

**Public Information Meeting
Martin Road Project
Wednesday January 28th, 2026
MINUTES**

Attendance from Town

Paul Forrest
Darren Norton
Rose Betz

Attendance From NLJA

Aaron L. Mortensen, P.E.
Joshua R. Eannotti, P.E.

The meeting began at 10:00am local time.

1. P. Forrest introduced Town staff and NLJA representatives.
2. A. Mortensen of NLJA presented a series of PowerPoint slides which provided an overview of the project and anticipated construction activities. A. Mortensen described project phasing and detour routes for traffic and buses during the road construction.
 - a. A. Mortensen described the road improvements which include two complete culvert replacements, guardrail replacements/installations, improving grading and crowning of the roadway, drainage improvements, and intersection sight line improvements.
3. After concluding the presentation, A. Mortensen opened the meeting to a question and comment discussion with those in attendance. The following summarize questions and comments posed by attendees, and responses provided. In cases where follow-up information is provided after the meeting, that content will be contained in [brackets], below.
 1. Will the presentation slides be made available after the meeting?
Yes
 2. What is a headwall?
A. Mortensen described a headwall as a vertical wall type storm drainage pipe end treatment. Explaining that headwalls are used instead of a protruding pipe end with benefits to grading and erosion control.
 3. Clarify Culvert No 1 location versus Culvert No. 2 location.
The locations were identified on a presentation map.
 4. Will the drainage structures be installed in-line with curbing, or offset from the curb line with tapers?
The catch basins will be installed in-line with the curbing.
 5. What will be the duration of phase 1 (when the culvert work is anticipated to be performed)?
Estimated to be 3 months.

6. Consider the Hebron Fair and associated traffic demand when reviewing construction phasing.
7. How is any future development and associated increased traffic considered in the design?
Martin Road, as it exists today, does not meet all applicable roadway design criteria for a Collector roadway. The design addresses these deficiencies where possible, though this is 2+ mile long rural roadway with many topographic, right-of-way and permitting constraints. An analysis of future development was not performed for the corridor, though project records indicate that future development was contemplated during the planning phase, and not anticipated. It was noted at the meeting that the design criteria would remain applicable for any minor change in traffic volume.
8. Will the detour routes be coordinated with school buses?
Yes, absolutely. Coordination with Town staff, school transportation, emergency services, USPS, etc. will be required. A. Mortensen also noted that the most impactful detour, which is associated with the culvert replacements, would likely be performed during the dry season, resulting in less impact on school buses.
9. A resident concerned with vehicle speeds along Martin Road asked about measures to slow vehicle traffic.
Traffic calming measures were considered, though most were cost prohibitive to implement on a rural roadway. Shoulder striping is proposed with a reduction in travel lane width. Narrower travel lanes have been shown to consistently slow down drivers.
10. Can a stop sign be incorporated on Martin Road at the intersection with Olde Hall Road to slow traffic and improve sight lines?
While presenting the design drawings on-screen, A. Mortensen explained that improvements to the Martin Road roadway profile at this location is expected to improve sight lines.
[Follow-up]: In 2002, the Town received requests seeking the installation of STOP signs in both directions on Martin Road at the intersection with Olde Hall Road. Our office reviewed the intersection and provided comments and recommendations regarding this request. The evaluation investigated the physical conditions, obtained current vehicle speed and volume data, consulted with CTDOT regarding recent crash history, and reviewed sight distances. This analysis utilized the Manual on Uniform Traffic Control Devices (MUTCD), which provides standards, guidance and options regarding signage on public roadways. At the time, traffic counts found that speeds were above posted speed limits; however, based on the guidance, it was unlikely that the installation of STOP signs would correlate to reduced speeds on Martin Road, other than in the immediate vicinity of the intersection. Studies have found that STOP signs have little effect on traffic speeds, except in the braking and acceleration zones. Additionally, vehicle stop compliance is generally poor at unwarranted STOP signs, sometimes leading to a false sense of security for other users in the intersection. If the Town desires, an updated review of the intersection could be performed.]

