

ADDITIONAL INFORMATION

CONSTRUCTION COST: \$20 million

SCHEDULE:	Start Advanced Utility Work	Summer 2024
	Final Design and Advertising for Bids	Fall 2024
	Anticipated Construction Start	Spring 2025

COMMENTS AND FURTHER INFORMATION

All comments and recommendations made at this meeting will receive careful consideration by the Connecticut Department of Transportation. As a result of the information gained at this meeting, some of you may have additional questions or comments. Additional statements, made in writing, can be mailed to:

Mr. Matthew Vail, P.E.
Principal of Highway Design
Connecticut Department of Transportation
P.O. Box 317546
Newington, Connecticut 06131-7546

or e-mailed to: DOTProject103-274@ct.gov

>> Comments must be received by Thursday, July 7, 2022 <<

Please reference — Subject: Project No. 103-274

and provide contact information if you would like a direct response

Thank you for attending and we look forward to your feedback!

Please take a minute to fill-out the “Voluntary Feedback Survey” below, so that we may continue to improve on our public outreach efforts.



Voluntary Feedback Survey

<https://survey123.arcgis.com/share/8f49e1ad5d3946d083f71825ee49f67f>

Project Website:

<https://portal.ct.gov/DOTNorwich103-274>



PUBLIC INFORMATIONAL MEETING

State Project No. 103-274

Safety Improvements on Route 82 (PHASE 1)

from Banas Court to Fairmont Street, City of Norwich



Formal Presentation

Thursday, June 23, 2022 @ 7:00 pm
Kelly STEAM Magnet Middle School
25 Mahan Drive
Norwich, CT 06360



MEETING PRESENTERS



Scott Bushee, P.E.
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Mark Lenters, P.E.
Kimley-Horn
National Roundabout
Consultant

ADDITIONAL CONNECTICUT DEPARTMENT OF TRANSPORTATION STAFF

Matthew Vail, P.E.
Principal Engineer
(860) 594-3274
Matthew.Vail@ct.gov



Zachary Duell — Highway Engineer
Michael Julian, E.I.T. — Highway Engineer
Jessica Darling, P.E. — Highway Engineer

