

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Wednesday, March 14, 2018 8:35 AM
To: Jazwicz, Joseph J
Subject: FW: DOT comment form

Please file

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: Gianelli, Leslie
Sent: Monday, March 12, 2018 11:32 AM
To: Jarboe, Erik A
Cc: Hall, Stephen D
Subject: RE: DOT comment form

Thanks, Erik. I appreciate your time on the phone and this document. Best, Leslie

From: Jarboe, Erik A [<mailto:Erik.Jarboe@ct.gov>]
Sent: Monday, March 12, 2018 11:30 AM
To: Gianelli, Leslie
Cc: Hall, Stephen D
Subject: DOT comment form

Leslie-

Attached is a pdf copy of the comment form you requested.

As I mentioned on the phone, comments can be made verbally at the public informational meeting, sent in by mail, email or even called in to the Department.

My contact information is located toward the bottom of the website at: www.ct.gov/dot/rte9middletown

I also cc'd Steve Hall, the Project Engineer on this email.

Thank you,

Erik Jarboe, P.E.
Project Manager
[Highway Design](#)
860-594-3299

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Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Friday, March 23, 2018 3:05 PM
To: 'Jen Alexander'
Cc: Jarboe, Erik A
Subject: RE: CTDOT Route 9 Public Informational Meeting

Ms. Alexander,

As we move forward there will certainly be more public involvement. The capacity of a venue as well as access to public transportation go into the selection process. We did receive comments regarding other locations that would be more easily accessed specifically by residents of the north end and we will certainly coordinate as we plan future public involvement.

Thank you,

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: Jen Alexander
Sent: Friday, March 23, 2018 7:45 AM
To: Hall, Stephen D
Subject: Re: CTDOT Route 9 Public Informational Meeting

Hi Steve,

Thanks for reaching out - I am out of town this week so I wasn't able to attend the hearing. Do you plan to have another hearing with better access for residents of the North End?

Thanks,

-Jen Alexander

On Mar 21, 2018, at 1:02 PM, Hall, Stephen D <Stephen.Hall@ct.gov> wrote:

Ms. Alexander,

I would like to reach out and offer you the opportunity to voice some of your concerns prior to the meeting tomorrow night. I believe that some of your concerns are more easily explained in a one on one setting. If you would like, we should be at the auditorium and set up by 630 and I would be more than happy to discuss the project with you. I apologize for contacting you at work however I was unable to find contact information elsewhere.

Sincerely,

Steve Hall, P.E. | Project Engineer

Bureau of Engineering and Construction

State Highway Design Unit

CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591

Stephen.Hall@CT.gov

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Thursday, March 22, 2018 6:45 AM
To: Jazwicz, Joseph J
Subject: FW: Project Nos. 0082-318; 0082-0319; 0082-0320

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: Jarboe, Erik A
Sent: Wednesday, March 21, 2018 10:52 PM
To: Loomis, Lisa
Cc: Hall, Stephen D
Subject: Re: Project Nos. 0082-318; 0082-0319; 0082-0320

Ms. Loomis-

Thank you for reaching out regarding your concerns about how this project could impact the Macdonough School. Overall, the traffic and pedestrian operations on the surface streets of Middletown including St. Johns Square will be improved. That being said, we would be more than happy to meet with the school representatives to ensure adequate coordination and fully understand the concerns of the school.

One major benefit with the current proposal that we see is the elimination of the Miller Street access to Route 9 in favor of connection of that neighborhood to Portland Street across the rail tracks. I have witnessed school busses pulling out from Miller Street onto Route 9 south which is an eerie sight. I also remember a time not terribly long ago when school busses would take a left across Route 9 south turning into Miller Street.

I will make a note to reach out to the school principal for further coordination. Thank you for sending in your concerns.

Erik Jarboe, P.E.
Highway Design, CT DOT

From: Loomis, Lisa
Sent: Wednesday, March 21, 2018 9:59 PM
To: Jarboe, Erik A
Subject: Project Nos. 0082-318; 0082-0319; 0082-0320

Dear Mr. Jarboe,

I'm writing to share my concern over the proposed plans (Project Nos. 0082-0318, 0319, and 0320) to remove the stoplights on route 9 in Middletown, CT. I am a member of the Board of Education in Middletown, and I am concerned about how this plan will impact Macdonough Elementary School, which is located at 66 Spring St., just 2 blocks from the St. John's Square intersection. This is a neighborhood school, and safe pedestrian

access to this school is essential. I'm particularly concerned about how this plan would affect the amount of vehicular traffic during the evening rush hour, when parents will be trying to pick their children up from school or attend evening events at the school. I have not seen any information anywhere that DOT has done an impact study relating to Macdonough School. If that has been done, please share it.

Sincerely,
Lisa Loomis
Middletown Board of Education

--
Lisa Loomis
she/her/hers
Middletown Board of Education

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Thursday, March 22, 2018 6:45 AM
To: Jazwicz, Joseph J
Subject: FW: Rt 9 and middletown

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: Jarboe, Erik A
Sent: Wednesday, March 21, 2018 10:32 PM
To: JAMES
Cc: Hall, Stephen D
Subject: Re: Rt 9 and middletown

Thank you for your comment regarding the Route 9 Middletown project. While much of this proposed improvement address vehicular traffic, the Department does have a focus on transit as evident through the [CT Fastrak](#) and the [New Haven-Hartford-Springfield Rail Program](#). We will continue to evolve and modify our transportation network to meet the expectations of our customers. Comments like yours are encouraging and supportive for change.

Thank you,

Erik Jarboe, P.E.
Highway Design, CT DOT

From: JAMES <>
Sent: Tuesday, March 20, 2018 9:11 PM
To: Jarboe, Erik A
Subject: Rt 9 and middletown

This is a terrible idea.
The focus should be not on car traffic but people traffic .

If dot really wants to improve route 9 they should look at a light rail system connecting Hartford to old saybrook with stops like Middletown along the way.

That would be real progress.

Sooner we stop planning for cars the better off we will be.

