

opposed? Okay, go back to item 3.

Sec'y Gadomski

Item 3. A proposed 2 lot subdivision on Ridgewood Road. Applicant/agent John S. Tillota/T.F. Jackowiak.

Jackowiak

This is a straight-forward, no frills subdivision, or division of a piece of property located on the westerly side of Ridgewood Road. It conforms to all the requirements of the R-2 zone. There is water and sewer available in the street. And there is no wetlands on the property. That's about all I'm going to say about it. I'll entertain any questions that you might ask.

Chm Gionfriddo

Ted, I mean George, we only got comments from 2 departments? Nothing from Public Works, nothing from...there are no problems with this, that's what the bottom line is. Simple...as Ted says, simple and straightforward...

Dir Reif

Well, you don't want to say that because you might have...

Chm Gionfriddo

Well, usually, as Comm. Leinwand says, when you hear that, that usually rings a lot of bells, that's why I'm...

Nino Martucci

Excuse me, it's just that 2 lots were replaced that made one lot years ago, and now he wants to break them up to what they used to be. And they conform to the zoning code.

Chm Gionfriddo

Okay. Are there any questions on this by anybody? If not, thank you. Are there any members of the public wishing to speak in favor of this? Any members wishing to speak in opposition? If not, we'll close the public hearing. Is there a motion to make this 6.13? Is there a second? Any discussion? If not, all those in favor. Any opposed? Motion carries. We'll move to item 4.

Sec'y Gadomski

Item 4. A proposed 10 lot subdivision located on Prout Hill Rd. and Margarite Rd. Applicant/agent United Construction/T.F. Jackowiak.

Chm Gionfriddo

Okay, we have a written letter from Attorney Dowley wishing that his client should withdraw this application and it will be I guess re-designed, re-submitted and he's requesting that we apply his fee to the re-submittal which we've done many times in the past. So is there a motion to accept the withdrawal? Is there a second? Any discussion? If not, all those in favor. Any opposed? Motion carries. We'll move to item 5.

Sec'y Gadomski

Item 5. A proposed special exception to permit a storage building on 180 Main Street Extension, T.D. zone. Applicant/agent Middlesex Supply Co./D. Mylchreest.

Mylchreest

I'm David Mylchreest, consulting engineer at deKoven Drive. If you think Ted had a simple one, this is even simpler. It's in a T.D. zone for the Middletown Supply Co. on Main Street Extension at East Main Street. There is an existing paved storage area in that location. The intent is to construct a low-profile, so-called 'Butler' building, a pre-fabricated, metal building to use for storage. You'll notice we did include the parking, even though there's no anticipated additional parking but your requirement, should the building ever be used for some other use, would have the required parking if necessary. The drainage characteristics do not change; no increased flow. If anyone wants to see the construction of the building, the elevation, I have copies here.

Glad to answer any questions.

Chm Gionfriddo

Are there any questions by members of the Commission? Comm. Loffredo.

Comm. Loffredo

Is there any plumbing attached to this building at all, or is it just storage?

Mylchreest

There is not. No plumbing, heating. The exterior lighting will remain the same as it is now; there's no additional lighting.

Chm Gionfriddo

Are there any other questions? If not, thank you. Any members of the public wishing to speak in favor of this proposal? Any members of the public wishing to speak in opposition?

Sal Fazzino

My name is Sal Fazzino. I live at 131 East Main Street. We're right across from where they propose to put this shed. Okay, I haven't heard nothing mentioned about what we have to look at, out our window. And we're talking they're only about 6 feet, 10 feet away from us. And we've been putting up with this for a long time. There's two families left on Cooley Avenue. And this place is growing. And they have one corner lot with cars on the corner of Main Street Extension and Cooley Avenue right up to the Cazetta's property. And you know, if you look at it, it's not a pretty nice scene. All right, now they want to put a shed where we sit and eat and look out our sliding doors...sit in the living room and look out the windows, and what are we going to see? You know, we lived here all our lives. They moved in. I mean, what about the value of our property? We're trying to grow hedges now. I don't want to be trying to hide a building, you know?

