RECD 7-14- 1992 AT 4:15 PM
TOWN CLERK

TOWN OF DURHAM

Office of the First Selectman
P. O. Box 428
Durham, Connecticut 06422
(203) 349-3625

Maryann P. Boord
First Selectman

SPECIAL BOARD OF SELECTMEN'S MEETING
Minutes of July 13, 1992

The meeting was called to order at 7:45 p.m. by First Selectman Maryann P. Boord in the Julian B. Thayer Auditorium, Coginchaug Regional High School. Francis E. Korn and Robert F. Hall, Selectmen, also were present.

The item on the agenda of the meeting read: "To approve presentation of new information re funding of the proposed traffic light at Route 17/Fowler Avenue/Maple Avenue."

Mrs. Boord read the Call to the upcoming Referendum scheduled for July 15, 1992, as follows: SHALL THE TOWN OF DURHAM APPROVE THE APPROPRIATION OF $35,000 FROM THE HIGHWAY PROJECT RESERVE FUND FOR THE INSTALLATION OF A TRAFFIC SIGNAL AT THE INTERSECTION OF ROUTE 17/MAPLE AVENUE/FOWLER AVENUE?

Even though there have been new developments in the funding of the proposed traffic signal, the amount which is reflected in the call to the referendum can't be changed. She added that Town Counsel has advised her to use every avenue to get this funding information to the townspeople; however, she must be careful to avoid violating the statutes in the process; additionally, it must not appear that the Selectmen are attempting to influence the outcome of the referendum.

MOTION F. KORN, SECOND R. HALL, THAT THE INFORMATION PROVIDED TO THE TOWNSPEOPLE BE THAT THE COST TO THE TOWN IS ANTICIPATED TO BE $15,300 FOR THE PROJECT; 3 AYES.

The meeting adjourned at 7:55 p.m.

Attachment:
a. copy of itemized funding.

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JUNE 25, 1992 BOARD OF SELECTMEN ACTION

ORIGINAL ANTICIPATED FUNDING

TRAFFIC LIGHT ESTIMATE $50,000

50% STATE FUNDING $25,000

50% TOWN OF DURHAM $25,000
PLUS $10,000 RELATED TOWN ROADWORK = $35,000

JULY 9, 1992

FUNDING BASED UPON LATEST INFORMATION FROM DOT ENGINEERS

TRAFFIC LIGHT ESTIMATE $53,000

80% FEDERAL FUNDING $42,400

10% STATE FUNDING .....$ 5,300

10% TOWN OF DURHAM .....$ 5,300
PLUS $10,000 RELATED TOWN ROADWORK = $15,300

JULY 10, 1992

A private donation in the amount of $10,000 has been offered to the Town for the project. The Board of Selectmen has not yet acted upon the offer.

MPB:DDA
7/13/92

7-15- 19 AT 2:00 PM
TOWN CLERK

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P. O. Box 428
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Maryann P. Boord
First Selectman

PUBLIC HEARING MINUTES
July 13, 1992

The Public Hearing was called to order at 8:00 p.m. by First Selectman Maryann P. Boord. The Call to the Referendum scheduled for Wednesday, July 15, 1992, from noon until 8:00 p.m. at the Francis E. Korn School, was read by the First Selectman, as follows:

SHALL THE TOWN OF DURHAM APPROVE THE APPROPRIATION OF $35,000 FROM THE HIGHWAY PROJECT RESERVE FUND* FOR THE INSTALLATION OF A **TRAFFIC SIGNAL** AT THE INTERSECTION OF **ROUTE 17/MAPLE AVENUE/FOWLER AVENUE.**

Mrs. Boord gave a brief scenario leading to the present public hearing about funding associated with the proposed traffic signal installation. First she had letters sent to all board/commission/agency members asking for comments on a plan to install a traffic signal; a public hearing was held on the three favored options for the plan with two Department of Transportation engineers present (Option #5 was chosen for several reasons, noting it was the safest while still attempting to save the elm tree); subsequent to the public hearing, officials met with representatives from the utility companies and DOT representatives from various departments; Mrs. Boord stressed that the town will make every effort to save the elm tree [on the tiny "green/triangle."]