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Thursday, March 29, 2018 7:23 AM
To: Jazwicz, Joseph J
Subject: FW: RE: RE: Rt 9 Project #0082-0316 & 0082-0318

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: Britnell, William W
Sent: Friday, March 23, 2018 4:44 PM
To: 'Chuck Vannoy'
Cc: Jarboe, Erik A; Hall, Stephen D
Subject: RE: RE: RE: Rt 9 Project #0082-0316 & 0082-0318

Mr. Vannoy,

I'm glad you were able to attend at least a portion of the meeting. Thank you for your interesting observations. We will take them into consideration as we proceed with the design. We will also pass along your complaints about the signals on Route 66. The more efficient we can make those signals, the less inclined people will be to use these streets as cut throughs.

Thank you,

William Britnell, P.E.
Principal Engineer
State Highway Design Unit
Connecticut Department of Transportation
(860) 594-3274

From: Chuck Vannoy **Sent:** Friday, March 23, 2018 2:46 PM
To: Britnell, William W
Cc: Jarboe, Erik A; Hall, Stephen D
Subject: Re: RE: RE: Rt 9 Project #0082-0316 & 0082-0318

William Britnell, P.E.

As it turns out, I was able to attend a portion of last night's hearing but only could stay long enough to hear about 50% of the public comments. In reference to some of the concerns of traffic on the side streets, I'll give you my experienced point of view.

I have been commuting to Middletown 7 days a week for the last 20 years on all shifts. I know what works well and what doesn't. I know the shortcuts in the north end and why myself and others use them.

1. Anyone today wanting to get to the south side of Middletown from the north end only has 2 options. Take Hartford Ave to Rt 9 south or take one of the side streets (Ferry, Green or Rapallo) down to deKoven Dr and go south. Depending on the time of day, many people including myself, do not take Hartford Ave because it takes at least two changes of the Rt 9 light to get thru even going southbound. It's even worse if your trying to do this in the AM commute coming off the bridge from Portland. Then after you do get thru, the Rt 9 light will always be red at exit 15. So in my opinion, Hartford Ave will always be the preferred choice after the Rt 9 lights are removed, thus making Ferry & Green St safer with less or no cut thru traffic.

2. Anyone today trying to get to westbound 66 Washington St from the north end, have various side street cut thru options (Spring, Grand & Liberty) as well as Main St. When traffic conditions are good, Main St to Washington St is always the best and quickest route. However, Main St is often backed up which cause people including me to cut up Lincoln or Grand St. One of the main reasons for the backup is there is no right turn lane from southbound on Main to Rt 66 westbound. This could be fixed today if the parking authority would give up the parking spaces. So if your new plan is invoked, cut thru traffic on Grand and/or Lincoln should be a lot less relieving many of the complaints I heard last night. However, you'll probably never get rid of the traffic that cuts thru to get to/from Rt 3 Newfield St.

3. I have a daily observation of the traffic lights on Washington St just west of Main St. Specifically, 66/Broad, 66/Pearl & 66/High St. I feel there are improvements that can be made to the timing and/or sensors that would help improve 66 eastbound thru traffic and not cause motorists (me included) to cut thru local streets to get back to the north end and/or the Arrigoni. At certain times of the day, many people are doing the same as me, avoiding Main & Washington St at all costs. The left turn arrow onto Main St going north is very often not long enough. The arrow appears to be on a fixed time no matter how many cars are inline to turn left. This needs fixed, and if need be, unsynced with the other lights on Main St. The light is currently inefficient and does not operate with the demand of traffic. The light at Washington and Pearl cycles late at night when no one is there. Why? I have reported this twice and no one fixes it! At night time, the light at Washington & Broad turns the very second a car approaches on the Broad St side even though there may be 6 or 8 cars traveling eastbound on 66. It doesn't make sense to stop 6 cars for 1 car on the side street. It appears to me that these 3 lights are synced during the day time but not at night! And 1 more pet peeve while I'm at it. Maybe you or someone in your office can make things happen. The state traffic light at Washington and Rt 3 has a fixed time left turn arrow going from 66 eastbound to Rt 3 northbound. This causes an unnecessary backup on westbound 66 as we wait for the arrow to expire even when no cars are there! It comes on every cycle. The left phase arrow for 66 westbound works fine on demand. I've called this in also numerous times for several years and it gets ignored for some reason.

I realize your main focus is the removal of the Rt 9 traffic lights. But with your new plan along with traffic light tweaks and repairs nearby, it should work fairly well at least for a while. If done properly, it should also address a lot of valid concerns for the residents on the north end streets. Ideally the ultimate fix would be to build a new bridge that would connect Rt 9 with Rt 66 in Portland and use the existing bridge for local traffic only. With all the money spent around the state on large highways & bridges, I can never figure out why Middletown area can't get a cut and fix this problem once and for all.

Again, Good Luck

Chuck Vannoy

On Wednesday, March 21, 2018, 5:19:01 PM EDT, Britnell, William W <William.Britnell@ct.gov> wrote:

Mr. Vannoy,

Thank you again for your comments. We tried to address the concerns that were brought up at the last meeting. I hope you will be able to attend the meeting tomorrow night, but all comments will be considered as we decide whether to proceed with this plan or not.

Thanks again and hope to see you tomorrow evening.

William Britnell, P.E.

Principal Engineer

State Highway Design Unit

Connecticut Department of Transportation

(860) 594-3274

From: Chuck Vannoy **Sent:** Wednesday, March 21, 2018 2:34 PM
To: Britnell, William W
Subject: Re: RE: Rt 9 Project #0082-0316 & 0082-0318

William Britnell, P.E.

I'm not sure I will be able to make Thursday's hearing, but I'm hopeful your new plan will be accepted this time. The pictures look very promising and address many concerns brought up at the last hearing. Again, this or any plan will not work out unless the traffic lights are reworked and maintained. The City of Middletown has a habit of not maintaining

current traffic lights and puts everything on a fixed time when sensors or loops break. I'm going to make one additional comment. While everyone is entitled to their opinion, I am too! Most people today, including the Chamber of Commerce, disagree with the comments that have been continually forced down our throats for decades by **Diane Gervais** and her deceased father, the owner of Amato's Toy & Hobby Store (aka **Downtown Business District**). If they had their way, they would force all of Rt 9 traffic onto Main St in Middletown and make them stop at every traffic light! You just need to be aware of this if you aren't.