Chm Gionfriddo

George, how many feet from the property line is the building? Ten feet. Do you have anything else you wanted to..

Sal Fazzino

No, that's it.

Chm Gionfriddo

Thank you. Yes, Ann.

Comm. Loffredo

Is there room at all for a buffer?

Dir Reif

Ten feet. The basic requirement for the buffer is that you're changing the uses, and they're not really doing that-- they're adding a shed to their existing activities. Oh yeah, there is space on the lot. There's space on the lot if you want to...if they want to...it could be more than ten; they've taken the minimum.

Chm Gionfriddo

Are there any other members of the public who wish to speak in opposition?

David, could you move this building further from the property line?

Mylchreest

Yes sir, we could, but I would remind you that there is no requirement...

Chm Gionfriddo

I understand what the requirements are...

Mylchreest

And you also keep in mind that it's rather expensive land, the idea being he wanted to clean that portion of the lot up and improve it.

And with this building, he certainly will do that. I'm the first to admit, it doesn't look very good the way it is now and I certainly would suggest that it's going to look a lot better with this building built over on that corner.

Chm Gionfriddo

If we were to request you to move it 20 or 25 feet from the line, that wouldn't be a big problem?

Mylchreest

It could be done, sir, but again, you're talking a rather expensive, commercial-type land and once it gets moved, he has no use of that land from that point on.

Chm Gionfriddo

Plant trees on it.

Mylchreest

He can't very well use trees in order to conduct his business.

Chm Gionfriddo

Comm. Loffredo

A different type of fencing that's a visual block. It's fenced in, isn't it?

Chm Gionfriddo

I think at this point, you could ask him... but I think at this point, we're getting into debate rather than public hearing now, so...

Comm. Loffredo

Mr. Mylchreest, there's a fence around this whole piece, isn't there?

Mylchreest

Yes, there is.

Comm. Loffredo

Is there technically some sort of fencing that would block the look of this shed...could be put onto that particular side?

Mylchreest

I would see no problem with that. The use of a vinyl slat, or something like that inter-woven in the fence certainly could be done.

Chm Gionfriddo

Okay, if there's nothing else from the public, we will close the public hearing on item 5. Is there a motion to make this 6.14? Or 15? Oh no, 14, okay. All those in favor? Any opposed? Motion carried. We'll move to item 6.

Sec'y Gadomski

Item 6. A proposed addition to an existing building located at 560 Washington Street in the flood hazard area. Applicant/agent Washington St. Associates/Richard W. Ervolino.

Comm. Leinwand

Excuse me, Ted. George, I just didn't get around to calling you today and will have to ask this question in public. Having missed the last meeting, I was somewhat uncertain as to what this stuff with the flood hazard area really means. Why are these one here and what are our powers and responsibilities?

Dir Reif

Responsibility is to..I assume you want to keep the City of Middletown before the Federal Flood Insurance Program. Several years ago, the Commission had to adopt regulations[garbled]...and those regulations were accepted by FEMA, the Federal Emergency Management Agency, and among the regulations is to prohibit further development in the flood plane. Now, this is a federal program; it's one of the more realistic federal programs in the sense that it recognizes things that were done in the past incorrectly...that buildings were built where they shouldn't have been built. It says, 'we'll provide insurance for those buildings;however, we're going to prohibit anything further from being done incorrectly.

So therefore, through local zoning, we're going to require that the local Planning and Zoning control development.' So they've given us maps, one of which is on the board, and we've got a little dot showing where this building is, and we have an aerial photograph that shows the flood that took place several years ago, which was not a 100 year flood, but less than a 100 year flood and shows the buildings where this building is proposed to have an addition built to it.