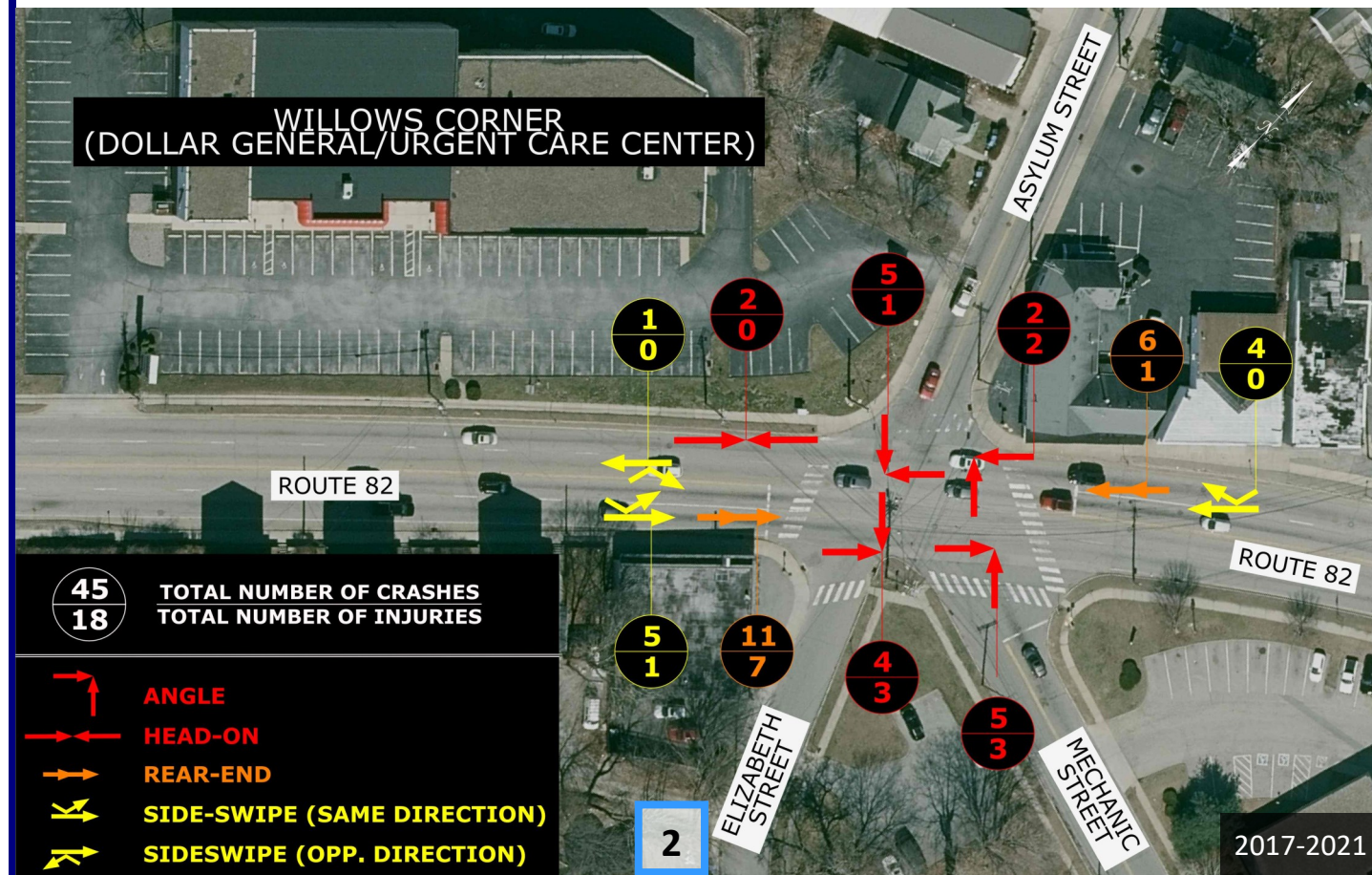
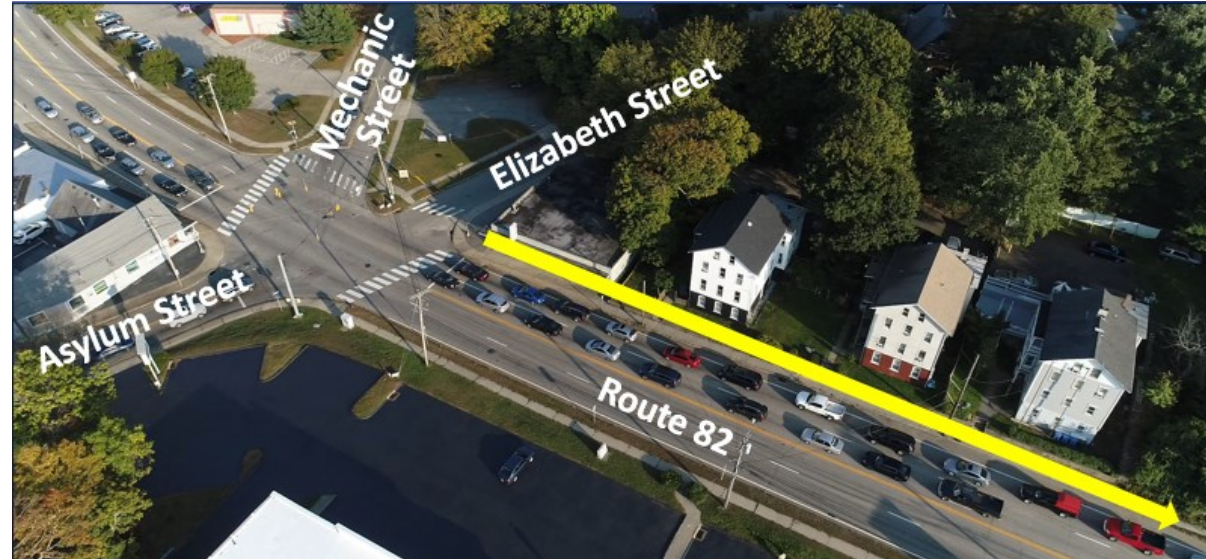
Kevin McKernan, P.E. — Traffic Engineer
Jason Burgess, P.E. — Construction Engineer
Mark Elliott, P.E. — Construction Engineer

