



PUBLIC INFORMATIONAL MEETING

CEPA SCOPING MEETING



**MIDDLETOWN HIGH SCHOOL
200 LA ROSA LANE
MIDDLETOWN, CONNECTICUT
THURSDAY, MARCH 22, 2018**

STATE PROJECT NUMBERS

0082-0318 - REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9

0082-0319 - SIDEWALK BUMP-OUTS ON MAIN STREET

**0082-0320 - SAINT JOHN'S SQUARE AND MAIN STREET
INTERSECTION IMPROVEMENTS**



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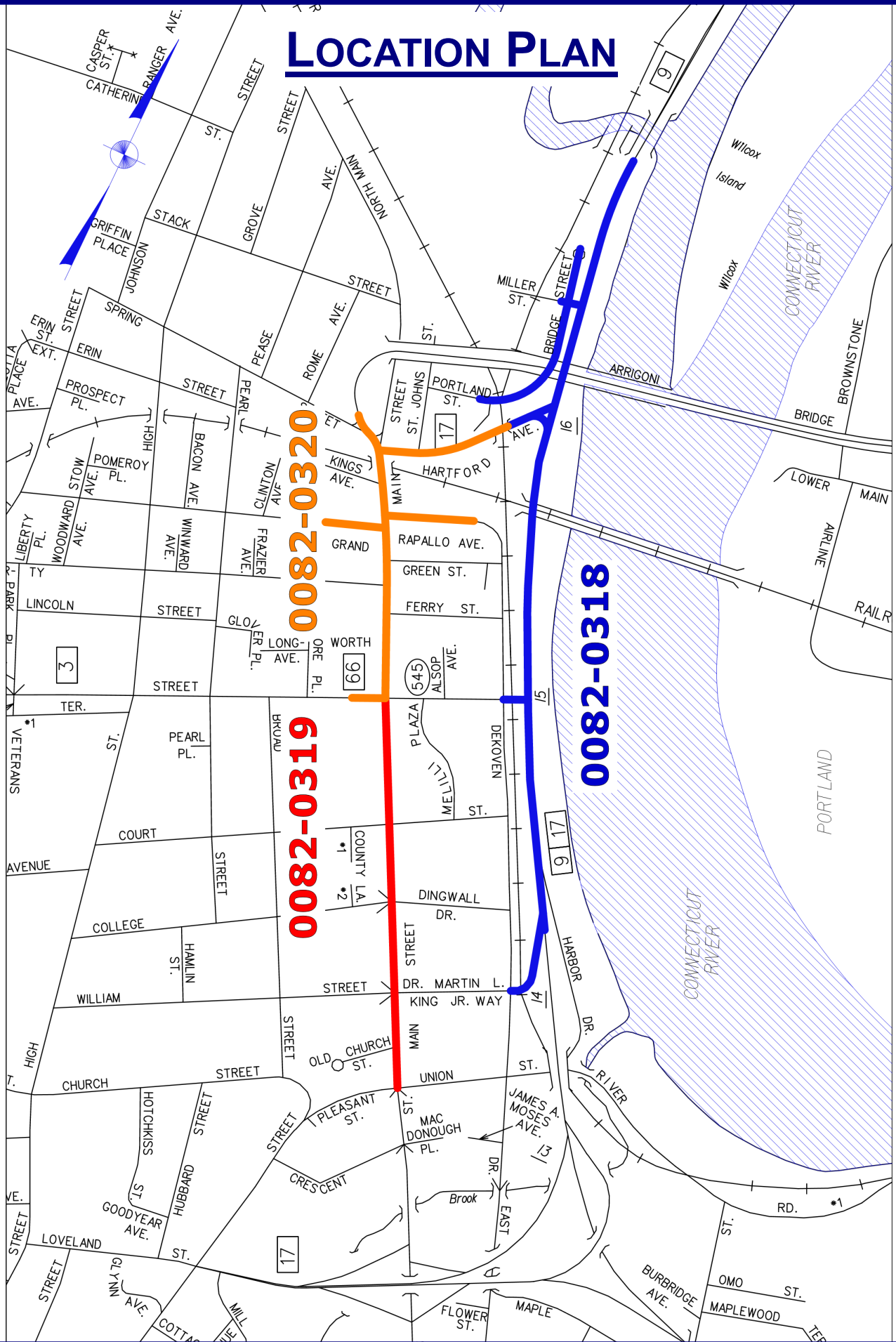
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LOCATION PLAN