John Vivari, Department of Transportation, reviewed and explained the details of Option #5 (copy attached). He explained that the south part of the island would be excavated and paved; the north half of the island where the tree is would remain and both sides filled in, loamed and seeded. The utility pole will be relocated. The lines back and across the road (on the sketch) indicated the span wires for the signal; the dash marks are the crosswalk. Phases 2, 3, 4, and 5 at the bottom on the sketched plan indicate the phases of the signalization. Buttons on pedestals would be used for pedestrian crossing. The "walk" signalization gives you 7 seconds to prepare to walk...then the "walk" can proceed.

This following is a more detailed way the signalization would work (reference the sketch):

Phase 2 will work consistently (the north-south flow of traffic on

-continued-

Route 17). Phases 4 and 5 will work when cars from either Maple Avenue or Fowler Avenue drive onto the coil on the street pavement. This would complete the Phase 2 cycle and move then into Phase 4 (Fowler Avenue) or Phase 5 (Maple Avenue) for cars to pass from these streets onto Route 17. In order for Phase 3 (walk) to begin, the button on the pedestal would have to be manually activated, the Phase in progress completed (or 4, 5 then 2, if traffic is moving from Fowler or Maple), and then the walk mode would begin. Questions on this subject were answered for Rosemary Naples and David Montgomery, Robert Merchant, and Clay Howe.

Richard C. Parmelee, Jr. raised several questions about the cost estimate of the town work proposed for Maple Avenue, and gave his interpretation of how it should be planned and accomplished.

Mr. Vivari said that erection of the NO TURN ON RED signs is still being negotiated upon in the DOT office. He further explained that, if the contracts can be finalized immediately, the work can be completed as early as the spring of 1993, if all proceeds smoothly and we have a fair winter.

M. Boord reviewed the sheet available to the public which explains the sources of funding as of this date. (Copy attached)

Thomas Fenton, Town Engineer, answered Elmer Clark's question that yes, the town road crew can do the work on Maple Avenue, the cost of that being borne by the regular highway wages line item. He replied to R. Parmelee's concerns by explaining the work to be done by the town: paving north to south, curbing 100' onto Maple Avenue, restoration of area. He assured the townspeople that the work done by the highway department would be most cost efficient and the proposed $10,000 will cover it. M. Boord said there are no sidewalks in the plan at this time but can be a consideration. Handicapped pavement cuts were also an expressed concern.