Comm. Leinwand

Then let me ask you two questions. Is the definition of 'flood hazard area', as specified in the legal notice, the same as flood plane? And number 2, am I correct in my recollection, with the exception of the Harbor Park Restaurant, this Commission has not approved any development in a flood plane in the last [garbled]

Why are these on the public hearing?

Chm Gionfriddo

Wait a minute, put your microphone down. The last meeting, if you were here you would have known...we sat here and Ted came in with 2 proposals. We indicated to him pretty clearly that the Commission had a problem with building in the flood hazard area, but we wanted to give him an opportunity...if he could provide us information that would indicate that perhaps the property wasn't properly located there, or could come in with some information that would convince us...that we would at least give him that opportunity and we asked him whether he wished that opportunity and he said yes. So we put it on for public hearing and we're going to give him his chance to make his piece. Fine. Go ahead Ted.

Jackowiak

The property that you mentioned is really in the flood plane, but it's in a special part of the flood plane. It's in a portion of the flood plane that's called the floodway fringe. Now, FEMA allows building in the floodway fringe. And I don't know if you know what the floodway fringe is; it's the area between the floodway and the limit of the 100 year storm. And FEMA says that you can raise that level to any level and it will not raise the level of the water in the floodway more than a foot. And they also say that the area of the flood plane that could be used for development by raising the ground or building is the floodway fringe. They have no prohibitions against building here.

Chm Gionfriddo

George, do our regulations differentiate between floodway fringes and...

Dir Reif

Our regulations prohibit in the floodway...

Chm Gionfriddo

...in floodway fringe as well as...okay. Ted, you have anything else?

Jackowiak

No. Oh, I do have 2 other little items. It is my understanding, through reliable sources, that buildings have been built in this same area on Washington Street. The Autowash, on the southerly side of Washington Street has built on, and the Texaco gas station on the southerly side has built on. Also, there is plans in George's office right now for...plans to build on in the ballpark there. I suppose, then, you would refuse that too, if you are going to refuse this.

Dir Reif

There are no plans in the Planning office associated with Palmer Field. Possibly there should be, but there are not now.

Chm Gionfriddo

Wait a minute. Commissioner, you left your microphone. Look at your maps over there.

Jackowiak

The regulations does not differentiate between bleachers or commercial

establishment. Nor does it differentiate between residential  
establishment.

Chm Gionfriddo

Unfortunatley, Ted...

Jackowiak

...it says no building...

Chm Gionfriddo

Right. No Building. Okay, right...so...

Jackowiak

Building has taken place.

Chm Gionfriddo

What we wanted to...you know the old saying goes...it it has, which I  
Don't know that it has, the old saying, 'Two rights don't make a...'  
'two wrongs don't make a right,' I should say...in this case would be  
appropriate.

Jackowiak

Did the Commission give permission a while ago for the bulding off Tuttle Road?  
Comm. Leinwand

But that section is not part of the flood plane.

Jackowiak

But if you look at you own contour map, you'll see that it is.

Chm Gionfriddo

Well, we had...people came in and testified as to what the actual condition  
of the property was, which in reality, Ted, when I told you to get out  
of the public hearing, what I was hoping...if you had something, you'd  
come in and bring in something along those lines...because basically,  
we're in a position where our regulations say, you know, a certain thing.  
You cannot build and that's it.

Jackowiak

I have one question while I'm here. I understand that we can go up on  
the same foundation. I mean, we can put a second floor. Is that...

Chm Gionfriddo

Sure, you can add on going up, yeah. You just can't go out. George,  
you look like you're bursting at the seams.

Dir Reif

I want to quote that famous Chinese proverb, 'One picture is worth a  
thousand words.' That's why I brought the picture along, about whether  
or not this is in the flood or...

Chm Gionfriddo

I'm sorry, I quoted one.

Jackowiak

I'd like to answer George's comment there. Just because there was a  
flood there, FEMA says that it has to be within the 100...they're talking  
about the 100 year flood. Maybe we had something different at that time,  
so that's irrelevant.