Good Luck again!

On Thursday, July 28, 2016, 11:38:38 AM EDT, Britnell, William W <William.Britnell@ct.gov> wrote:

Dear Mr. Vannoy,

Thank you for attending the meeting and for submitting your comments. We will be reviewing all comments and suggestions with City officials before determining how to proceed. Most of the signals you mention are owned and maintained by the City so we can discuss your concerns with them. I have provided some responses and answers to questions in red below.

William Britnell, P.E.

Principal Engineer

State Highway Design Unit

Connecticut Department of Transportation

From: Chuck Vannoy **Sent:** Wednesday, July 27, 2016
5:37 PM
To: Britnell, William W
Subject: Rt 9 Project #0082-0316 & 0082-0318

William Britnell

Thank you for the informational meeting at the Elks on the above two projects. You have a tough job, but something needs to be done ASAP to improve the traffic conditions and access to Rt 9 in Middletown. You brought out a basic first plan and now it needs tuning. Personally, I wish you would figure out a way to access Rt 9 to/from the Arrigoni bridge thru the north end of the city via North Main St. There seems to be a lot of land up there that could be used. You could solve a lot of problems by getting the bridge traffic directly connected to Rt 9 and avoid Main St altogether. I travel the Middletown section of Rt 9, deKoven Dr, Washington St and Main St multiple times per week and I have some concerns/suggestions/comments that I feel need addressed and/or discussed with all parties including Middletown officials if you use the proposed plan as put forward.

In reference to traffic lights, I have expressed my concern for years over lack of repairs and maintenance on several city traffic lights including the ones below. I always hear the same answer from the police traffic division, "there is no money". City Hall doesn't even reply to my emails. I for one am against any part of this project if funds can't be provided to upgrade and maintain the traffic lights on all of deKoven Dr and Main St especially north of Washington to the bridge.

1. Traffic lights at deKoven Dr & Union St and also deKoven Dr & Dingwall either have broken loops or are run on a preset fixed time all phases. Left turn arrows come on when no cars are present causing the opposite side to wait for phantom cars. The lights often change when no one is there and/or while traffic is still flowing. These lights are inefficient and need to be upgraded if you are going to be sending cars to the north & south side of town to access the highway.

2. Traffic lights on Main St north of Washington need synchronized to keep the volume of traffic flowing to/from the Arrigoni Bridge. Currently Main/Grand lights turn green only for the light at Main/Liberty St to change to red and visa versa. The pedestrian walk phase at Main/Washington does not need to come on unless they press the button. Certain times of the day, the walk cycle comes on even if no one is there. Very inefficient. A left turn arrow/phase is needed southbound on Main at Rapallo. The turn lane is there but is impossible to turn during many hours of the day. The pedestrian walk phase at Main/Washington is actuated, meaning a pedestrian has to push a button. However it is not uncommon for a pedestrian to push the button and then cross before the pedestrian phase comes on, particularly if they are trying to cross one of the side streets and not Main Street (this is a personal pet peeve of mine). The pedestrian phase then comes on and no one may be crossing yet the intersection is still shut down for roughly 30 seconds.

3. Adding sidewalk bump-outs may fix one problem but create others. Every morning dozens of cars southbound on Main turn right on red at all the intersections, especially Main/Washington. Usually during the morning rush there are no parked cars on Main which creates an unofficial right turn lane. If you put in the bump-outs, that will remove that lane and cause a major backup on Main St. As proof, at one time, they (I assume the city) put up a no turn on red sign and took it down a short time later due to the traffic backups. A bump-out will be the same as putting the sign back up!

In my opinion as an experienced truck driver, the bump-out is going to cause delays and problems going west on Washington to make a right on Main to go north. I can see the TT drivers running over the bump-outs now, but you claim it will be safer for pedestrians....I doubt it. What about snow plowing? That will make a dramatic change in their operations. The bumpouts are designed to allow any size vehicle that can currently turn through the intersection to continue to do so. They have been used effectively in many cities across the country and Connecticut. In fact, there is already a bumpout on Main Street in Middletown at Grand Street, that is reportedly causing no issues despite similar concerns before it was built. However, if the parking spaces are not being utilized in certain areas, we can consider turning those areas into a right turn lane.

4. I noticed at the meeting, no one wanted to talk about the traffic that will end up on Rapallo Ave. The reality is, the majority of all Rt 9 northbound traffic headed to Portland will use Rapallo Ave and the city/state should accommodate that route including a right hand turn lane from Rapallo to Main St. Unfortunately, I'm sure someone will complain about taking parking spaces away for that lane, but it will be needed. Daily commuters will avoid Main & Washington at all costs. As it stands now, most cars can never make it thru in one cycle. Its as if no one from the city wants to fix this, they enjoy the daily gridlock or they don't have the know how. Your in denial if you don't believe this. Most of us don't mind waiting our turn for the lights, however, when it turns green we all expect to get thru on one cycle and not three! And then only to be stopped again at the next block...Rinse & Repeat! We are well aware of the congestion issues and have never claimed that the bumpouts would clear up all the congestion on Main Street and the various side streets. They will however improve traffic flow to the point that the additional traffic being added to Main Street will be offset, resulting in no net increase in congestion (the Main/Washington intersection will actually see an improvement even with the additional traffic but the others will see no significant change even with the additional traffic). It has never been our goal with this project to "fix" Main Street (although we are obviously not opposed to improving it if we can do so reasonably), our goal is simply not to make operations worse, which we are able to accomplish with the bumpouts. That said, we are looking at options to improve all the intersections, and specifically the Main/Rapallo/Grand intersection with its offset alignment on the side streets.

5. Why are you putting in a traffic light at Main St Ext and Cooley? You put round-about in to get rid of traffic lights and then you add one a block up the street! You make no sense at all. Just another dam traffic light the city won't maintain or time properly. The road is wide enough on the extension that traffic can turn right from Cooley into their own lane to get to the connector. Or better yet, open Harbor Dr back up to Rt 9 north and you won't need anything at Cooley. The intersection of Main Street Ext and Cooley was analyzed due to the closure of the Harbor Drive on-ramp and associated traffic pattern changes. While I don't recall all the specifics, the signal was recommended in part due to the additional traffic expected to use Cooley as well as some planned expansion efforts at the Hospital, based on coordination with City officials. We did look into using a roundabout instead of the signal but did not have the room without taking additional property. Just for clarification, the two roundabouts at the Rte 17 interchange will not "get rid of traffic lights" since those intersections are not currently signalized. Roundabouts are usually preferred over signals but there are locations where they not the best choice, often due to space restrictions.