ABOUT THE PROJECTS

The Connecticut Department of Transportation (Department) is currently developing plans to remove two traffic signals on Route 9 as well as plans to improve pedestrian safety and reduce congestion along Main Street in downtown Middletown. The work will be divided into three projects;

- ◆ State Project 0082-0318 — Removal of Traffic Signals on Route 9
- ◆ State Project 0082-0319 — Sidewalk Bump-outs on Main Street
- ◆ State Project 0082-0320 — Saint John's Square and Main Street Intersection Improvements

A summary of each project is below.

PROJECT LOCATIONS

- ◆ **Project 0082-0318—Removal of Traffic Signals on Route 9** is located on Route 9 (log mile 23.91 to 24.67) to include Exit 14, Exit 15 (Washington Street) and Exit 16 (Hartford Avenue). Route 17 overlaps Route 9 in this area.
- ◆ **Project 0082-0319—Sidewalk Bump-outs on Main Street** is located on Main Street, between Union Street and Liberty Street. Route 66 (log mile 6.68 to 6.92) overlaps Main Street through a portion of the project.
- ◆ **Project 0082-0320—Saint John's Square and Main Street Intersection Improvements** is located on Main Street (Route 66 log mile 6.6 to 7.15) from Washington Street to the western terminus of the Arrigoni Bridge, to include Rapallo Avenue and Saint John's Square (Route 17 log mile 23.04 to 23.26).

PURPOSE OF THE PROJECTS

- ◆ To remove the traffic signals on Route 9
- ◆ To reduce congestion along Main Street
- ◆ To improve safety for vehicles and pedestrians along Main Street

STATE PROJECT 0082-0318 — REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9

Connecticut Route 9 is a north/south running freeway except for a short section of non-freeway in the downtown Middletown area where it overlaps with Route 17. This section of Route 9 stretches for approximately 0.36 miles (from exit 15 to exit 16) and includes two at-grade signalized intersections. These signalized intersections contribute to significant delays and crashes. The most recent three year crash history (January 1, 2015 to December 31, 2017) shows that there were 313 crashes resulting in 91 injuries including 1 fatality within the project limits.

The existing three-way signalized intersection of Route 9 and Hartford Avenue (Exit 16) provides access to and from Hartford Avenue in the northbound and southbound directions. The proposed design will eliminate the left-turning movements from Route 9 northbound onto Hartford Avenue in order to reduce conflict points and remove signalization. An at-grade exit lane will be provided for southbound Route 9 traffic in order to maintain access to Hartford Avenue. Access to Route 9 northbound will be maintained by constructing a bridge to convey Route 9 southbound over the on-ramp from Hartford Avenue. Route 9 southbound will be accessible from Hartford Avenue with a free-flow acceleration lane.

In order to provide access to downtown Middletown from Route 9 northbound, a bridge will be constructed to convey northbound vehicles over Route 9 southbound as well as the railroad tracks and yard. The off-ramp will intersect Rapallo Avenue at a stop controlled intersection. To the west of this intersection Rapallo Avenue will be one way towards Main Street while two-way travel will be maintained to the east towards deKoven Drive.



FIGURE 1—ROUTE 9 SOUTHBOUND OVER THE HARTFORD AVENUE ROUTE 9 NORTHBOUND ON-RAMP



FIGURE 2—ROUTE 9 NORTHBOUND OFF-RAMP OVER ROUTE 9 SOUTHBOUND AT RAPALLO AVENUE



FIGURE 3—TYPICAL SIDEWALK BUMP-OUTS ON MAIN STREET AT DINGWALL DRIVE AND COURT STREET

STATE PROJECT 0082-0318 — REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 CONTINUED

The existing traffic signal on Route 9 at the intersection of Washington Street allows for access to Washington Street from the northbound and southbound directions and from Washington Street to southbound Route 9. The proximity of deKoven Drive and the railroad tracks to this intersection creates a large footprint with abnormal traffic operations. The proposed design will eliminate the Route 9 northbound and southbound access to Washington Street to reduce conflict points. Access to Route 9 southbound from Washington Street will be maintained with an at-grade acceleration lane. Additionally, the lane configuration on Washington Street will be modified to provide a dedicated left turn lane onto deKoven Drive.