103-274 General Project Information

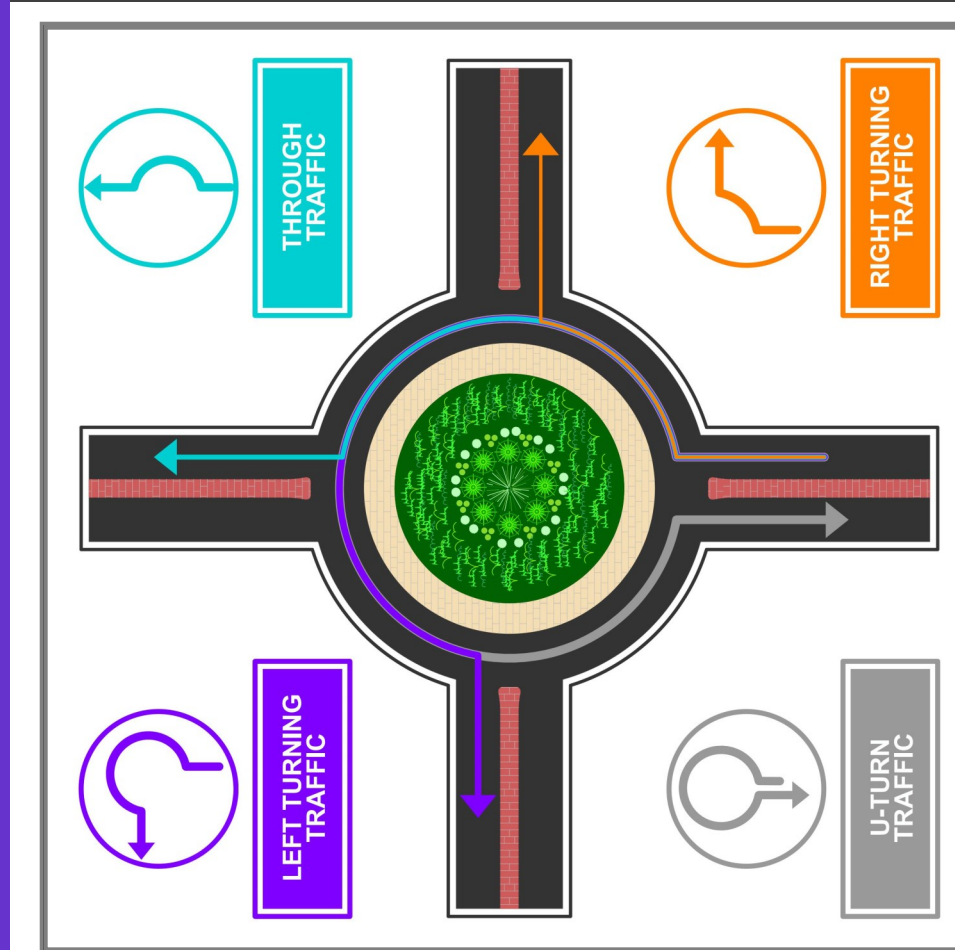
PROJECT LOCATION: Two safety improvement projects are planned for the section of Route 82 in Norwich from, approximately, Salem Plaza to Fairmont Street. (See enclosed Location Plan, bottom of page 3).

Tonight's public informational meeting will focus on Phase 1, which is currently at the 30% design phase.

EXISTING CONDITIONS: Route 82 provides two lanes in each direction through a commercial district with numerous driveways and seven closely-spaced traffic signals. Left-turning vehicles frequently create backups in the left-lane contributing to weaving and high crash rates. Between 2017 and 2021, approximately 100 crashes and 35 injuries per year occurred on this section of Route 82. About 40% of the crashes occur at the unsignalized driveways and intersections, while the remaining 60% occur at the traffic signals.



DRIVING A SINGLE LANE ROUNDABOUT



Reduce speed on approach.

Watch for pedestrians & cyclists.