Chm Gionfriddo

Are there any other questions? If not, thank you, Ted. Any members  
of the public wishing to speak in favor of this? Any wishing to speak  
in opposition? Is there a motion to make this 6...I'll close the public  
hearing. Is there a motion to make this item 6.15? Any discussion?  
If not...

Jackowiak

Can I withdraw?

Dir Reif

I want it on the record that we object...

Chm Gionfriddo

I think, Ted...let's just vote on it right now. I mean, we went through  
the public hearing...if you wanted to withdraw before the public hearing,

like item whatever-it-was...item 7, then...All right, there's a motion and a second to put...make this item 6.15. All those in favor? Any opposed? Okay, we'll move to item 8 now.

Sec'y Gadomski

Item 8. A G.S. 8-24 Report concerning the discontinuance of Silvermine Road from Silver Street to O'Brien Drive for the Resource Discovery Authority. Applicant Public Works Department.

Chm Gionfriddo

I realize the applicant is the Public Works Department, but I believe Jim is here from Midstate and I believe he would be the person best...to speak in favor of this or explain what is being proposed.

Jim Dunn

Thank you, Mr. Chairman. I don't know if I'm the best, but I'm the only one available, I guess, so I'll have to do. This...

Chm Gionfriddo

Jim, just for the record, could you give your name and...

Jim Dunn

James Dunn, Assistant Director, Midstate Regional Planning Agency, and Project Manager for the Midstate Regional Resource Recovery Authority Project. This proposal tonight that the Commission is considering tonight is a proposal which originated with the Midstate Resource Recovery Authority in our negotiations with the State of Connecticut over the use of their property for construction of the Resource Recovery facility. We are...as a result of discussions with the State Hospital and the Office of Policy and Management, who are the principal negotiators of this on the state side...they had requested that the plant be moved as far to the east as possible and had originally asked us to try and use the existing...there's an old existing incinerator located out on...at the intersection of O'Brien Drive, on the east side of O'Brien Drive and Silvermine Road. That particular piece of land is not really feasible for use for this facility, partly because of its size, partly because of its structure, and partly because of the fact that it's a lot of fill and, basically, made land. As a result of that, we proposed to move the plant. We've been trying to adjust the plant on the site. We're constricted, as you know, by...excuse me...Anyway, as a result of all those issues, it was determined that...oh, there's another factor also which I shouldn't neglect here, and that is, there was a preference expressed by the City of Middletown and echoed by the hospital staff and by the state generally that we keep garbage truck traffic from coming to the facility via Bow Lane. So, as a result of all of those factors, we proposed rather than to utilize the existing Silvermine Road, which is a dirt road...would have required major reconstruction, and it would have been...A more effective solution would be to construct a new road from Silver Street and to request that the city discontinue the existing Silvermine Road between Silver Street and O'Brien Drive. There are a couple of things...there's a water line that runs down existing Silvermine Road currently, and there's a proposal for a second one. I know Water and Sewer has on occasion expressed concern that we maintain those easements. We've conveyed that wish to the state. They completely understand it and have agreed to give us whatever easements are necessary. There's also been a concern expressed by the Fire Department, that they would like emergency access and we have got an agreement from American Refuel that will design the facility in such a way that it will be possible to have emergency access via ...basically, through the plant grounds, but there will be a gate at the back of the plant, as well as the front gate, which, in the event of an emergency, emergency equipment can pass through the facility grounds. So I think we've addressed those...the two major issues that were raised by city departments in our meetings

with them

Chm Gionfriddo

Jim, excuse me, what would be the effect on the plant, detrimental effect, I suppose you'd have to say in order to be recommending the abandon, what would be the detrimental effect on the plant if we left Silvermine Road as it currently exists?

