

## Connecticut Department of Transportation

State Project No. 0076-0230  
Federal-Aid Project No. 0006(129)  
Road Diet - U.S. Route 6/44  
Manchester, CT

March 10, 2026 at 7:00PM  
494 Main Street, Manchester, CT

### Minutes of Public Informational Meeting

#### Present:

CTDOT Traffic Engineering: Natasha Fatu, Jonathan Corilla, Christopher Lockhart, Shane McLean

Tighe & Bond (Designer): Christopher Granatini, Lauren Coles

Town of Manchester Officials: John DiBiasi (Assistant Town Engineer)

Public Attendees: 5 in-person, 1 online

#### Presentation:

Jonathan Corilla, Christopher Lockhart, and Shane McLean presented an overview of the objectives, benefits and scope of the project. The following items were presented:

- The need for and benefits of installing Road Diet pavement markings as a proven safety countermeasure
- The existing traffic operations within the project limits vs. the expected traffic operations after proposed changes
- The 5-year crash history within the project limits
- The final concept plans from CTDOT's previous Statewide Road Diet Screening Study (Project 0170-3480)
- The estimated design and construction costs are approximately \$600,000 and \$2.8 million, respectively, both with 90% Federal funds and 10% State funds.
- There are possible rights of way impacts due to the proposed sidewalk connection and no anticipated environmental impacts.

#### Public Comments and Questions:

##### Design Details

1. Is it necessary that an existing utility pole near 784 Middle Turnpike East be relocated? (William Hotch)
  - a. CTDOT will further evaluate during the design phase of the project to determine whether the pole will need to be relocated.
2. Will the retaining wall located at 756 Middle Turnpike East be affected by the proposed sidewalk connection? (William Hotch)

- a. CTDOT anticipates that the existing retaining wall will not be affected; the proposed sidewalk will abut the wall.
3. Is it possible to install a new traffic signal at the intersection of U.S. Route 6/44 at Lake Street and Garth Road? (Amy Hotch)
  - a. A new traffic signal installation is outside the scope of this project, but CTDOT anticipates that the proposed road diet will improve safety when attempting to turn from one of the side streets onto U.S. Route 6/44.
4. How will the proposed sidewalk affect the existing parking lot lamps in front of Shady Glen Restaurant? (William Hotch)
  - a. The proposed sidewalk conflicts with the existing lamps in front of Shady Glen Restaurant; CTDOT will coordinate with the property owner when designing this portion of the proposed sidewalk.
5. Will this project conflict with any underground utilities? (William Hotch)
  - a. A roadway survey was completed for this project, and CTDOT does not anticipate any conflicts with underground utilities.
6. Will large trucks still be able to turn in and out of the eastern-most driveway to make deliveries to Shady Glen Restaurant? (William Hotch)
  - a. CTDOT will ensure that the proposed road diet will not prohibit truck turning movements into and out of the noted driveway.
7. Is it possible to install crosswalk markings across side streets? (Collin Robinson)
  - a. CTDOT does not anticipate installing crosswalk markings across the side streets, but we will evaluate the feasibility based on field conditions.

Construction:

1. How will the proposed sidewalk connection be constructed in front of Shady Glen Restaurant? (William Hotch)
  - a. CTDOT will follow the Standard Specifications (Form 819) and the associated Special Provisions when constructing the proposed sidewalk.

General Comments:

1. Will elderly drivers be confused when navigating the Two-Way Left-Turn Lane? (William Hotch)
  - a. Driver confusion is a common perception of the impacts of road diets, but drivers typically acclimate to the new traffic pattern after the first encounter.
2. What is the purpose of this Road Diet if the road has had four lanes in the past? (William Hotch)
  - a. Road diets improve traffic safety by reducing speed and the number of conflict points. One of the main considerations of a road diet implementation is the Average Daily Traffic (ADT). The low ADT on this corridor indicates that the one travel lane in each direction can accommodate the traffic.
3. Were speeds studied as part of the previous Road Diet study? (Collin Robinson)
  - a. Speeds were recorded but were not studied beyond that extent.
4. Are there enough bicyclists to warrant a dedicated bike lane? (Collin Robinson)
  - a. Bicyclists were not an element included in the previous road diet study as bike lanes are the Town's responsibility to own and maintain; the study focused on crash reduction based on the reduction from a four-lane roadway to a two-lane roadway with a two-way left-turn lane.

5. Is it possible that the speed limit can be changed as a result of the Road Diet? (Collin Robinson)
  - a. The speed limit would not be changed because of the road diet; speed limits are based on the roadway geometry, and the road diet does not alter the roadway geometry.
6. What is a Streetscape project, and how is a Road Diet different? (Collin Robinson)
  - a. Streetscape projects focus on the enhancement of architecture, infrastructure, landscaping, and urban design to create more functional and attractive environments for all road users including pedestrians, bicyclists, and drivers. Road diets focus on safety with the goal of reducing crashes by redesigning the pavement markings along a corridor to improve traffic operations and functionality with minimal impact on traffic delays. This specific road diet does have minor improvements outside of the typical scope of work such as a proposed sidewalk connection and proposed Rectangular Rapid Flashing Beacons.
7. If it is decided that the proposed shoulder should be a dedicated bike lane, can it connect to the Bolton Notch Trail? (Collin Robinson)
  - a. This connection is possible but is outside of the scope of this project.

**Adjournment:**

The meeting adjourned at approximately 8:00PM. The meeting was well received overall and most of those in attendance were optimistic about the safety benefits of the project for all road users along U.S. Route 6/44. Some concerns were raised about traffic entering and existing Shady Glen Restaurant and the potential that this project could increase driver confusion. Several attendees and online comments expressed the desire for increased safety through reducing the number of travel lanes and reorganizing traffic along the corridor.