6. I'm not sure why we need the new pedestrian bridge over Rt 9 to Harbor Park. I would rather see the money go toward upgrading and repairing the broken traffic lights downtown. We already have a pedestrian tunnel under the highway and spent thousands to improve access, shelter, lights and cameras! Thank you for your input.

You have my two cents. Good Luck Thank you!

Chuck Vannoy

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Thursday, March 29, 2018 3:43 PM
To: 'John Hall'
Cc: Jarboe, Erik A
Subject: RE: Rt 9 issues

John,

Hopefully our phone conversation answered your questions below. Should anything else arise, please feel free to give me a call.

Thanks again for your input.

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: John Hall **Sent:** Monday, March 26, 2018
10:35 AM
To: Jarboe, Erik A
Cc: Britnell, William W; Hall, Stephen D
Subject: Rt 9 issues

Hi Erik, William, and Stephen,

The meeting last Thursday was a trying experience for all of you and the others from CT DOT, I'm sure. I was there, but the deluge of anger and distrust put me into a listening and reflecting mode. Most of the speakers seemed to be very focused on the potential threats to the North End neighborhood and therefore did not appreciate some of the potential benefits of the plan. As for me, I would like to help the community find a way to eliminate the traffic signals without adding to the congestion and pollution directed into the North End. This is difficult, because that is both where the single point bridge is accessed and a major entrance and exit to/from Route 9 (Hartford Ave). I would enjoy talking with any of you about the situation in general.

One question: As I think about this whole situation, it occurs to me that the removal of the Harbor Park entrance, the northbound Washington St. exit, the northbound Hartford Ave. exit, and the southbound Washington St. exit all have the effect of pushing more traffic into the remaining entrances and exits, chief among them being the proposed Rapallo ramp.

Could you make available the peak volumes for all of these above locations? I have the peak 2020 a.m and p.m. volumes for the proposed Rapallo ramp (390 and 630), and I recall that you anticipate that 85% will turn right toward Main and 15% will turn left toward deKoven. But at the top of Rapallo, what % do you anticipate will turn right (toward the bridge) and left (toward Washington) and straight (up Grand)? I know I am asking for a fair amount of detail, so maybe a talk with you on the phone would be the way to do this. Obviously, I would be happy to speak with Stephen or William also, whomever is most appropriate.

Also, it seems that the best solution in terms of Middletown itself would be to lower the Rt 9 lanes so that crossover turning lanes and pedestrian crossings could be built. This would be more expensive, I assume, but has this been seriously considered, and what would the cost for such a solution be?

Finally, it seems that another way to alleviate the impact on the North End would be to have a northbound exit in the area of Union St. I believe the main reason cited (By William) against that option is the entrance ramp that comes into Rt 9 from Eastern Drive, resulting in too little space for the “weave” between that entrance and another exit. But if this could be accomplished, it would spread out traffic exiting Rt 9 into Middletown, and make the Rapallo ramp much less objectionable.

I look forward to talking with you about some of these issues. Could we set up a phone appointment? With whom? Thank you.

John

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Friday, March 23, 2018 10:02 AM
To: Jazwicz, Joseph J
Subject: FW: Rt 9 Plan for Middletown

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: Hall, Stephen D
Sent: Thursday, March 22, 2018 12:27 PM
To:
Cc: Britnell, William W
Subject: RE: Rt 9 Plan for Middletown

John,

These numbers are for Main Street, both directions combined, just prior to the intersection of Washington on the north side (in front of Luce)

2040 AM peak: 1,830
2040 PM peak: 1,800

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: John Hall **Sent:** Thursday, March 22, 2018
12:14 PM
To: Hall, Stephen D
Cc: Britnell, William W
Subject: Re: Rt 9 Plan for Middletown

Thank you. What do you anticipate for peak volume on Main between Washington and Grand?

Sent from my iPhone

On Mar 22, 2018, at 11:30 AM, Hall, Stephen D <Stephen.Hall@ct.gov> wrote:

John,

The projected traffic volumes that we expect to use the Route 9 northbound on ramp are as follows:

2020 6,100 vehicles per day
2040 7,200 vehicles per day

When looking at volumes we often use the peak hours as that is sometimes easier to visualize.

2020 AM peak hour volume: 390
2020 PM peak hour volume: 630
2040 AM peak hour volume: 450
2040 PM peak hour volume: 740

Please let me know if you have any other questions.

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: John Hall **Sent:** Thursday, March 22, 2018
11:21 AM
To: Britnell, William W
Subject: RE: Rt 9 Plan for Middletown

I will be there. One question, the answer to which would be relevant to the critics: What Average Daily Traffic volume do you anticipate will be using the northbound ramp that empties onto Rapallo? Thanks.

From: Britnell, William W [<mailto:William.Britnell@ct.gov>]
Sent: Thursday, March 22, 2018 11:04 AM
To: 'John Hall'; Jarboe, Erik A
Subject: RE: Rt 9 Plan for Middletown

Hi John,
We appreciate the heads up and we are aware of the negativity you mentioned. I fully agree their statements are unsubstantiated by facts and we will try to address them, although I doubt anyone who has already made up their mind will be swayed. We had looked at the idea suggested by Mr. Corvo in 2015 and yes it is interesting but is not feasible due to the weave it would create on Route 9 as well as the fact that northbound traffic headed to either Middletown or the Arrigoni Bridge would have to travel the full length of Main Street.

We have heard many positive comments about the latest plan (as we did with the previous plan) and I am hoping those people will choose to speak up this time.

Thanks again and I hope we see you tonight.

