

Salisbury Pathways Committee

One Hundredth Meeting!

Date and Time: Monday, April 21, 2025, at 5:30 p.m.

Location: **Hybrid:** in-person in Town Hall, 1st floor, Fox Room, and on Zoom (link below).

Present: **In-person:** Chris Williams, Gerry Stanton; Kathy Trahan, Natalia Smirnova. **Virtually:** Mike Virzi.

Minutes:

Call to order – 5:30 p.m.

1. Approval of the minutes for the meeting on March 17, 2025.
Approved unanimously.
2. TRIP grant –progress report:
 - Additional survey by Matt Kiefer - no report - table
 - Meeting with Sarum Village – Pat – no report - table
 - Contact with abutters – second draft was given to Curtis. Curtis provided the edits to the letter and reported via email that he has “contacted everyone on the Rt 44 portion, and several on Undermt Rd. A particular contact will be Sarum Village, and Peter Halle and I have spoken about softening the curve onto Cobble Rd and he agreed this would be good.”
3. DEEP grant – progress report:
 - Obtaining winning proposals – Pat - tabled
 - Road Safety Audit:
RSA will be via two days: May 6 virtual pre-meeting, May 7 in person on the road.
DOT will conduct a Road Safety Audit at the following:
 - o Intersection of RT44 and Salisbury Rd.
 - o Intersection of RT44 and Cobble Rd.
 - o RSA from the intersection of RT44 to RT112 (Hotchkiss School) on RT41.
4. The Hotchkiss School to Lakeville Sidewalk – progress report:
 - P&Z Meeting (3-17-25) report:
Overall, the reception of the project was positive by P&Z. Favorable to proceed to 8-24 meeting when ready.
Inland Wetlands Commission – get on their agenda. Dr. Klemens mentioned that because the sidewalk is on the west side of Rt 41, there should be no problem at Wetlands.
 - Updated design – David Battista is working on the updated design.
 - Landscape architect – the sidewalk will require ledge removal and other disturbances to the ROW. In order to restore trees and landscape – the architect will be hired.
 - Connectivity grant application – David Battista will be working with Natalia and Kathy to complete the application. We need a location map, preliminary design, narrative in the Budget Section, and cost estimate from David. Natalia and Kathy will polish the application before giving it to Curtis to review and sign.
5. Citizens Comments – no citizens present.
6. New Business

- Mike Virzi, Hotchkiss School, reported on the meeting with Dr. Hochberg, the property at 97 Sharon Road. Dr. Hochberg supports the project. The complete report from the meeting is attached.
- From Curtis via email: "I have just had a long call with Quentin Van Doosselaere and he is supportive, pending more details from the plan. He accounts for a long section (he purchased Hamilton and Qualley) and extends past the Woodlands. He will email his tentative approval."

The meeting was adjourned at 5:58 p.m.

Minutes respectfully submitted by Natalia V. Smirnova, Secretary, on April 25, 2025.

Meeting Notes

Date: April 10, 2025

Time: 1:00–2:00 p.m.

Location: 97 Sharon Road, Lakeville, CT

Subject: Proposed Sidewalk from Lakeville to Hotchkiss

Attendees: Dr. Mark Hochberg (Property Owner), Michel Virzi (The Hotchkiss School), David Battista, P.E. (Haley Ward), Pat Hacket (Pathways Committee)

Starting Point: Primary Driveway Entrance – 97 Sharon Road

- The existing stone wall at the primary driveway entrance is to remain.
 - Action: David Battista (DB) will review potential adjustments with DOT regarding right-of-way (ROW) requirements and the impact on existing structures.

Moving South Along the Property:

- Gradual increase in exposed ledge observed.
- Preference is to follow the road gradient and reduce ledge height where feasible, pending DOT approval.
- Cross-slope conditions at driveways will require detailed review and design per DOT standards.
- As the sidewalk proceeds south, the ledge becomes more significant. Reducing the ledge across a broad section to achieve level grading is preferred.
- Behind this high ledge section is a depression that could be filled and landscaped to provide a visual buffer.
- Minor realignment of the sidewalk inboard (further from the road) may be considered in this area to avoid excessive ledge removal.
- Tree clearing will be necessary; consider replacement plantings along the west side of the sidewalk for screening and mitigation where appropriate.

At the Secondary Driveway:

Several site conditions require coordination and design considerations:

- Existing Drainage Pipe/Headwall: Scheduled for replacement under the upcoming Route 41 resurfacing project.
 - Action: DB will confirm with DOT whether the headwall can be replaced with a manhole to accommodate future sidewalk installation.
- Drainage Ditch: Proposed improvements include the installation of a drainage pipe, second manhole, and riprap outfall to mitigate erosion.
- Traffic Barrier: The current DOT post-and-cable barrier may need to be upgraded, likely as part of the road project.
- Steep Slope: This area will require significant fill, which the property owner prefers over retaining walls.
 - Fill and grading plans should include replanting and erosion control measures.

- Recently planted spruce and pine trees (12 total; sizes 10', 12', and 14') will be relocated and reset. If they do not survive, they will be replaced with materials of equal size and quality.
- Utility support pole #23S, just north of the steep slope section, must remain.
 - The sidewalk should be routed west of the pole, utilizing the space within the support cable footprint.
- North of pole 23S, grading improvements will be less intensive.
- A stone wall for the adjacent property is located just beyond the property corner and must be preserved. Discussion with the adjacent neighbor will be required.

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