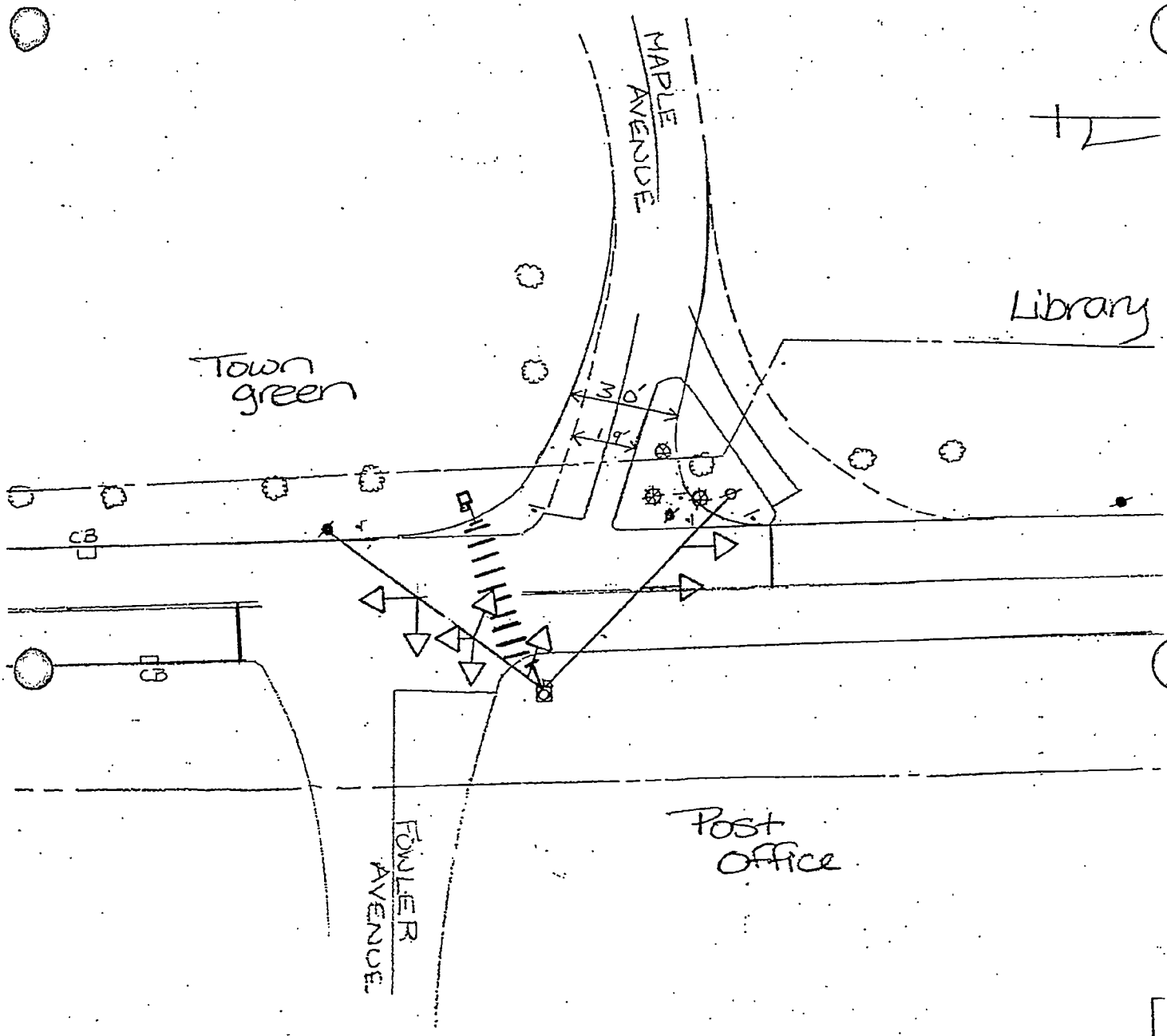
* This was explained as being a Reserve Fund which accumulates a balance until there is enough in it to do a project. Presently has $80,000 in it.

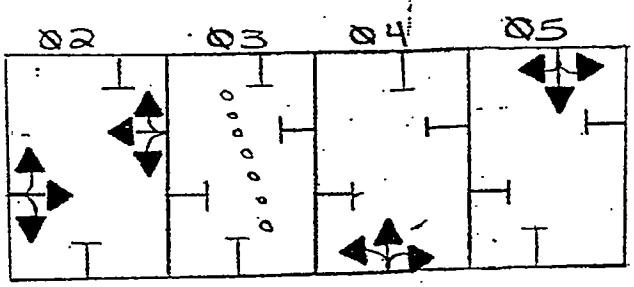
David Montgomery, Moderator of the July 15th Referendum, noted important restrictions of the referendum: only registered voters can vote because the referendum is not an adjourned special town meeting, no soliciting, etc., will be strictly enforced within the 75' space limit to the polls.

Mrs. Boord stressed her dependence on the press to publicize the information.

The Hearing adjourned at 8:45 p.m.
Attachments
Option #5
Funding Sources

OPTION #5


MAPLE AVENUE
Library
Town green
30'
19'
CB
CB
FOWLER AVENUE
Post Office


Ø2
Ø3
Ø4
Ø5

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