William Britnell, P.E.
Principal Engineer
State Highway Design Unit

From: John Hall **Sent:** Thursday, March 22, 2018
10:22 AM
To: Britnell, William W; Jarboe, Erik A
Subject: Rt 9 Plan for Middletown

William and Eric,

You may be aware of this, but in case you aren't, there has been some negativity expressed in the MiddletownEye Blog about the plan. There are 2 posts on this blog.

<http://middletowneyenews.blogspot.com/>

I feel that both of these opinions, the one by Jennifer Alexander more than the one by William Corvo, exaggerate or are false regarding what they cite as negative impacts to downtown Middletown, the fail to recognize the positive aspects, or they take positives and characterize them as negatives (just as the pedestrian bumpouts causing problems for snow plowing. Jennifer says that the plan will negatively impact Harbor Park, but I feel that the reduced noise from vehicle acceleration and pollution will positively impact Harbor Park, if anything.) These posts make assertions as if they were certainties, and I can easily imagine your replies as to why these assertions are not warranted. Also, they fail to appreciate the benefits of removing the traffic lights in terms of reduced pollution and noise.

The idea of an additional northbound exist as proposed by William Corvo is interesting, but may be completely unfeasible for a variety of reasons.

In any event, both William Corvo and Jennifer Alexander are respected and thoughtful citizens whose views are respected by many. I think they are whipping up some unwarranted fears. Stephen Devoto, chair of the Planning & Zoning Commission sent out an email to an unknown but probably large number of recipients saying he opposed the plan and gave reasons (largely echoing Jen Alexander) and said that the Downtown Business District also opposes the plan. (I have no idea if that is correct, but I don't think Stephen would make a mistake about that.) I would forward you his email if you would like to read it.

I alert you to these negative views, with the thought that you may wish to address them upfront rather than wait for them to be raised from the audience. I think the current plan is much improved over the previous plan.

John Hall

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Thursday, March 22, 2018 7:40 AM
To: Jazwicz, Joseph J
Subject: FW: Rt 9 PROJECT

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: Marc levin **Sent:** Thursday, March 22, 2018 7:32 AM
To: Hall, Stephen D
Subject: Re: Rt 9 PROJECT

Steve,

I wish I can go but I will not be able to make it tonight. That why I emailed my concerns.

On another note is my major concern is when construction starts that going to make this very interesting to get in and out of the city. I know you will be going to Chamber meeting when all of the business owners will be there to show us everything.

Thank you for getting back to me.

Marc

Sent from my iPhone

On Mar 22, 2018, at 7:13 AM, Hall, Stephen D <Stephen.Hall@ct.gov> wrote:

Mr. Levin,

Thank you for your comments regarding the proposed projects. The goal of these projects is not only to reduce congestion along Route 9 but also to improve access to downtown Middletown. Specifically, the plan will drastically reduce the congestion on Washington Street, making the parking area behind your business much more accessible. However, I understand your concerns and hope you will be able to attend the public informational meeting this evening, where I believe we will address those issues. We have been working closely with Larry McHugh through the many iterations of this project and plan to present to the Chamber again in the near future.

Thank you for your comments,

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: Marc Levin **Sent:** Tuesday, March 20, 2018 11:31 AM **To:** Jarboe, Erik A
Subject: Rt 9 PROJECT

Dear Erik,

The proposal to Rt 9 puts a unfair burden to my business and all the other ones on Main Street.

I feel that people will just go right thru Middletown and won't even think about coming downtown.

The impact on the bump-outs are going to be a maintenance nightmare. As a owner of my building I can

see the grand list of main street also suffer. My family has been on Main Street 90 years and I am very concern

that it will be hard to make it to 100 years by allowing this new proposal!!!

I hope you will be coming to the Chamber to discuss this further to all the business.

Sincerely,

Marc Levin, President & Owner

<image001.png>

Malloves Jewelers

404 Main Street

Middletown, CT 06457

860-346-9204 phone

860-346-1632 fax

www.malloves.com

Celebrating 90 years in business!

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Thursday, March 22, 2018 6:45 AM
To: Jazwicz, Joseph J
Subject: FW: Rt 9 Lights

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: Jarboe, Erik A
Sent: Wednesday, March 21, 2018 10:34 PM
To: Matt Lefebvre
Cc: Hall, Stephen D
Subject: Re: Rt 9 Lights

Mr. Lefebvre-

It is unfortunate you can not make the meeting, however, thank you for sending in your comment.

Erik Jarboe, P.E.
Highway Design, CT DOT

From: Matt Lefebvre **Sent:** [Tuesday, March 20, 2018 10:23 PM](#)
To: Jarboe, Erik A
Subject: Rt 9 Lights

Can't make the meeting Thursday, current plan is no good.

Feel free to reach out if you'd like me to elaborate but I'm sure you'll hear it from others.

Matt Lefebvre
Middlesex Music Academy
440 Main Street. (Corner of Washington and Main, Riverside)
Middletown, CT 06457
(860) 344-0525

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Friday, March 23, 2018 3:17 PM
To: 'LORI DONADIO'
Cc: Jarboe, Erik A
Subject: RE: Rte. 9 Middletown

Ms. Donadio,

Thank you for reaching out with your questions and concerns regarding the projects. The tentative timeline right now, contingent upon discussions with City officials place the start of construction for the sidewalk bump-outs on Main Street at the spring of 2019, to be completed in the fall of 2019. The work at Saint John's Square would begin in the summer of 2019 and be completed the following fall. The work on Route 9 would begin in the spring of 2020 and take approximately 2 years. Currently the acceleration lane from Washington Street on Route 9 southbound ends just prior to the exit lane for Exit 14 beginning. The proposed design widens Route 9 in that area to provide more space for vehicles to both enter Route 9 from the southbound on-ramp as well as exit at exit 14. The proximity of the on-ramp from Washington and Exit 14 make this a sensitive maneuver that we hope to improve. The benefit of incorporating a proper right turn lane on Main Street at Washington Street will improve the safety and visibility of pedestrians crossing. We have been coordinating with the fire department regarding their ability to exit the firehouse. We have discussed various options to ensure that they would have freedom of movement when leaving for an emergency. The current parking configuration of the last 3 parking spaces in front of the diner makes a maneuver to continue on Route 66 eastbound challenging. As it stands, they need to make an illegal maneuver to avoid taking Hartford Avenue towards Route 9. The proposed configuration would force the last 2 parking spaces to take Hartford Avenue to Route 9 to maintain a legal maneuver.