Jim Dunn

Well, in part we'd be in a situation of redesigning the plant layout. We have the concerns with not to try and avoid encroaching on the aquifer. In addition, in order to get from...we stil...in any case, we'd have to make some major realignment of that road in order to have decent access to the plant and it just doesn't seem to make a lot of sense to do that. There's also concern with trying to keep...this was a concern expressed by the city as well, that issue of keeping truck traffic from coming up Bow Lane and into the plant that way.

Chm Gionfriddo

I was going to say, that's the main reason it's actually being recommended, isn't it, because wasn't there a concern that the trucks would go down Bow Lane and come in through the back door rather...

Jim Dunn

That was the primary reason that it was designed that way. There's also the concern that the state had, but yeah, that was the primary concern.

Chm Gionfriddo

Are there any questions by members of the Commission, remembering that this is a G.S. 8-24, which is simply either a positive or a negative from our perspective? Commissioner Robinson.

Comm. Robinson

If you look at the map...the pink is the new proposed road?

Jim Dunn

The pink is a possible proposed road. We are still negotiating with the state over precisely the alignment of that. It's probably going to be closer...the final design is probably going to be closer to the existing road; in other words, down the hill somewhat...

Comm Robinson

Where it is now is right close to Roosevelt Drive, isn't that correct, coming out...and right across from that road, there is the ballpark area.

Jim Dunn

Yeah, that's correct...

Comm. Robinson

...where a lot of kids play ball.

Jim Dunn

And that's...the final design of this road which isn't complete yet but which we're working on is probably going to come out...is definitely going to come out farther down the road. There's a culvert, approximately at this point. The new design calls for the road coming much more down here.

Dir Reif

George. For the purpose of this public hearing tonight, we put this map together in the Planning office from the site plan that was approved by the Planning Commission, so I am surprised to learn that that is not where the road is. That's where it was when the Planning Commission...

Chm Gionfriddo

I think in a sense we have to realize this isn't site plan review, this is a G.S. 8-24 on discontinuance of a road.

Dir Reif

True, but the site plan already was approved...

Chm Gionfriddo

I understand; if they're going to change the site plan, they're going to go back through their processes again, but I just don't want to mix up what we're doing here tonight and that's abandonment of a road issue only.

Jim Dunn

Just for the record, we're aware of that and our intent was always to come back with a final site plan showing, including some of the other revisions that have been necessary by other regulatory and other agencies.

Chm Gionfriddo

Comm. Patnaude.

Comm. Patnaude

Primarily, who uses that road now?

Jim Dunn

Primarily, now, it's not a heavily used road. I think it's primarily...my guess is it's primarily limited traffic going from, generally Bow Lane area over to Pratt & Whitney, CL&P, that type of traffic.

Comm. Patnaude

What you're saying is that it's not heavily travelled at all.

Jim Dunn

It's not, currently.

Comm. Patnaude

Sal, who maintains the road now?

Dir PW Fazzino

The cost factor...if you figure out where it would cost versus a new one?

Jim Dunn

We haven't looked at what it would cost versus a new one, no.

Comm. Patnaude

I mean, what you seem to be saying, you just want to get rid of a road here. I mean, I can see if it's costing the city money, Sal says we maintain it, and I've been over the road myself, it's a bad road, there's no question. I don't see too much traffic on it. But I don't see why we should abandon it if, cost wise, it's just as cheap to reconstruct that road.

Jim Dunn

Oh, I think I misunderstood, but it definitely would not be as cheap to reconstruct that road. We'd be in a position of redesigning...we would be relocating...we'd definitely have to relocate it to some degree in order to make that intersection safe for truck access.

Comm. Patnaude

Hey, Sal, do you think Sal right now that it's in the best interest of the City of Middletown to abandon that road?

Dir PW Fazzino

I'm not prepared to comment whether it's in the best interest of the city or not, but again I want to reiterate the concern, in my short perior involved as a task force member, that the trucks, the garbage trucks going to the site was the biggest concern, and did come up with that plan, preliminary to keep the garbage trucks off of Bow Lane, which has residents. The stretch involved there is bounded on both sides by state land so it does not impact on any property owner in the state of Connecticut.

