Connecticut Department of Transportation
State Project No. 0173-0528
Federal Aid Project No. 000T(320)
Signing and Pavement Marking Improvements at Unsignalized Municipal Intersections in District 3
Virtual Public Informational Meeting
December 19, 2024 – 6:00 p.m.
Zoom Virtual Event

Report of Meeting

In Attendance: There were 14 attendees in the Zoom webinar, five (5) of which were panelists. Of the remaining attendees: four (4) were municipal representatives, four (4) were part of the general public, and one (1) was a representative of the CT General Assembly.

Name	Organization	Email
Jonathan Corilla	CTDOT	jonathan.corilla@ct.gov
Christopher Lockhart	CTDOT	Christopher.Lockhart@ct.gov
Dan Haptas	Fuss & O'Neill (Traffic CLE)	daniel.haptas@fando.com
Mark Vertucci	Fuss & O'Neill (Traffic CLE)	mark.vertucci@fando.com
Gina Musinski	Fuss & O'Neill (Traffic CLE)	Gina.Musinski@fando.com
Kathy Kennedy	CT General Assembly	kathy.kennedy@cga.ct.gov
Ben Yeung	City of Norwalk	byeung@norwalkct.gov
William Davidge	Town of North Haven	davidge.william@northhaven-ct.gov
Tom Albert	Town of Stratford	Talbert@townofstratford.com
Carlos Vinhais	Shelton Police	Carlos.vinhaisl@sheltonpolice.org
Tom Galatie	Public	-
David Johnson III	Public	-
Elizabeth Powell	Public	-
Trevor Daigle	Public	-

Presentation: The meeting went live at 5:58p.m. with an informative introduction slide for attendees to view before the event began. The official start of the meeting was at 6:05 p.m. with an introduction from Connecticut Department of Transportation (CTDOT) Project Manager, Jonathan Corilla, who also covered the process for how attendees could interact with the project team, provided a meeting overview, summarized the Title VI information, and introduced the project team before turning it over to Mark Vertucci, DOT Traffic Consultant Liaison Engineer (CLE) from Fuss & O'Neill with assistance from Daniel Haptas from Fuss & O'Neill and Christopher Lockhart from CTDOT. The team gave a 25-minute PowerPoint presentation followed by a 10-minute Question-and-Answer session.

The presentation covered the following items:

- Project purpose and need and improvements included
- Review of project outcomes
- Summary of plan and GIS designs
- Municipality coordination and map review
- Rights of Way and Environmental impacts

- The schedule and estimated Construction cost, which is $4.33 million and using 100% Federal funds
- Next Steps
- Question-and-Answer session

Questions: The questions and responses from the Q & A session and email are listed below.

1. **Question:** What happens if you report a missing or damaged sign to the Town and they do nothing about it, how can a citizen get the problem resolved? Would there be any fines or punishments to the Town?
   Response: Municipally owned road requests for sign improvements or concerns are typically handled through the local traffic authority or by directly emailing either the police chief or town engineer or the municipal website. On state roads, you can email CTDOT Traffic Engineering with sign location. For locations in this project you can email the project team, they will investigate it and see if it can be incorporated into the project.

2. **Question:** What happens if the Town does not stock that size sign, how would they obtain it without a long delay?
   Response: This project includes oversized signs which are thirty-six and forty-eight inches, and not always stocked by municipalities. Depending on the number of signs, recommendations to the towns to stockpile a couple of extra signs could be made. DOT will review the potential to include extra signs within the project budget and can work with the towns when needed. Once the project installation is completed, ownership and maintenance of the signs falls on the municipality.

3. **Question:** At locations with high crash rates, were traffic signals considered?
   Response: To determine if a traffic signal is warranted at an intersection, a warrant analysis is conducted. At municipally owned intersections, the local traffic authority requests the study and if warranted, an application is made to the Office of State Traffic Administration. This project did not include traffic signal consideration but focuses on signage and pavement marking upgrades at higher crash unsignalized intersections. CTDOT can provide site specific information where available.

4. **Question:** Is this PowerPoint presentation available on the website?
   Response: The presentation will be available on the project website per the CTDOT guidelines for Virtual Public Information Meetings.

5. **Question:** How was it determined how many signs were needed at each location and did it have anything to do with the number of crashes?
   Response: All locations were chosen due to higher crash history. The intersections were investigated and found to have deficient signage based on age, non-reflectivity, size, and advanced warning capability. The goal was to provide greater safety and improved compliance by drawing the necessary attention to the driver at these critical locations utilizing increased advanced warning stop and intersection signs, additional signage on both sides of the road, and increased sizes where site conditions and rights-of-way allowed.

6. **Question (Email):** Are there plans for the intersection of Spada and Honeyspot? Crashes occur often.
   Response: This intersection will consist of slightly oversized "STOP" signs (36" x 36") with reflective strips on both sides of Spada Boulevard, and the southern "STOP" sign will have a "DO NOT ENTER" sign mounted to the back. Spada Boulevard will also have appropriately sized "STOP AHEAD" symbol signs (30" x 30") installed on both sides of the road in advance of the intersection. The stop bar on this approach will be repainted as well. Lastly, based on Google Streetview, there appears to be significant overgrowth of brush on the southern side of Spada Boulevard which would conflict with the proposed "STOP" and "DO NOT ENTER" signs; this brush will likely be trimmed back under this project. Honeyspot Road will have slightly oversized intersection warning signs (36" x 36") installed only on the right side of the roadway in both directions in advance of the intersection.

7. **Question (Email):** When/where can I see the GIS deliverables for the proposed changes, so I can see what proposed changes might be?
   Response: The GIS deliverable itself is a computer software that needs to be accessed with appropriate licenses (more so for contractor and design). However, a link to a google map that shows the general location of the proposed sign installations was provided via email to the attendee.

Adjournment: The meeting ended at 6:39 pm when new questions stopped coming in. Furthermore, there were no comments or questions in the CTDOT voicemail inbox. Attendees were reminded to fill out the survey and that the comment period would be open until January 2, 2025 should anyone wish to submit further comments or questions to the project email or phone number. Attendees should remember to include Project Number 0173-0528.