



# 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

**January 18, 2024**

**@ 7:00 pm**

Kelly STEAM Magnet Middle School

25 Mahan Drive

Norwich, CT 06360



#### MEETING PRESENTERS



**Salvatore Aresco, P.E.**

Project Manager

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**Mark Lenters, P.E.**

Kimley-Horn

National Roundabout

Consultant

#### ADDITIONAL CONNECTICUT DEPARTMENT OF TRANSPORTATION STAFF

**Scott Bushee, P.E.**

Principal Engineer

(860) 594-2079

Scott.Bushee@ct.gov



Michael Julian, E.I.T. — Highway Engineer

Steven Nahorney, E.I.T. — Highway Engineer

William Strong, E.I.T. — Highway Engineer

Colin Baummer, P.E. — Traffic Engineer

Jason Burgess, P.E. — Construction Engineer

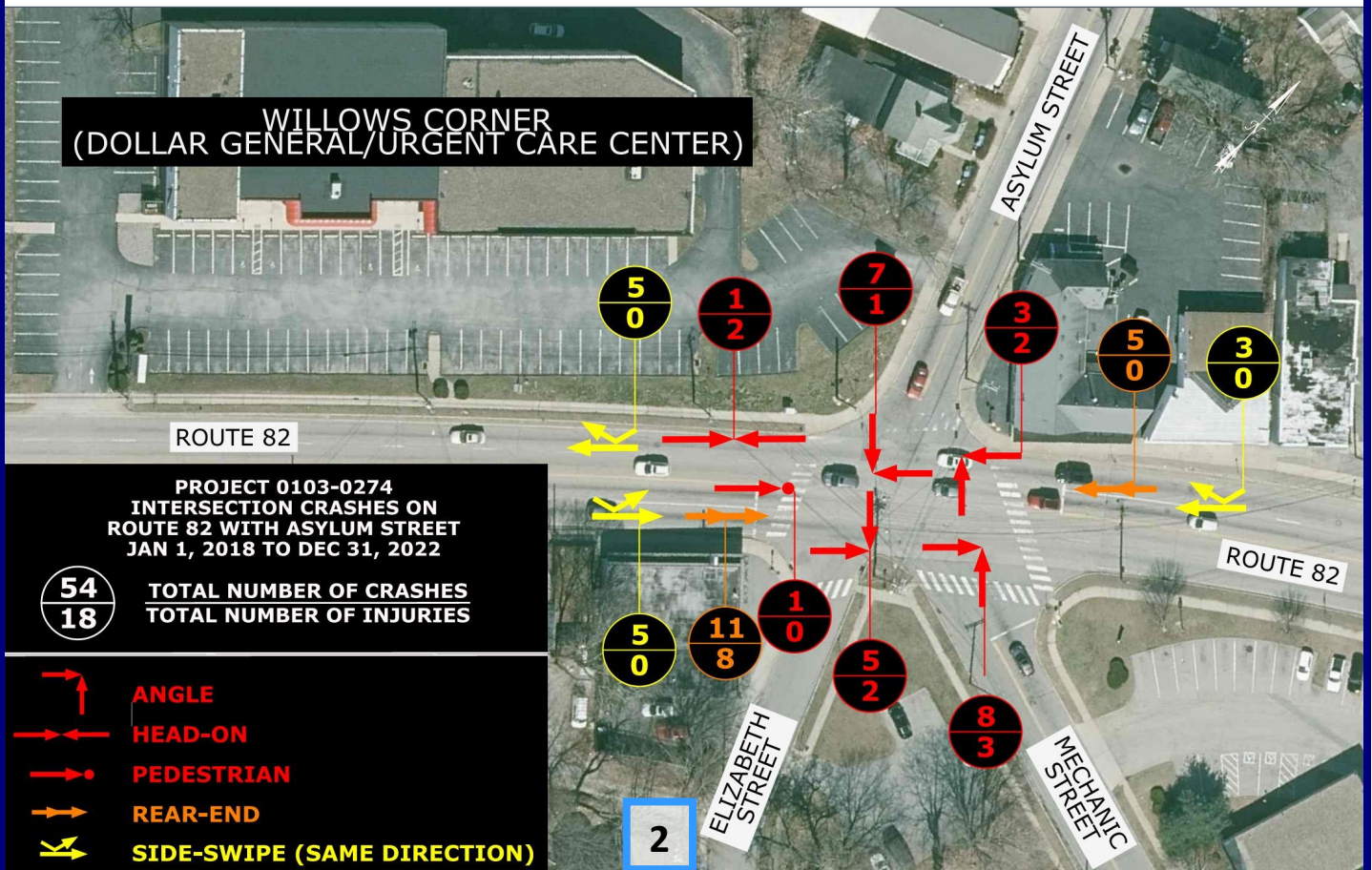
Mark Elliott, P.E. — Construction Engineer

