Farm Rd. How close will the fill come next to the houses on East Rutland Road?"

Lochner stated that there is some proposed grading along the northern side of the parkway at the East Rutland Road bridge. The wingwalls are not being reconstructed. The concrete deck is only being replaced, and the footprint of the existing bridge is not changing. The approximate width of fill is up to 20' from the edge of roadway.

The following question was received via voicemail following the meeting:

1) (Laura Thompson – Voicemail, Feb 12, 2025) – Left voicemail to confirm that her email was received.

The email dated February 10th was received and responded to. See below.

The following questions were received via email following the meeting:

1) (Frank Bogdan – fbogdan@msn.com, January 31, 2025)

Dear Mr. Laurice,

I appreciated the opportunity to hear about the Milford Parkway project during the Zoom meeting on January 29, 2025. I wanted to raise a couple of issues and ask a couple of questions about the project. I live on Macadam Terrace and my property abuts the state property on the north side of the Milford Parkway. I am attaching a copy of the plan with some markings that I made to highlight the issue. If you zoom in to the area on the map near the "335+00" and "336+00" yellow markings near the center of the plan, you will see the markings that I made on the plan.

On the north side of the Milford Parkway in the area in question, it appears that significant fill may be planned. Currently in this area there is a drainage pipe that runs under the parkway. Water drains from the south side of the parkway onto the north side through this pipe. The water from this pipe then drains to the right parallel to the Milford Parkway where it joins the wetlands that are currently shown on the plan. (Also, there are wetlands on my property that do not appear on the plan.)

My question is how will the drainage pipe under the parkway that dumps water onto the north side of the parkway be impacted by any fill that is planned in the same area? My concern is ensuring that the drainage pipe is not reconfigured/extended to change the watercourse so that water drains onto my property rather than closely paralleling the parkway on state property as it should now until it joins the wetlands currently shown on the map.

The dark blue line that I inserted on the plan shows the approximate location of the drainpipe and the current path of the water. The light blue line shows where wetlands drain from my property to join the water draining from the pipe under the parkway. Finally, the yellow line shows the original path of water. Due to sand and silt and numerous dead trees and brush, the original path has changed a little over the years. Perhaps this would be the appropriate time to reestablish the drainage trench to its original state shown in yellow where it closely paralleled the parkway since work is being done in the immediate area.

In addition to the marked-up plan, I am sending a second email attaching a couple of photos of the drainpipe and the current condition of the drainage trench, as well as a close up photo of the plan with my markings. I am happy to discuss further and/or meet at the site to show you or others the issues I

am bringing to your attention. Perhaps the design team is already aware of the issues that I am raising. I just cannot tell by simply looking at the plan provided.

Kindly acknowledge receipt of my two emails.

Thank you.

Frank Bogdan

fbogdan@msn.com

203-415-0854

CTDOT responded on February 17, 2025:

Francis,

*Thank you for taking the time to both attend the public meeting and reach out about this drainage concern. I coordinated with the designers on the project to get you the proper response. As part of all CTDOT projects, we have a Survey Unit that goes into the field and surveys the existing ground to identify the existing ground elevations and identify wetlands and other drainage features. This helps determine what is impacted by the proposed improvements. Fortunately, the proposed slope limits (fill) **will not** affect the existing endwall, drainage, or wetlands in this area. A four-foot shelf (relatively flat graded area) is being established along the edge of the roadway and a 2:1 slope is proposed to tie into the existing embankment. The proposed embankment slope will tie into the existing ground **before** reaching the existing endwall and wetlands. Therefore, the pipe that carries water across the Milford Parkway will continue to operate as it does today. I have provided some screenshots from the design model showing the proposed grading, highlighting the pipe and endwall in question, as well as a cross sectional view of the proposed improvements at this location.*

Unfortunately, any re-trenching of the original water path (yellow) will not be included as part of this project. The project currently has no wetland impacts, and doing work in that area would require acquiring federal environmental permitting that would affect the project schedule.

Thank you again for reaching out and if you have any further questions just let us know.

- 2) (Adam Weber – adamwebr@gmail.com, January 31, 2025) – Left voicemail to confirm that her email was received.

Dear Project Team,

This looks like a great project and I am in full support of the improvements. Particularly, the revisions to the accel/decel lanes and lane additions at the interchange are awesome to see and will really help the operations there. I have family that lives off of East Rutland Rd so I am in the area frequently and have some questions about the proposed project:

1. Are there any modifications to East Rutland Rd itself under the bridge? There is an existing sidewalk west of the bridge that just ends and forces pedestrians to walk in the road to get under the bridge, which is not illuminated, and you are up against a vertical wall with no delineation between the travel lane and the wall. It would be great to have a sidewalk extension just to get under the bridge, or at least some shoulder lines and illumination.

2. I am concerned about the detour route on Oronoque Rd, as there are sections of the road that are quite narrow compared to East Rutland Rd. There is a narrow, blind curve near 187 Oronoque, and the detour route as shown makes a sharp right turn from Oronoque onto East Rutland, which is not possible, due to the angle and the total width of East Rutland for two way traffic being only about 17 feet. Right turning traffic at that triangular intersection currently uses the branch off to the right just south, but then

the sightlines to reenter East Rutland northbound are terrible. With the increased traffic volume due to the detour, this route may become problematic, but there are few options for alternate detours in the area unfortunately.