The Miller Street neighborhood, which currently is only accessible via direct access from Route 9 southbound, will be reconnected to the downtown area by reopening the railroad crossing on Bridge Street.

STATE PROJECT 0082-0319 — SIDEWALK BUMP-OUTS ON MAIN STREET

This project is proposed to enhance pedestrian safety and reduce vehicular congestion by constructing sidewalk bump-outs to shorten pedestrian crossing distances along Main Street. Main Street is a north-south running four lane arterial with on-street parking on both sides of the road. It is the main arterial for downtown Middletown, providing access for pedestrians and vehicles to many restaurants and shops. Due to the on-street parking, current crosswalk distances are between 80 and 96 feet, creating long pedestrian phases which in turn lead to poor vehicular levels of service. This project will construct sidewalk bump-outs to effectively shorten the required crossing distance for pedestrians. A total of 18 bump-outs are proposed that will reduce the pedestrian crossing distances to approximately 55 feet, shortening the pedestrian phase. This will reduce the overall delay experienced at each intersection and improve the level of service. The presence of on street parking also reduces the sightlines between a waiting pedestrian and vehicles on Main Street. The bump-outs will relocate the sidewalk ramps in line with the end of the parking stalls, improving the visibility for the pedestrian and motorist and increasing safety.

STATE PROJECT 0082-0320 — SAINT JOHN'S SQUARE AND MAIN ST. INTERSECTION IMPROVEMENTS

This project is proposed to reduce congestion and improve safety at the intersection of St. John's Square and Main Street with the addition of two turn lanes as well as geometric realignment. Hartford Avenue, which becomes Saint John's Square at its intersection with Main Street, operates as an on and off ramp for Route 9. It currently intersects Route 9 at a three-way signalized intersection, providing both northbound and southbound access to and from Main Street. The four lane cross section of St. John's Square intersects Main Street in a curve, creating a large roadway footprint.

The proposed work includes the addition of two turn lanes on St. John's Square westbound. Widening will occur on the south side, opposite St. John Church, in order to incorporate the two new lanes as well as a proposed median island. In addition, geometric improvements will be made to the intersection by way of median islands on Main Street that will serve to normalize the alignment. Rapallo Avenue, which currently consists of one lane in each direction and on-street parking on both sides of the street, will be converted into a one-way street in the westbound direction with limited on-street parking. Grand Street will be widened for the addition of an eastbound turn lane while the signalization will be modified to provide exclusive side street phases to remove conflicting movements with Rapallo Avenue. Widening will also occur at the northwest corner of the intersection of Main Street and Washington Street to accommodate a dedicated shared use right-turn lane.