I appreciate your comments and encourage you to contact me should any other concerns arise, or if you would like me to elaborate on anything I have said.

Thank you,

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: LORI DONADIO **Sent:** Friday, March 23, 2018
12:33 PM
To: Jarboe, Erik A
Cc: Hall, Stephen D; mayor@MiddletownCT.gov
Subject: Re: Rte. 9 Middletown

Erik,
I went to the presentation last night at Middletown High School but, had to leave before the question and answer portion. It was a good presentation. I am not sure if these questions were asked or not.
1-what is the tentative timeline right now?
2-what would be the length of construction?
3-9South Exit 14: right now the right lane merges with the highway just before the exit ramp splits off, is that going to remain the same or will that right lane be removed with these projects? Has there been any review on making that right

lane become a right turn only after Washington Street? From the drawing I picked up last night, it looks like the on ramp at Washington will become the off-ramp at exit 14 (similar to exit 12 Silver Street)

4- Washington St and Main Street. I am concerned about the pedestrian traffic crossing Washington on the West side of Main, with the proposed right turn lane it seems more likely that cars will be turning right during a crosswalk light. Right now I see many times when both vehicle and pedestrian alike cause a conflict - pedestrian crossing against the light or the vehicle trying to turn when there is a crossing light. I also know that right now, people aren't very respectful at several intersections in town where there is No Turn on Red (especially at 9S exit 16 right now) so I am concerned if there is a No Turn on Red at that light, vehicles will still turn. With the anticipated increase in the traffic on Main Street, there will be more vehicles turning right onto Washington.

5-with the increased traffic on Main St, how will the street in front of the firehouse be kept clear of cars? I am not sure the current markings on the road will be enough especially with people unfamiliar with the area.

6. If a car is parked in the angled parking in front of O'Rourke's, how do they exit the spot to and not be forced to get onto the highway? Will you be able to turn left onto Saint Johns St? It is difficult now with only 2 lanes to cross, not the proposed 4 lanes.

Thank you,

Lori L. Donadio

From: "Jarboe, Erik A" <Erik.Jarboe@ct.gov>
To: 'LORI DONADIO' <>
Cc: "Hall, Stephen D" <Stephen.Hall@ct.gov>; "mayor@MiddletownCT.gov" <mayor@MiddletownCT.gov>
Sent: Monday, March 12, 2018 12:22 PM
Subject: RE: Rte. 9 Middletown

Ms. Donadio-

Thank you very much for sending in your comments, I have addressed them below. I am glad you plan on attending the public informational meeting and hope you get a chance to speak in support of the project. We like to hear both concerns and support to get a full understanding of how the project is being perceived by the public.

www.ct.gov/dot/rte9middletown

Erik Jarboe, P.E.
Project Manager
[Highway Design](#)
CT Department of Transportation
860-594-3299

From: LORI DONADIO **Sent:** Thursday, March 08, 2018 4:34 PM
To: Jarboe, Erik A
Subject: Rte 9 Middletown

Mr. Jarboe,

I was just looking through the proposed plans for Rte 9 in Middletown and had a few comments/questions.

I am planning on attending the meeting on 3/22 at MHS, but I know when there is a lot of people and strong opinions it is sometimes difficult to have a chance to say something. I am hoping by writing down my comments it will give you more time to look at them or address them.

First, I am glad that the rotary is not in the current design. My daughter and I were just discussing how challenging those can be especially for a newer driver.

Overall, it seems that a lot of the concerns that I have heard in town to the previous version have been at least looked at, if not addressed. Any raised ramp seems to be less of a wall between the town and the river since it is located where the town is more elevated.

I love the improvements to Main Street as well. We often walk downtown and crossing the streets is always a strategic move. I only drive downtown when I know there will be few pedestrians (early morning) or when I don't mind the longer

time to drive. Heading South down Main Street takes a long time when you have to wait for the pedestrian crossing and the left turn signals for the North bound direction.

I do have a few concerns though.

1- With the new plan it appears that there will be more traffic on Rapallo Ave. The intersection at Rapallo and Main and Grand and Main is staggered. When the light is green for the side streets there is a conflict between the left turning off of Grand and the right turning off of Rapallo because of this stagger. It seems that the traffic light may be altered to reduce this conflict especially since there is a potential for more cars on Rapallo. Maybe even adding a No Turn on Red from Rapallo to Main.

You are absolutely correct regarding the issues at this intersection. We have noticed this conflicting movement and have proposed changes to the signal operation to resolve this. As part of the improvements, we will be changing the signal to a 3-phase where Main Street will be one phase, Rapallo Drive another, and Grand Street the third phase. By separating Grand and Rapallo, the conflicting movement will be eliminated allowing each street its own time to make turning movements. While this configuration will take away some time from the green light time on Main Street, it will provide a much safer operation and the sidewalk bump-outs will help mitigate the lost time. We have analyzed this intersection using the new traffic volumes to ensure it will perform well using this new configuration.

2-the intersection of Washington and Main street. When traveling East on Washington St. there are 2 lanes. The right lane becomes the right turn lane onto Main St, the left lane splits to become the straight lane and the left turn on Main. Since most traffic turns left onto Main (and it appears that there will not be an on-ramp to 9N at the end of Washinton so this situation will remain), it seems that it would be easier for the right lane to split and become the right turn and straight, while the left lane becomes the left turn only. I don't profess to be a traffic engineer and don't know the other ramifications of this change, I realize that this may not be feasible, but a suggestion none the less.

I agree that the Washington Street eastbound approach to Main Street is not ideal. While we are focused on improving access between Route 9 and downtown Middletown, we have looked at this intersection a few times. The improvements to the overall operation of the intersection as a result of the dedicated right turn lane and sidewalk bump-outs will help at this location. We will take into consideration your proposed lane arrangement modifications.