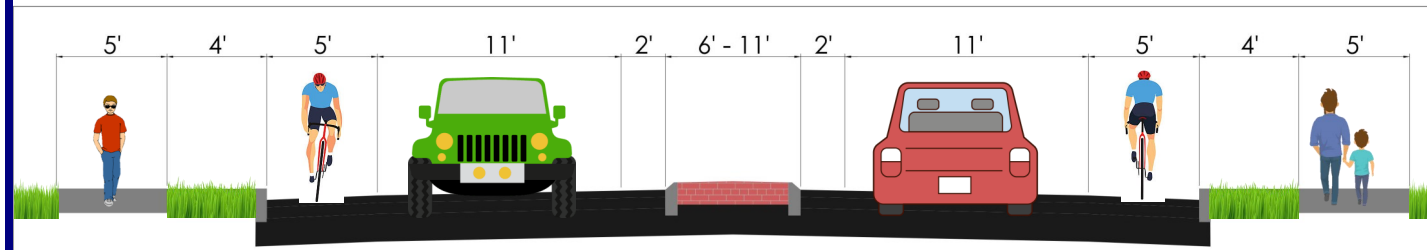
Look left & yield to traffic in the roundabout. Enter safely into the roundabout when there is a gap in traffic.

Use your turn signal at the desired exit. Turn right to safely exit the roundabout.

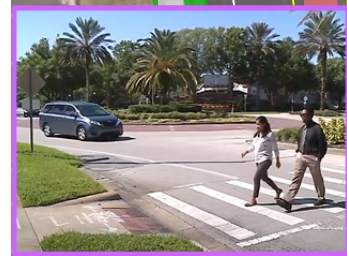
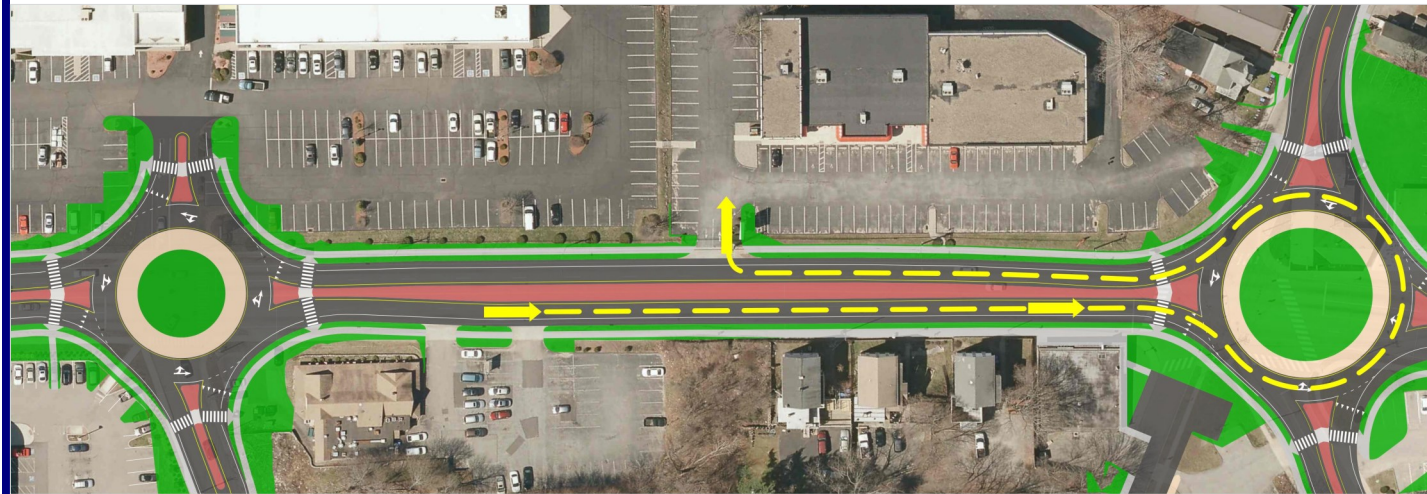
In the event of an emergency, exit the roundabout and pull to the right to allow emergency vehicle to pass.



TYPICAL CROSS SECTION OF ROUTE 82



HOW TO MAKE A "LEFT" USING A ROUNDABOUT AS A U-TURN (FIGURE 1)



Pedestrian Refuge Area (Above) gives pedestrians crossing the roadway an area to wait in the median before crossing the next section of road, improving pedestrian comfort and safety.



Cyclists can enter the roundabout with the normal flow of traffic **(Above)**. Alternatively, cyclists can dismount their bikes and use the pedestrian facilities **(Below)**.