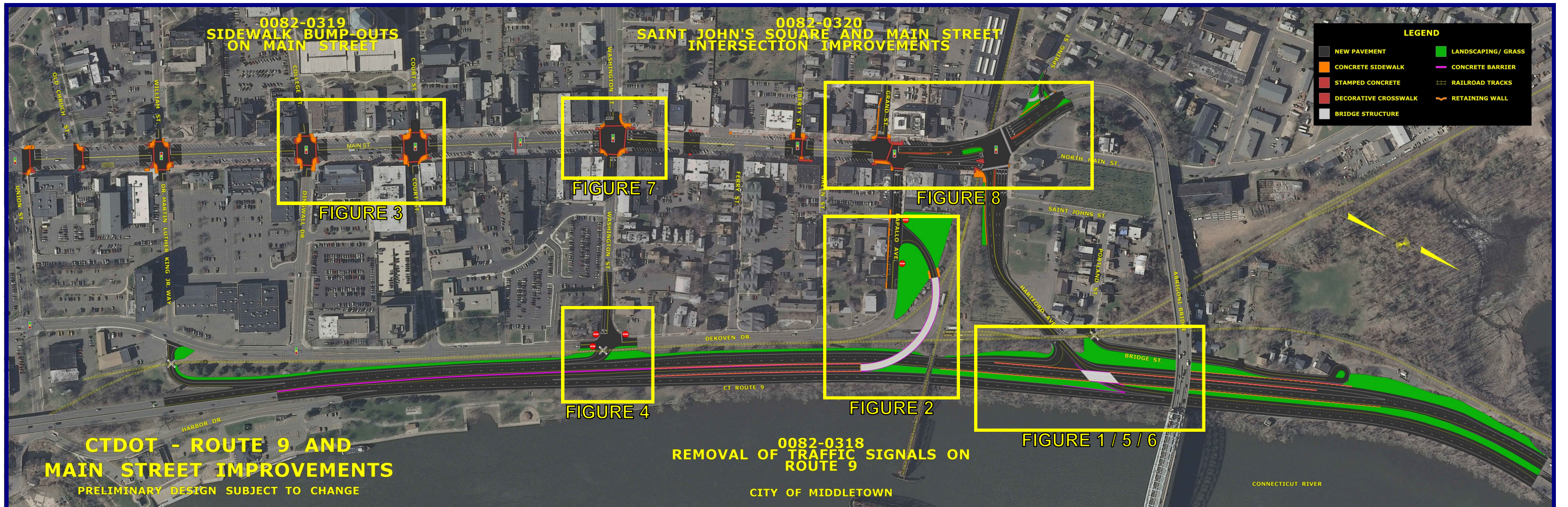


FIGURE 4—ROUTE 9 SOUTHBOUND AT EXIT 15



FIGURE 5—ROUTE 9 SOUTHBOUND AT EXIT 16

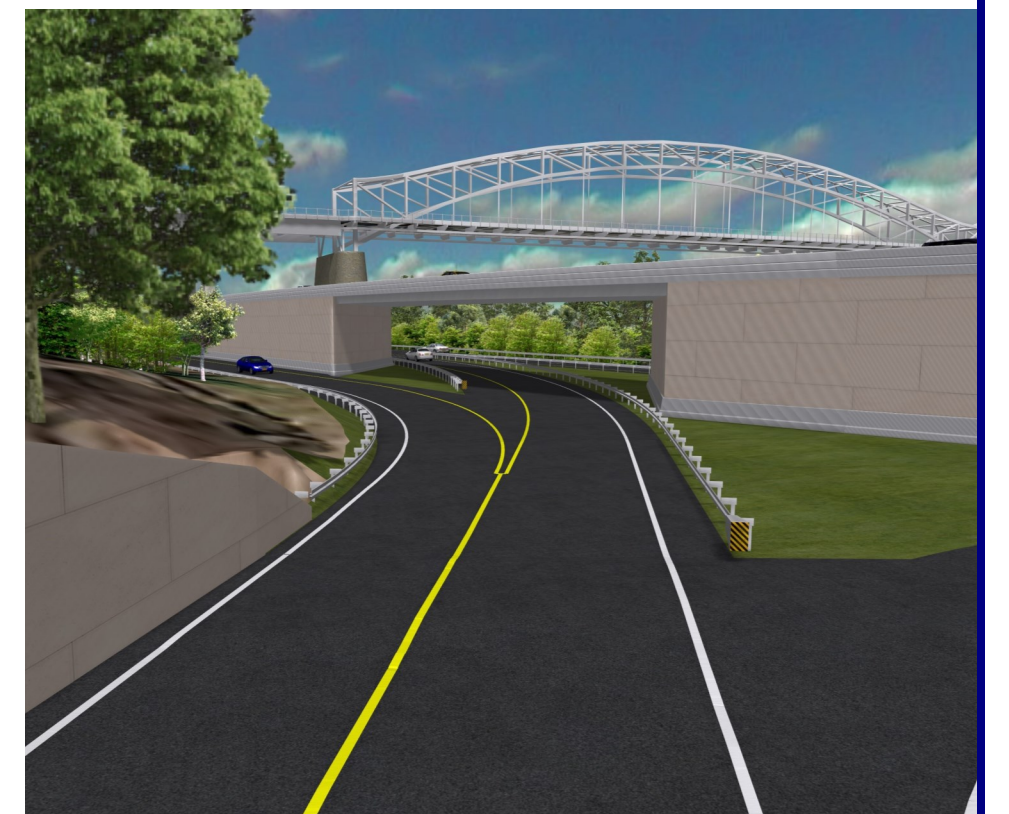


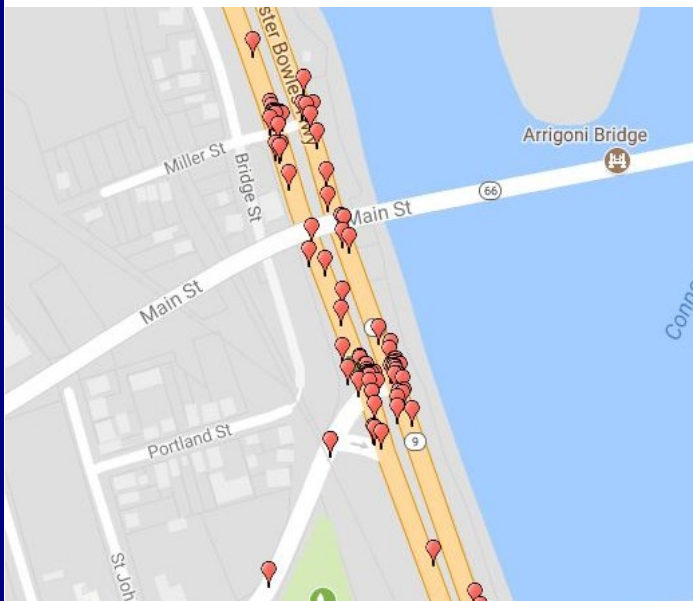
FIGURE 6—ROUTE 9 NORTHBOUND ON-RAMP UNDER ROUTE 9 SOUTHBOUND



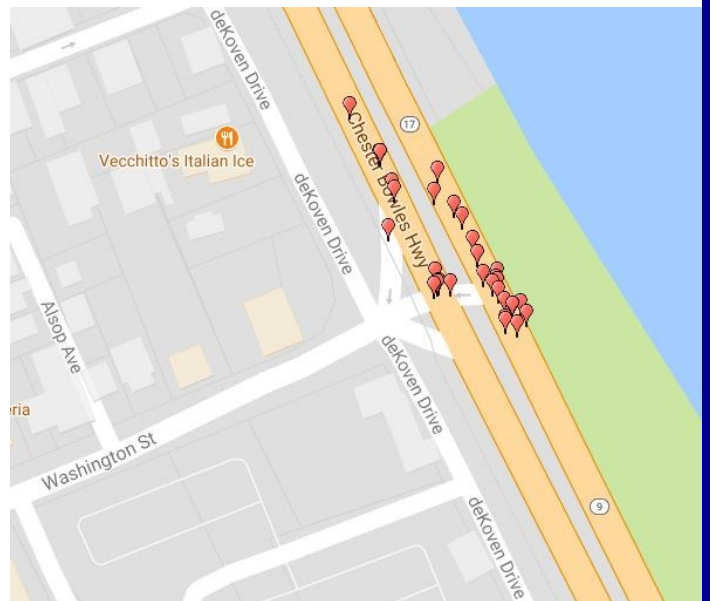
FIGURE 7—MAIN STREET AT WASHINGTON STREET BUMP-OUTS AND SHARED USE RIGHT TURN LANE



FIGURE 8—SAINT JOHN'S SQUARE GEOMETRIC REALIGNMENT AND ADDITIONAL TURN LANES



EXIT 16: 2015-2017 CRASH LOCATIONS



EXIT 15: 2015-2017 CRASH LOCATIONS

CRASH EXPERIENCE (JANUARY 1 2015—DECEMBER 31 2017)

The most recent three-year available crash data indicates that there were 528 reported crashes resulting in 121 injuries including 1 fatality on State roads within the project limits of all three projects. The majority of the reported incidents were rear-end type crashes which can be attributed to the queued traffic on Route 9 due to the traffic signals as well as poor geometry and signalization at Saint John's Square.

RIGHTS OF WAY

The proposed Route 9 northbound off-ramp will require the acquisition and relocation of three commercial properties. The widening at Main Street and Washington Street as well as the widening on Grand Street will require sliver acquisitions of a total of four properties. Temporary rights and/or easements may be pursued for the reconstruction of driveways on private property.