3-from the renderings I saw online (and a quick skim through the description), I do not see the onramps from Rte 17 to Rte9N and Harbor Drive to Rte 9N addressed. Both of these intersection already seem to have a short merge, can these merge distances be extended? I am guessing that the speed limit through this area may increase (and even if it does not, people will inevitably drive faster through this area) which will exacerbate the situation. Another location that is tricky is the Eastern Drive on-ramp because the highway traffic doesn't have a good view of people coming on since they are coming around a curve, this is not as significant as the other 2, but something that should be looked at as a potential when the highway speed increases.

We omitted the proposed improvements at these two on-ramps in our material since we are meeting to specifically discuss all the other improvements. We still intend to move forward with Project Number 82-316 which proposed to close the Harbor Drive on-ramp, extend the Route 17 on-ramp (which requires a new highway bridge over Union Street and the railroad) and also provide improvements at the Crescent Street/Main Street Extension ramps onto Route 17. We will hold a separate public informational meeting for these improvements. We do not feel we can adequately address all of this work in one meeting.

Since I live on Bow Lane and we typically have diverted traffic down our street (as well as speed deamons who want to take a short cut and avoid the traffic lights) I am happy for the highway improvements.

I do not expect a response to this email, but appreciate your review of my comments.

Thank you,

Lori L. Donadio

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Friday, March 23, 2018 3:26 PM
To:
Cc: Jarboe, Erik A
Subject: RE: Rte 9 Overhall

Ms. Hammond,

There have been previous studies to attempt to allow Route 9 northbound traffic direct access to the Arrigoni Bridge. Primarily they involve taking Route 9 Northbound over Route 9 southbound to the north of the Arrigoni, an alternative that involves extensive private property impacts in the area of North Main Street and Rome Avenue. In order to provide direct access for vehicles traveling west on Route 66 over the Arrigoni Bridge to Route 9 we would need to elevate those vehicles over the Saint John's Square intersection. That grade separation, in order to provide proper clearance and slope, would likely require extensive impacts to the west of Saint John's Square. Additionally, the Hartford Avenue approach to Route 9 is constrained in a few ways. The graveyard to the south prevents and impacts on that side. The railroad crossing limits us vertically as well as horizontally due to the abutments for the bridge over Hartford Avenue. The north side of Hartford Avenue is constrained by the church and private property. Aside from these impacts, it would be quite a daunting structure over the intersection in order to convey traffic from the bridge over traffic entering the bridge. Again, if you are envisioning something different perhaps we can have a phone discussion on Monday so I can better understand your idea

Thanks again,

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: Angela Hammond **Sent:** Friday, March 23, 2018
2:33 PM
To: Hall, Stephen D
Subject: Re: Rte 9 Overhall

Thanks for getting back so quickly. Do you remember that first guy who stood up? He suggested the route 9 north bound off-ramp over route 9 southbound at Rapallo spill out onto the bridge rather than into the neighborhood on rapallo and Main. Can that be accomplished and then incorporate that into both oncoming and offgoing Arrigoni bridge to Route 9 north and southbound? I guess I saw the whole St. John square debacle (light and backup traffic) being resolved with the majority of both rte 9 north and southbound Portland commuters never entering Middletown at all. All being part of a sophisticated ramp configuration.

I wouldn't get rid of the access from Main St Middletown onto the bridge at all. Or for that matter Arrigoni bridge traffic wanting to go into Main Street. Can't the ramp/lanes be isolated only to commuters heading to Rte 9 but leave the current lights for Main st?

Thanks

Sent from my iPhone

On Mar 23, 2018, at 11:51 AM, Hall, Stephen D <Stephen.Hall@ct.gov> wrote:

Ms. Hammond,

Thank you for reaching out and expressing your ideas and concerns regarding the project. The pedestrian volume at the soup kitchen has been incorporated into the design of the intersection, primarily in the reconfiguration of the crosswalks at the corner of Grand St and Main Street. We understand that many pedestrians do not use the designated crosswalks so our goal is to make the most convenient configuration in order to persuade pedestrians to cross safely. We would certainly like to simplify the movements between the Arrigoni Bridge and Route 9. However, unless I am misunderstanding your design I believe that this ramp would prohibit access from Main Street northbound onto the bridge. Any type of grade separation in this area to allow for this movement would likely be too intrusive to the area. If you would like to discuss this further please give me a call and perhaps I can better understand your ideas.

Thank you for your interest in the project and for voicing your ideas and concerns.

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: Angela Hammond **Sent:** Friday, March 23, 2018
9:40 AM
To: Jarboe, Erik A
Cc: Hall, Stephen D
Subject: Rte 9 Overhall

Thank you for your presentation on Thursday night. I attended because I am very interested in how this will proceed. I did not get up and speak, however I did have a couple items I'd like to express.

1. Pedestrian volume - you identified pedestrian volume at some intersections but one that I am mostly concerned with is the light by Liberty Street that the St. Vincent de Paul soup kitchen recipients use readily. This area is congested with minorities and people just hanging out and in my experience, they do not follow the traffic signals but dart out at their own discretion. This spot is right in line with some of the busiest traffic your new plan outlines. Please do some more investigation into this area. Maybe the soup kitchen can be moved, but from what I understand the owners are not looking to move. This could be a very dangerous situation.
2. Traffic on the Arrigoni bridge during rush hour getting onto Rte. 9 either North or South. I am not sure if this is within your scope. However, I think it should be taken into consideration. I do not see a solution in your plan to prevent the congestion that occurs at this three-way signalized intersection on St. John's Square. As a Portland resident when I come into Middletown there are currently 4 lanes at this traffic signal intersection. 2 to get onto Rte 9 and 2 to go straight onto Main Street. I think there is great opportunity to start the new Ramp for the two Lanes going onto Rte 9 (North or South bound) without having to stop at this light. I had imagined in your plan that this would be part of the solution. Why not start the ramp off off the Arrigoni Bridge both from Rte 9 North and South for both going into Portland and coming out of? This would eliminate all the Portland/East Hampton traffic from ever even entering into

Middletown North end. Maybe this could be phase 1 and then you can assess traffic congestion. Maybe just eliminating that one light on Rte 9 (Hartford Road) and leaving everything else as is, would greatly reduce congestion. Maybe after doing this as a Phase 1, you could re-assess and see if additional changes are necessary. This may save the State millions of dollars as well.