Comm. Patnaude

Sal, you didn't give me an answer to the point. What I'm saying right now, I rely on you people. You're the Chief Engineer for the...you're the director of the Public Works...here we are, we have a road in the city of Middletown that you maintain, and you feel...what I'm trying to get..Jim is trying to get us to okay this tonight...what I'm trying to get from you, Sal, do you believe by us abandoning that road, that

it's the best interest for us to do it? I mean, you seem to be okaying it, so what so all I'm asking you is it right or wrong? And I'm looking to you for an answer.

Dir PW Fazzino

We have superlative request.

Chm Gionfriddo

Are there any other questions? Comm. Robinson.

Comm. Robinson

My first meeting, forgive me. You're talking about residents on Bow Lane; isn't there also residents on Silver Street? Silver Street, he's talking about the access road.

Chm Gionfriddo

Yes, there's residents there.

Comm. Robinson

A cemetery also down in that section?

Jim Dunn

On that section...yeah, that's across...yeah, it's in the next section. And I believe that's a...

Chm Gionfriddo

John, for your first meeting, you're bringing out a lot of spark here. I saw something flash, I don't know what it was. Yeah, something blew out. Any other questions? If not, Jim, thank you. Any members of the public wishing to speak in favor of this proposal? I know there are some here who wish to speak in opposition, so, come up and identify yourselves.

Earl Roberts

Greetings, Chairman, members, staff...My name is Earl Roberts, Bow Lane, Connecticut. If I may just make this remark, this is probably the fifth hearing I've gone to pertaining to this plant and I just would like my remarks in opposition to this road abandonment that...not to be misconstrued to my feelings that we have a dire need for this facility or a similar type mousetrap, or whatever one might want to call it. I am well aware of the problem and I have spoken openly to the Siting Council meetings and others, in other towns also, so I would like that understood. Now, on the subject before you, the G.S.8-24 here road abandonment, when Mr. Dunn speaks of the concern for traffic on Bow Lane, it was my understanding that the EIE hearing in 1985 of May, that this concern was proposing expending \$300,000 to improve that road. I didn't hear at that meeting, I'll stand to be corrected tonight if that proposal was to relocate that present Silver Lane Road. The remarks on the traffic on Bow Lane-- I live on Bow Lane, but I'm also aware of the responsibilities we all have to accept even though we may not like things to happen. The way I react this Packard Truck Routing from the Siting Council that was presented by American REF Fuel, or MMRA, that there's a total of 46 trucks proposed and 44.5 of them are going down Silver Street. Approximately 3 of them are going down Eastern which would be the major concern for those going on Bow Lane, the way I read this report. I would also stand to be corrected on that. I therefore don't accept that as a major reason. The concern would be to discontinue that road at O'Brien Drive. Let us say that's what you do. Those three trucks, in my opinion, would be able to go down that other portion of Silvermine Road and take a routing on O'Brien Drive even though it's a state service road, we all are aware of our human nature. If we know a short cut, we take it. And the only time I'm presenting this scenario to happen would be on an ice day, and the trucker can't see going down Eastern Drive or there's an accident or what-have-you. He will probably take that route anyway, so I really don't see where this is going to prevent what that concern is anyway. If the problem or the request by the state