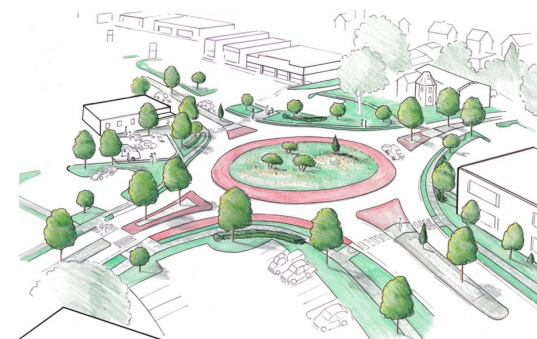
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PROJECT DESCRIPTION: The proposed operation and safety improvements entail the construction of a raised median to restrict left-turns between the major intersections and the replacement of 7 traffic signals with 6 roundabouts. The roundabouts will easily facilitate "U-Turns" (See Figure 1, page 5) for access in and out of the many driveways along the corridor. Driveway access will be right-in/right-out only, eliminating many of the lane crossing maneuvers that happen today, in addition to vehicles being stopped in the left-/through-lane waiting to turn left. This change in operation will improve safety and provide for a more efficient flow of traffic. Raised median construction has been found to reduce turning crashes by 78% and total injury crashes by 95%, while intersections converted to modern roundabouts have shown to reduce total crashes by 48% and severe crashes by 78%. The projects will also include enhanced pedestrian accommodations, 5-foot shoulders for improved bicycle access, and streetscape amenities.

Phase 1 of these improvements also includes a "road diet", where the current 4-lane section will be reduced to 2 lanes, further improving safety. Phase 1 roadway construction is planned to start in the Spring of 2025 and will be completed in the Fall of 2026. Phase 2 is planned to start construction in 2027.

Note: A separate public information meeting will be held in the future to review details for Phase 2, which is still at concept level.

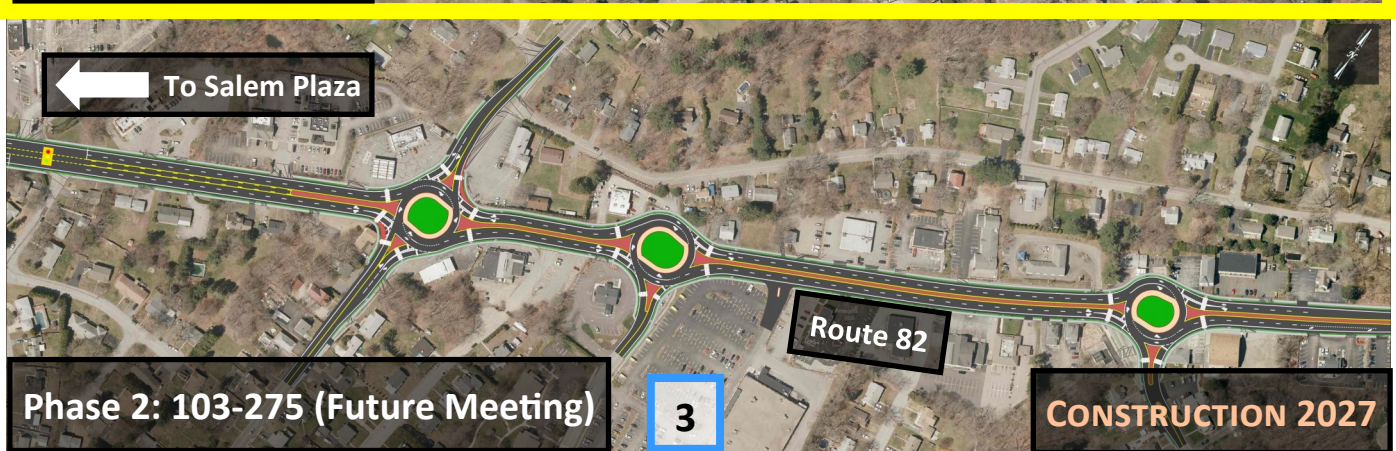


Phase 1: 103-274 (Tonight's Meeting)



CONSTRUCTION 2025

To Fairmont Street



Phase 2: 103-275 (Future Meeting)

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CONSTRUCTION 2027

To Salem Plaza

Route 82

Phase 1: 103-274 (Tonight's Meeting)