## 103-274 General Project Information

**PROJECT LOCATION:** Two safety improvement projects are planned for the section of Route 82 in Norwich from New London Turnpike to Fairmount Street. (See enclosed Location Plan, bottom of page 3).

**Tonight's public informational meeting will focus on Project No. 103-274 Phase 1 between Banas Court and Fairmount Street,** which is currently at the 30% design phase.

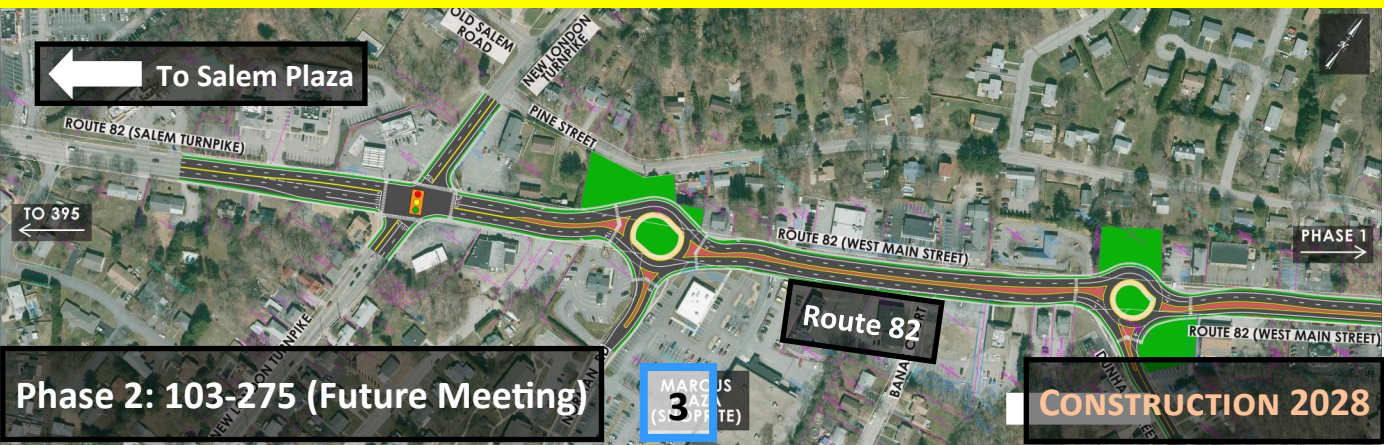
**EXISTING CONDITIONS:** Route 82 provides two lanes in each direction through a commercial district with numerous driveways and seven closely-spaced traffic signals. Left-turning vehicles frequently create backups in the left-lane, contributing to weaving and high crash rates. Between 2018 and 2022, an average of 111 crashes and 34 injuries per year occurred within the corridor limits studied on Route 82. There is a forty percent (40%) to sixty percent (60%) split of crashes that occur at unsignalized and signalized locations, respectively.