TRAFFIC MANAGEMENT ASSUMPTIONS

- ◆ **Project 0082-0318—Removal of Traffic Signals on Route 9:** While an in-depth traffic management analysis will be conducted as the design progresses, a preliminary concept involves temporarily crossing over Route 9 southbound traffic onto Route 9 northbound for the construction of the bridge and the flyover. The access to Route 9 will likely need to be modified as different phases of the project are constructed.
- ◆ **Project 0082-0319—Sidewalk Bump-outs on Main Street:** Construction will mainly take place within the sidewalk footprint and existing on-street parking. Access to residences and businesses will be maintained throughout the duration of the project. Facilities will be provided to ensure handicapped individuals can still safely and easily travel through the project.
- ◆ **Project 0082-0320—Saint John's Square and Main Street Intersection Improvements:** Staged construction has been designed in order to maintain existing traffic operations at all times however periods of alternating one way traffic on an unpaved travel surface may be required. The construction is being coordinated with improvements to the Arrigoni Bridge to reduce conflicts.

BICYCLE AND PEDESTRIAN CONSIDERATIONS

- ◆ **Project 0082-0319—Sidewalk Bump-outs on Main Street** was designed with pedestrians and bicyclists in mind. The sidewalk bump-outs proposed will shorten the pedestrian crossing distances. These bump-outs also place the waiting pedestrian closer to the edge of the travel way, in line with the back of vehicles parked along Main Street. This creates better visibility for both the pedestrian and the vehicle driving on Main Street.
- ◆ **Project 0082-0320—Saint John's Square and Main Street Intersection Improvements** will also serve to improve pedestrian and bicycle safety. The intersection of Main Street and Washington Street will receive a shared use lane; allowing bicycles traveling south on Main Street to queue up as a vehicle would, avoiding conflicting with vehicles turning right to travel west on Washington Street.

HISTORIC INVOLVEMENT

- ◆ **Project 0082-0318—Removal of Traffic Signals on Route 9:** The Department's Office of Environmental Planning has initiated a Phase 1a archaeological and historic building assessment survey for this undertaking to assess National Register of Historic Places eligibility of affected buildings and potential for significant archaeological resources to exist within the project Area of Potential Effect.

CONNECTICUT ENVIRONMENTAL POLICY ACT

Project 0082-0318—Removal of Traffic Signals on Route 9: This project classifies as an action whose degree of impact is indeterminate, but has the potential for environmental impacts according to the Department's Environmental Classification Document under the Connecticut Environmental Policy Act (CEPA). This meeting will serve as a joint Public Informational Meeting / CEPA Scoping Meeting to gather comments and input regarding this project and potential environmental impacts to determine if an Environmental Impact Evaluation (EIE) will be required under CEPA.

UTILITY CONFLICTS

The majority of the utilities within the project limits are underground. Test pits have been performed along Main Street to locate any conflicting utilities and either modify the design to avoid conflict or relocate the utility elsewhere. The structures on Route 9 have been designed to avoid known underground utilities such as gas mains and forced sewer. It is anticipated that underground utilities will require relocation, however the magnitude of these relocations seems minor at this point.

ESTIMATED CONSTRUCTION COST (80% FEDERAL 20% STATE)

◆ 0082-0318—Removal of Traffic Signals on Route 9	\$65,000,000
◆ 0082-0319—Sidewalk Bump-outs on Main Street	\$2,500,000
◆ 0082-0320—Saint John's Square and Main St. Intersection Improvements	\$3,250,000

CURRENT PROJECT SCHEDULE

- ◆ 0082-0319—Sidewalk Bump-outs on Main Street
 - ◆ Start: Spring 2019
 - ◆ End: Fall 2019
- ◆ 0082-0320—Saint John's Square and Main St. Intersection Improvements
 - ◆ Start: Summer 2019
 - ◆ End: Fall 2020
- ◆ 0082-0318—Removal of Traffic Signals on Route 9
 - ◆ Start: Summer 2020
 - ◆ End: Fall 2022

COMMENTS AND ADDITIONAL INFORMATION

Documents and other information are available for public inspection or copying at the Connecticut Department of Transportation Engineering Office at 2800 Berlin Turnpike, Newington, Monday through Friday, between the hours of 8:30 a.m. and 4:00 p.m., holidays excluded.

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 wish to make additional statements. Additional statements, made in writing, should be sent to:

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Comments are appreciated by April 6, 2018



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STATE PROJECT 0082-0318 / 0082-0319 / 0082-0320
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