

Department of Transportation

State Project No. 158-201

Federal Aid Project No. PE 0136 (052)

**Intersection Improvements of Route 57 (Main Street) and Route 136 (Compo Road)
and Clinton Avenue**

Town of Westport

Public Informational Meeting Held at the Westport Town Hall

110 Myrtle Avenue, Westport, Connecticut

Thursday, May 30, 2013

Minutes

Presentation:

- ⇒ There were approximately twenty (20) attendees, including Mr. Peter Ratkiewich (Town Engineer) and Mr. Barry Hammons (Deputy Town Engineer), among the Westport residents.
- ⇒ A color plan of the proposed improvements along with a typical proposed cross section was displayed. Additionally, there was a slide presentation, which explained the purpose of the project and showed the design.
- ⇒ The project will involve widening along the east side of Route 57 (Main Street) for approximately 1,000 feet to provide exclusive left-turn lanes in both directions. Additionally, the Compo Road leg of the intersection will be widened at the approach to provide an exclusive left-turn lane while realigning the through lane with Clinton Avenue.
- ⇒ The Rights of Way (ROW) representative gave a presentation regarding the acquisition process.
- ⇒ The purpose of this project is to improve the safety of the intersection. The existing geometry of the offset intersection creates conflicting left turns between the two Route 57 (Main Street) approaches. The interlocking left turns have resulted in various types of accidents. From 2007 to 2011, there were 93 vehicular accidents, 25 of those involving injuries.

Other proposed project features include:

- Modification of the existing traffic signal
 - The replacement of the twin 36-inch concrete cross culverts carrying Willow Brook under Compo Road with a 4'x7' concrete box culvert
 - The existing bituminous walkway along the north side of Route 57 (Main Street) will also be upgraded to an ADA compliant sidewalk
- ⇒ It is anticipated that there will be rights-of-way involvement on a number of properties, and include five partial acquisitions, two drainage rights of way, slope easements, rights to construct driveways, and a right to reset a stone wall.

- ⇒ Two lanes of traffic will be maintained during the majority of construction. While actively working on the replacement of the culvert on Route 136 (Compo Road), the traffic will be detoured utilizing Cross Highway and Weston Road.
- ⇒ Estimated Cost of the project is approximately \$2.0 million, funded by 80% Federal and 20% State funds.
- ⇒ Construction is anticipated to begin in spring 2015 based on the availability of Federal/State funding and be completed in fall 2015.

Public Comments and Questions:

A number of discussions took place regarding traffic issues at the proposed intersection and its relationship to nearby intersections. Early in the presentation, Department staff discussed the scope of the original improvement as it was first conceived in 2002. It was explained that at the time, the intersection to the north (Routes 57, 136, Weston Road and Wassell Lane) was included in the project, but that it determined that making meaningful improvements to that intersection would be difficult with significant impacts, and possibly negatively affect the Merritt Parkway.

A resident complained about cars traveling too fast on the road and asked what could be done to slow them down. It was explained that there is little that can be done without dramatically changing the horizontal and vertical alignment as the roadway geometry for Route 57 (Main Street) is straight and flat. Enforcement will ultimately be the best method of reducing speeds.

A resident asked if the proposed improvement will make it more dangerous for bicyclists to travel through this area. It was explained that the proposed 2-foot shoulder is comparable to the existing conditions, which is generally about 2 to 3 feet wide, and that the intersection will be safer for bicyclists as vehicles turning from Route 57 (Main Street) will be in a better position to see the oncoming through traffic and bicyclists by establishing formalized opposing left-turn lanes.

A resident asked if right turns on red will be allowed under the proposed improvement. It was stated the traffic signal is still being designed at this point and most likely all right turns on red that are currently restricted will remain in the proposed design.

A member of the Connecticut Bike and pedestrian Advisory Board suggested that the project include non-motorized design elements to support and encourage pedestrian and bicycle connections between neighborhoods and within the community. It was explained that the available State right-of-way does not allow for a bike lane without significantly impacting the abutting private properties. However, an ADA-compliant concrete sidewalk will be provided.

A resident asked if there are plans to replant new trees. It was stated that a landscaping plan will be developed in coordination with the Department's landscape architects.

There were several discussions regarding the extent of flooding of Willow Brook during large storm events. A resident asked about the impact of the culvert replacement under

Route 136 (North Compo Road). It was explained the existing twin concrete pipes are hydraulically inadequate to convey the 50-year frequency design event. The proposed box culvert will provide a larger opening to pass the design flow. However, immediately downstream there is a 36-inch concrete pipe under a private driveway which overtops and the overflow is diverted onto Route 57. In order to avoid an increased likelihood of the 36-inch concrete pipe being overtopped, the hydraulic opening of the proposed box culvert will be designed to be partially restricted to mimic the existing conditions. If the 36-inch concrete pipe is replaced in the future with an appropriately-sized culvert, the restriction in the proposed box culvert can be removed to accommodate the design flow.

A resident asked if the general plan can be made available. Subsequent to the meeting, the Public Informational Meeting handout and presentation plans have been placed on the Department's website.

Adjournment

In general, members of the public and local officials present at the meeting had no major objections to the proposal. The public was asked to provide any further comments in writing or online.

The formal portion of the meeting was completed by 9:00 p.m.