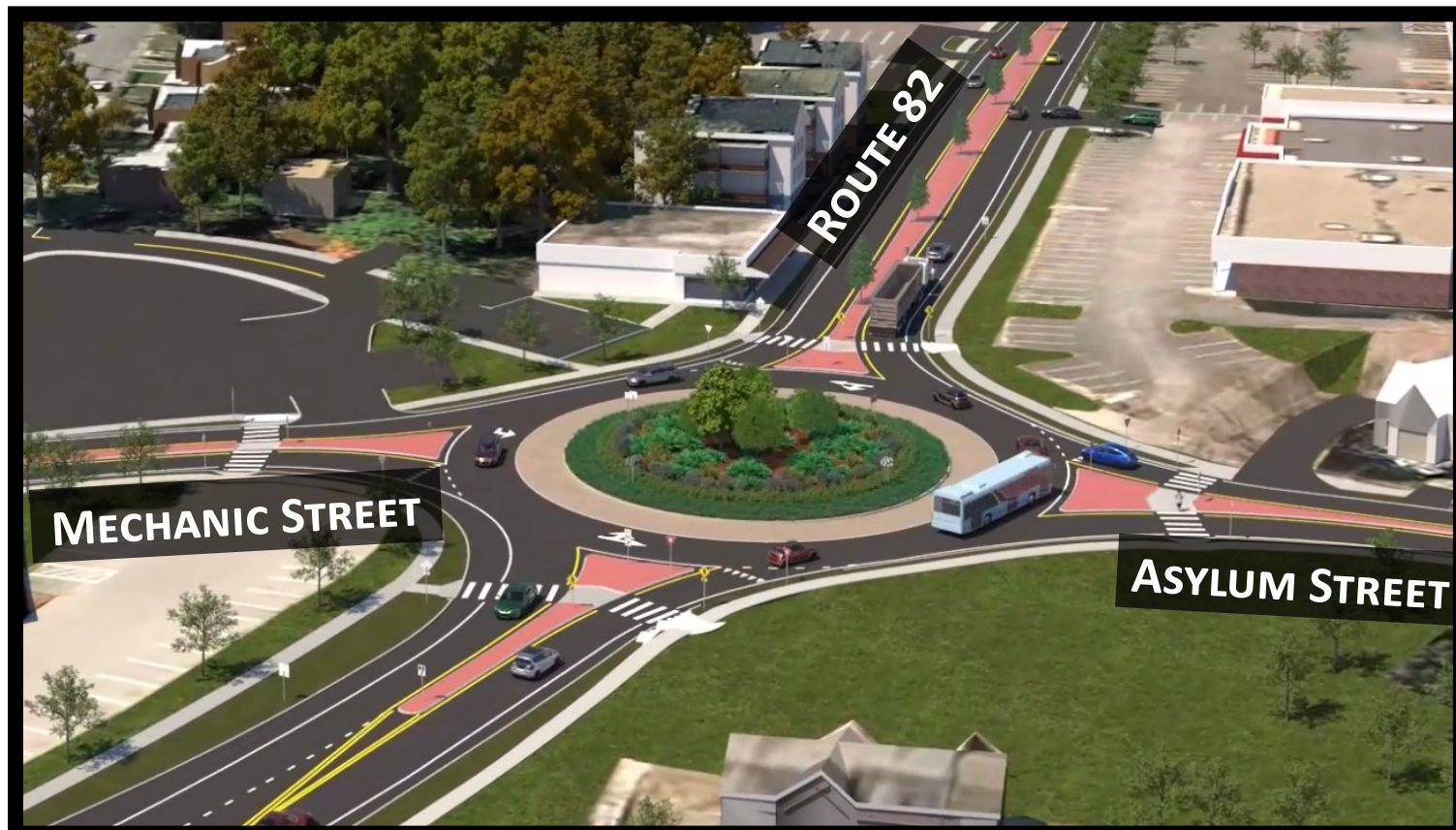
**PROJECT DESCRIPTION:** The proposed operational and safety improvements for the corridor entail reducing the 4-lane section to 2 lanes by constructing a raised median to restrict left-turns between the major intersections and the replacement of 7 traffic signals with 4 roundabouts. Driveway access 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. The roundabouts will easily facilitate “U-Turns” (See Figure 1, page 5) for access in and out of the many driveways along the corridor. 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 bicycle lanes, and streetscape amenities.

Phase 1 roadway construction is planned to start in the Spring of 2026 and is anticipated to be completed in the Fall of 2027. Phase 2 is planned to start construction in 2028.

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



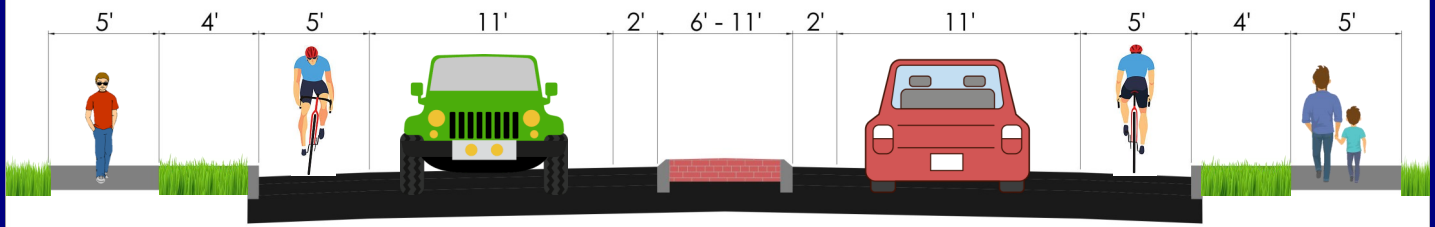
# Phase 1: 103-274 (Tonight's Meeting)