of Connecticut was to have this facility built to the easterly portion, I believe Jim mentioned, of that piece of property then it was in my discussions with Bob Specter that there is some lateral differences. Now, I'm not going to quote Bob Specter, saying this could be further west to accomodate this whole argument and leave things as they would or as they are. But I would hope Jim Dunn would be able to give me an exact amount of footage that would have to be moved just to accomodate his access road into that facility. And we could leave this issue at rest. His remarks were guessing remarks on who uses that road; I questioned people such as Ed Pream at WCNX who watches that road every day of his life, he says, or that he's working there, which is quite a few days out of the year, who I would judge has a good opinion. Aside from his own employees using that road, he says he sees extreme amounts of traffic coming from Pratt & Whitney at change of shifts, especially on those types of days and that time of the year when River Road is flooded over and if it's inclement or dangerous thawed if you're listening to the radio, that there's ice conditions, most average persons would take an easier route. So I fail to see where either he or I could make this...make any remarks of any validity. I called Lt. Aresco, asked him if he was going to do any kind of a study on this, he said no, he had no intentions of it. He said he supported it, the proposal, but on no other basis. He said it didn't matter to him one way or the other. Those were his words and I quoted those. He did say the road was in bad shape. I think Mr. Fazzino would attest to the fact that he's asked to scrape that road frequently. That is a very level road; the gradient on it is what I would consider not being an engineer as Sal is, but it's a nice road, for a gravel road. One would have to ask, why is it in such rough shape. It would seem to me it would be traffic is making it in rough shape because it has the washboard effect that's created from people who are accelerating, deaccelerating and so forth. I would therefore take opposition to those remarks and I think that it's quite heavily used by the people in Middletown. Bare with me just a moment. The issue by the Fire Chief that I got a copy of late this afternoon is probably should be one of the strongest reasons for you not to abandon this road. Mr. Dunn is in the paper as quoted as putting a gate there and a chain of some sort and bolt cutters would be used to open the gate in time of fire need. If we haven't learned anything from news and so on in this world, we must realize that with fire conditions, time is of essence. I'm sure the Chief knows that well. The Chief isn't here; I wish he was to make comment to the issue of bolt cutting, when a truck is en route in inclement weather and there's a fire at that new inn that's going to be proposed on there and there are a lot of public persons that might be spending the evening there and traffic raises a concern on Silver Street being the incline that it is, I would have great concern for myself. I'm sure every one of you would if anyone in your family or yourselves were at that inn or on the other side and we needed another access. I don't want to seem like I want to beat this to death, but I think there are a lot of reasons not to do this. And I realize that this is just a G.S. [8] 24 and I'm going to go at this again at Council Chambers. I would just hope it wouldn't have to come to all this. I would like to think that if these people are trying to cooperate with the town of Middletown and its residents and all the persons involved that they would try to accomodate some of the little things. But again, I wish that he would answer the amount of footage that he really needs on that road and as to whether or not the state of Connecticut will categorically not allow them to move that to accomodate the need, to leave that road as is. And if I may, I'd like an opportunity to rebut.

Chm Gionfriddo

I couldn't deny you, Earl. You're too much of a regular. Yes, sir.

Comm. Patnaude

Who is going to be the owner of that road, the City of Middletown or the State of Connecticut?

Chm Gionfriddo

The state. Yeah, it's state land on both sides. Comm. Loffredo.

Comm. Loffredo

Has Midstate done a traffic study on this road.

Chm Gionfriddo

I don't believe so; have they? You can say no if you haven't.

Jim Dunn

I don't believe we have, no. We've done traffic studies around the road, but never specifically on this one. We'd be happy to do it if the Commission feels it's necessary for their report.

Comm. Loffredo

I'd like to see a count done, just to see how much traffic that road's picking up.

Chm Gionfriddo

Okay, well if we decide at the end of the public hearing that we're not prepared to vote on it this evening and the Commission would like to see that, we'll certainly ask them to do it. Is there anyone wishing to be heard this evening from the public?

George Souto

George Souto, 56 Julia Terrace. Sitting here listening to Mr. Dunn's statements, to me it just seems like we have a lot of ifs and buts. You know, the proposed road might go here, might go there. Shouldn't we be looking at something that's definite before we go around discontinuing the use of something else? My other statement is, in regards to the Public Works meeting that was held before this coming here, where it was approved. There had no report from the Police or the Fire Departments. These departments had not been contacted. When asked why, I was told that they had been notified through the legal notices. It just seems to me the type of affair that's been done with this. It's just things being done haphazardly instead of on a definite basis and I think we should have something more definite than a lot of ifs before you go around discontinuing something. Thank you.