11. Will guiderail be installed along the entire roadway?
Guiderail will only be installed in locations required by the applicable design criteria. A. Mortensen reviewed several locations utilizing the drawings on-screen.
12. What are the expected working hours for the contractor? The resident referenced the noise ordinance.
This is established in the contract between the Town and Contractor. The contract generally allows work Monday through Friday during regular working hours [7am-5pm]. Work is not permitted outside these times, or during legal holidays, unless approved by the Town in advance.
13. How will ponding concerns at Susan's property [along Martin Road between Porter Road and Route 85] be addressed?
A. Mortensen explained that storm drainage improvements had previously been incorporated into the design in this area, though after necessary rights could not be obtained to incorporate a stormwater discharge, the Town ultimately decided to modify the design for surface runoff. A. Mortensen explained that the proposed grading is expected to improve the current condition; however, A. Mortensen also explained that long-term, it's common for natural curbs or windows to develop along roadway shoulders and described the value of incorporating catch basin inlets.
14. A comment was made regarding the length of time which has passed since the previous public informational meeting, suggesting there was a commitment to holding an additional public informational meeting for the project. The resident also commented on the timing of the meeting, which was scheduled for a weekday morning.
A. Mortensen responded with the public outreach requirements for grant funding, indicating that one meeting is required. A. Mortensen explained that the Town had recently received questions regarding project specifics and ultimately decided to host an additional meeting. P. Forrest clarified the reason for the timing of the meeting.
15. A resident commented on pedestrian safety and sight line concerns at the intersection of Martin Road and West Street. The resident asked how this condition would be improved with the project.
A. Mortensen responded that the horizontal geometry through the intersection is being improved with the project. A. Mortensen reviewed the various scenarios with a focus on sight lines, discussing how the improved roadway profile and clearing of vegetation is designed to improve sight lines.
16. Why was the curb radius on the southwest corner of the Martin Road and West Street intersection modified from 25 feet to 35-feet?
After some discussion, A. Mortensen agreed to review the radius.
[Follow up: The radius was modified to meet Town of Hebron Public Improvement Specifications for the roadway classification (Residential Collector Street). This is a roadway improvement project, constrained by many existing conditions

associated with a rural roadway. The design meets all applicable standards where feasible.]

17. A resident reiterated concerns that the intersection of Martin Road and Olde Hall Road is commonly subject to speeding, concerning pedestrians. The resident suggested a stop sign be installed on Martin Road at this location.
 - P. Forrest noted that this would require approval of the Local Traffic Authority. P. Forrest indicated this could be reviewed at any time - not necessarily as part of the project.
[Follow up: This location had previously been studied in a detailed engineering review. See follow-up notes in response to Question 10, above).
18. A resident living on West Street expressed concerns about the increase in traffic associated with the phasing and detours.
19. A resident noted ponding and drainage issues at the southeast corner of the Martin Road and West Street intersection, noting an independent drainage analysis that was performed.
 - A. Mortensen responded that he was aware of the drainage issues at this location. Aaron reviewed the drainage improvements referencing the drawings on-screen. He noted improved grading along the curblines, and an additional catch basin inlet.
20. Will areas impacted by construction be restored?
 - A. Mortensen responded that the Contractor would be restoring disturbed areas and offered to review specific property locations utilizing the drawings after the meeting.
21. Will curbing be installed throughout the Martin Road corridor?

Curbing is proposed in many areas. Generally, existing curbing will be replaced with new curbing and will be added in locations to improve shoulder conditions and localized erosion.
22. Will existing utility poles be removed or replaced as part of the project? The resident noted that the utility pole at #313 Martin Road had been struck by vehicles multiple times.
 - A. Mortensen replied that utility work is generally not part of the project, except for where required to temporarily relocate aerial facilities near the culverts. This is associated with use of cranes and clearance restrictions.
23. A resident concerned about vehicle speeds along Martin Road suggested the Town consider rumble strips along shoulders.
24. As a follow-up to previous concerns about vehicle speeds, a resident suggested the Town consider constructing speed humps.
25. A resident inquired about the proposed drainage work at the Martin Road intersection with Porter Street.
 - A. Mortensen summarized the design using the Intersection Site Plan, highlighting drainage improvements.

26. A resident inquired about tree removals associated with project work.
A. Mortensen proceeded through the drawings generally highlighting proposed tree removals in specific locations. A. Mortensen explained that much of the tree work would be east of the intersection with Winthrop Drive - associated with a roadside swale, and near Culverts No. 1 and No. 2.
27. A resident noted a past incident related to lack of safety measures during construction and inquired about the safety measures associated with the culvert work.
A. Mortensen explained specific measures incorporated into the design, which meet applicable requirements. Such measures include a detailed sign package, flashing beacons, sand barrel arrays, and precast concrete barrier curbs.
28. A resident asked for clarification regarding project phasing.
A. Mortensen reviewed the phases and detours using diagrams on-screen. Aaron noted that project phasing would be determined by the Contractor and subject to changes, though the phasing presented is the Engineer's recommendation.
29. A resident asked for clarification of the Culvert No. 1 and No. 2 locations on-screen.
The locations were discussed.

With no remaining questions or comments amongst the attendees, the discussion concluded at 12:15pm.

Town and NLJA staff remained available for additional questions and follow-up discussions.

Respectfully submitted,

Rose Betz (Administrative Assistant)