3. Are there any potential improvements to be found at the stop controlled intersection at the terminus of the parkway with Route 1? During high volume times, cars stacking up in both lanes block each other's sightlines, a common problem with multi-lane approaches to stop signs. Maybe left turns onto Route 1 can be prohibited, and a single lane approach striped instead for right turns (and possibly thru) only? Realistically, no driver should be making a left turn here, as they can simply exit at 1B instead onto Meadow St. This terminus used to be right-only onto Route 1 until the early 2000s when it was changed to its current setup. There have been a couple of crashes here related to left turns across the 4 lanes of Route 1.

Thank you very much and I'm looking forward to the project.

Adam Weber

CTDOT responded on February 7, 2025:

Adam,

Thank you for reaching out. The team greatly appreciates your support. Answers to your questions can be found below.

- 1. The East Rutland Road pavement will receive a mill and overlay treatment under the bridge and at the approaches to the underpass. South of the bridge there is sidewalk on the west side of East Rutland Road that ends before the underpass. Sidewalk is not provided north of the bridge. There is approximately 30' in roadway width under the bridge. Discussion with CTDOT and City of Milford will occur in final design to determine if illumination or shoulder striping is viable to provide pedestrians a place to walk under the bridge. No new sidewalk is being proposed as part of this project.*
- 2. The team really appreciates your local insight and in depth investigation. The road closure and detour of East Rutland Road will only occur during the day for a couple of months. The detour will not be active during either the morning or afternoon peak periods, so volume is anticipated to be low. In addition, the detour plan will be revised to include the one-way bypass for vehicles traveling north on Oronoque Road to access East Rutland Road. It is anticipated that only local traffic will be taking this right turn and most likely will be familiar with the area.*
- 3. The team reviewed the crash data in the area of question. From January 2021 to December 2023, there was one crash where a driver was taking a left from the Off Ramp onto Route 1 SB. The vehicle was hit by another vehicle traveling on Route 1 SB. Another crash occurred at this intersection where a vehicle was going straight from the off ramp across Route 1 to the gas station. That vehicle was hit by a vehicle driving on Route 1 NB. Only crashes that get reported to the police are tracked, but there does not seem to be an overrepresentation of crashes with this movement. The current scope of work on this part of the Parkway includes only milling and overlaying the pavement. Any changes to the ramp configuration at the intersection and any other intersection improvements are outside of the current projects scope of work.*

Thank you again for reaching out and if you have any further questions feel free to reach out.

Thank you and have a great weekend,

3) (Laura Thompson – Laurat0102@gmail.com, February 10, 2025)

Hello

Thank you for holding the online meeting re: this project. We appreciated it. I am the owner of 111 wheelers farms rd (the middle house in this photo under the space between the words Ramp and From) You were very kind to answer our concerns, but online meetings can sometime be hard to be sure of what we hear, so I wanted to reach out quickly to ask again. The area of the northbound connector attached to our property has no green marking. So you did say that our area, which has been already worked on for years and all new trees planted by the state, is not being touched by this project? I ask again, only because we lived through 2++ years of construction, fighting to save trees, lights facing our home all night, jackhammering and into the hillside all night that rattled our cupboards and cracked a ceiling. The project finally finished, they replanted trees and we have fingers crossed that it is done for our little area of the connector. If any trees are being removed northbound between the bridge past our property to that green line, please let us know so we can speak with the person in charge so we can again fight to keep trees, our privacy, our noise barrier and property value. I appreciate your time and look forward to your response

Laura Thompson
Laurat0102@gmail.com
203-641-1792

CTDOT responded on February 14, 2025:

Laura,

*Thank you for attending the public meeting and thank you for reaching out. I can confirm that what you thought you heard in the meeting is correct. There is **no work** proposed as part of this project along the property frontage of 111 Wheelers Farm Road. Roadway work is not anticipated and we are **not doing any tree clearing** in front of your property. Any type of clearing on the northbound side of the Milford Parkway will begin approximately 250 ft south of the Wheelers Farm Road Bridge and continue along the I-95 Exit 38 Ramp, as shown on the color plan you have.*

I hope that answers your question and I am glad to hear the construction of the previous project in this area is complete.

Have a great weekend.

4) (Richard Kurtzman – rkurtzman@gmail.com, February 13, 2025)

Michael, I enjoyed your presentation last week. I live on Roller Terrace in Milford, which is just off the Meadow Street exit ramp from the Milford Parkway. Cars coming off the ramp will line up at the traffic light on the corner of Meadow & Post Road, and are constantly blocking access to and from Roller Terrace.

During the improvements, I would ask for your consideration of posting a sign at the end of the Meadow Street ramp, informing drivers to not block access to Roller Terrace, directly to their right.

Thank you for your consideration.
Richard Kurtzman

CTDOT responded on February 20, 2025:

The limits of this project terminate at the end of the Meadow Street Ramp. There is no proposed work on Meadow Street associated with this project. Clearing of trees and brush along the Meadow Street Ramp is proposed and this will help with sight lines from the ramp. Drivers on the ramp will be able to see vehicles trying to exit Roller Terrace. Please note that Meadow Street and Roller Terrace are local City roads. The Local Traffic Authority (LTA) is responsible for regulatory items on local roads. The LTA contact for the City of Milford is Sergeant Jay Kranyak of the Milford Police Department. Sergeant Jay Kranyak can be contacted by email at jkranyak@milfordct.gov or by phone at (203)783-4749.

Submitted By: _____
Chris van Olden

Reviewed By: _____
Ahsan K. Saghir

Approved By: _____
Haseeb Ahmad

cc: Michael N. Calabrese – Sebastian A. Cannamela – Michael J. Laurice – Haseeb Ahmad
Ahsan K. Saghir - Steve Wexell - Chris van Olden, Lochner