Chm Gionfriddo

Well, the only comment I would make is in order for this to be discontinued, there's going to require a public hearing at Public Works, which has already been held, a public hearing here, and a similar one at the Common Council, so in the course of three public hearings, and getting staff comments I'm sure we'll have an opportunity to get a lot of input. Is there anyone else wishing to be heard this evening? Please come up.

Anthony Tembro

My name is Anthony Tembro, I live on Saybrook Road. And I'm pretty much against closing that road too because I'm quite familiar on foot...I go by there a couple times a week, either walking or jogging and I think a lot more traffic goes by there than they think, really. And a lot more will be going through there if only they pave it or keep it up a little bit. Especially when it's dry and dusty out. And if they do close that road, now how many people are going to go take the shortcut to go down to the river on O'Brien Drive and go by CNX and also the Riverview Children's Hospital? I would think a lot of them are going to take a shortcut that way. And now, is the state going to ban that eventually too or...you know, this is something we have to think of.

Chm Gionfriddo

Thank you. Anyone else?

Paul Malkaski

My name is Paul Makaski and I'm against closing this road down. First,

I want to find out is anybody thinking about these children up at Longriver Village with the trucks that come up there? I work for an oil company and we bring oil down through there and it's pretty heavy densely populated in there, and with these trucks and cars and especially Pratt & Whitney coming out of there and the light company coming out at 3:30, I think the Commissioner should have a traffic check there, see the traffic coming out of that road. I've watched them come out of there and they fly up through there and you're going to close this road down and put more traffic on there? I'm against this. I still think that the Commission should take a ride down and see this traffic morning and night. And then how about the summertime when you've got all these kids and everything out there? You're shutting these roads down, you're going to add more traffic on there. I'm against it. Thank you.

Chm Gionfriddo

Mr. Malkaski, could you give your address for the record?

Yeah, 44 Birchwood Drive, but I used to live over by that way so I know this street.

Chm Gionfriddo

Fine. Thank you. Anyone else? Well, before we close the public hearing, there was a request by Comm. Loffredo to get a traffic count in which case if we're going to do that, we really should keep it open to take further information. I get the general sense that there's some feeling of uncomfortableness on the part of the members of the Commission to approve this tonight without some kind of traffic count, so I guess what I would request, Jim, is if Midstate could take traffic counts between now and the time of our next meeting so we can get some idea of what amount of traffic goes through there, especially during morning and afternoon rush hours. Okay? Comm. Loffredo.

Comm. Loffredo

I would request the traffic study not be done on a Monday, a Friday, or a day before or after a holiday.

Chm Gionfriddo

All right, what I'm suggesting is I'm expecting it to be done on multiple days. You're going to have a counter out there, right?

Jim Dunn

We'll have our out there. I'll make every effort to get it done by the next meeting...

Chm Gionfriddo

All right, I want...what I would like is a representative sampling of days, okay?

Jim Dunn

It's not going to be designed for Christmas day or something like that, it'll be a normal...we may have already done it, I'm just not familiar with it.

Chm Gionfriddo

Okay, I know you've done traffic studies, so this may have been something you've done but I would tend to doubt it too, considering...Yes.

Comm. Loffredo

When you do do the traffic study, could you give us the dates that you're doing it on?

Jim Dunn

Oh, sure. We always do that, yes.

Chm Gionfriddo

That would naturally be part of it. Comm. Patnaude then Comm. Leinwand.

Comm. Patnaude

[garbled]...when they reconstruct that area, the old versus the new, could you get a little cost figure in there?

Jim Dunn

It'll be...I think...we have the new, we're going to have fairly good cost estimates. The old is going to be, you know, best guess. They're not really going to be comparable in terms of detail, but we can give you...

[TAPE MALFUNCTION UPON TURNING TO SIDE #4]