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TRUCK APRONS SUPPORT TRACTOR TRAILERS AND FIRE TRUCKS

## TYPICAL CROSS SECTION PROPOSED ON 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.



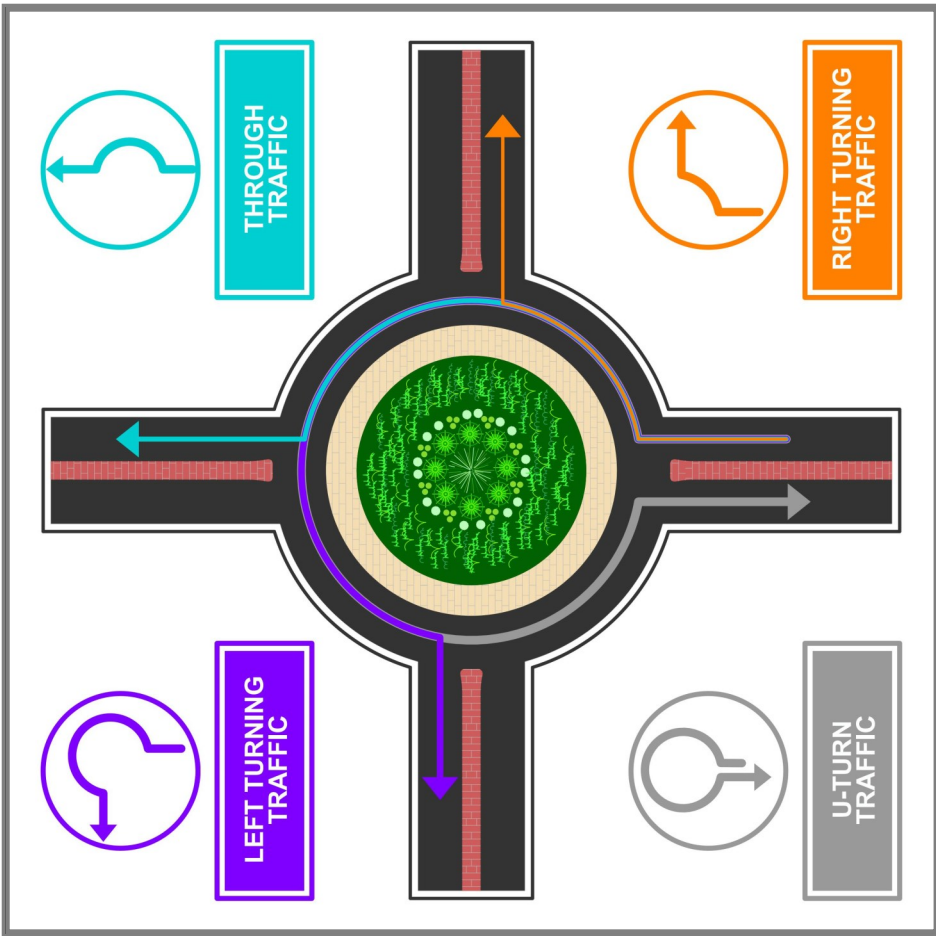
Cyclists can enter the roundabout with the normal flow of traffic (**Above**). Alternatively, cyclists can dismount their bikes and use the pedestrian facilities (**Below**).



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# 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.

## ADDITIONAL INFORMATION

**CONSTRUCTION COST:** \$30 million

<b>SCHEDULE:</b>	Start Advanced Utility Work	Summer 2025
	Advertising for Bids	Winter 2025
	Anticipated Construction Start	Spring 2026

## 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. Scott Bushee, 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 are appreciated by February 1, 2024 <<**

**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://portal.ct.gov/ctdotsurvey>

### **Project Website:**

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