I for one have found myself during rush hour traffic scurrying down the right hand lanes (as if I was pretending I'm going into downtown Middletown) and then hanging a U turn in front of Rapallo Avenue to get onto Rte 9 making a right hand turn at St Johns Square. This is a terrible thing to do, but when the traffic on the Arrigoni Bridge backs up half way across the bridge in only one lane in the morning - it is the easiest way to avoid the traffic. But in listening to the North end residents I totally get it that I am infringing on their neighborhoods. I don't like doing it, and even feel guilty, but do it anyway because it will literally save me 10 minutes.

Please feel free to call me to discuss any of my ideas. Thank you

Angela Hammond

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Friday, March 23, 2018 11:24 AM
To: Jazwicz, Joseph J
Subject: FW: looking for pdfs of new plans for Route 9 in Middletown
Attachments: 2018-02-21_Color_Plan_PI2_All_Projects.pdf

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591 Stephen.Hall@CT.gov

-----Original Message-----

From: Hall, Stephen D
Sent: Friday, March 23, 2018 11:24 AM
To:
Cc: Jarboe, Erik A
Subject: FW: looking for pdfs of new plans for Route 9 in Middletown

Ms. Day,

I have attached the color plan for the proposed improvements. Please let me know if you need anything else.

Thank you,

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591 Stephen.Hall@CT.gov

-----Original Message-----

From: Jarboe, Erik A
Sent: Thursday, March 22, 2018 11:53 PM
To: Day, Cassandra; Manuel.Pires@ct.gov; Britnell, William W
Cc: Vail, Matthew R; Hall, Stephen D
Subject: RE: looking for pdfs of new plans for Route 9 in Middletown

Hi Cassandra, I do not have access to send the plans from mobile but Steve Hall the Project Engineer can help you out in the morning. Thanks

From: Day, Cassandra Sent: Thursday, March 22, 2018 5:17 PM

To: Manuel.Pires@ct.gov; Britnell, William W
Cc: Vail, Matthew R; Jarboe, Erik A
Subject: Re: looking for pdfs of new plans for Route 9 in Middletown

Not sure who would help me.

Cassandra Day, managing editor
Middletown Press, 100 Gando Drive, New Haven, CT 06511 cassandra.day@hearstmediact.com 860-685-9125<[tel:\(860\)%20685-9125](tel:(860)%20685-9125)> (office)

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From: Day, Cassandra
Sent: Thursday, March 22, 2018 5:14:13 PM
To: Manuel.Pires@ct.gov
Cc: Matthew.Vail@ct.gov; Erik.Jarboe@ct.gov
Subject: looking for pdfs of new plans for Route 9 in Middletown

I'll be covering the public hearing this evening and wonder if I can get the pdf(s) of the most recently updated plans.

I have those from July 2016's meeting.

Thanks.

I'll be writing the story tomorrow morning.

Cassandra Day, managing editor
Middletown Press, 100 Gando Drive, New Haven, CT 06511 cassandra.day@hearstmediact.com 860-685-9125<[tel:\(860\)%20685-9125](tel:(860)%20685-9125)> (office)

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Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Friday, March 23, 2018 3:02 PM
To: 'Myjak, Jeffrey M PW'
Cc: Jarboe, Erik A
Subject: RE: Route 9 Project

Mr. Myjak,

Thank you for submitting your comments and suggestions regarding the projects. It looks like you have a good understanding of the challenges we face as we try and modify the operations in order to remove the traffic signals. Excellent approximation for the traffic exiting route 9 northbound at Hartford avenue; 88% of vehicles making that maneuver are destined for the Arrigoni Bridge. Likewise, 75% of the vehicles exiting Route 9 northbound at Washington Street are destined to continue on Route 66 westbound. While adding traffic to Main Street is not our goal, the current operations permitted by the signals make other options quite infeasible to say the least. Our scopes to this point have all included improvements to Main Street in an attempt to mitigate this added volume.

We have looked at options to take Route 9 northbound traffic off at Union Street and improving deKoven drive and Rapallo Avenue to provide another option aside from Main Street to convey traffic. As we move forward, previous scopes as well as new scopes are being evaluated to attempt to satisfy the needs of the community as well as the needs of the traveling public.

Again thank you for your comments, should you have any more questions or comments please feel free to contact me.

Steve Hall, P.E. | Project Engineer

Bureau of Engineering and Construction

State Highway Design Unit

CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591

Stephen.Hall@CT.gov

From: Myjak, Jeffrey M PW **Sent:** Friday, March 23, 2018
9:05 AM
To: Jarboe, Erik A; Hall, Stephen D
Subject: Route 9 Project

Thank you for your presentation on Thursday, March 23, 2018. While this is an improvement over the plan presented a couple of years ago, it still falls short. I heard a lot of people talk about the impact on the neighborhood in the North End of Middletown and I agree 100%. This plan will add a lot of traffic on neighborhood streets like Green Street and Ferry Street.

What percentage of people getting off Route 9 Northbound are actually going to Main Street? Unfortunately that was not included in the package handed out to the public, but from what I have seen, I would estimate that over 90% of the traffic that gets off at Hartford Avenue is heading over the Arrigoni Bridge. I would guess that over 75% of the Northbound Traffic getting off at Route 66 is heading out Washington Street toward Meriden. Why would you want to put all that traffic onto Main Street and the area streets?

I have tried to think of ways I would recommend to get people off 9 Northbound onto the Arrigoni Bridge and onto Washington Street without putting them through Main Street. Is there any way to get the Northbound traffic onto DeKoven Drive by Dr. Martin Luther King Way and use that as the route to get to Washington Street? Otherwise, I think

anything short of putting the South Bound Thru traffic underground is not going to achieve everything that is needed. That is probably putting the project up into the hundreds of millions of dollars, which isn't doable. In that you do have a solution for Bridge Street, hopefully you will move forward with that soon. The rest of the project, I would hold off until a workable solution is available.

Regards,
Jeff Myjak

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Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Thursday, March 29, 2018 3:54 PM
To: 'Jack Pieper'
Cc: Jarboe, Erik A
Subject: RE: RT9 Middletown Project

Jack,

I apologize for the delay, I must say I went through these rather quickly to get them back to you before the weekend. If you look below, I addressed your questions in your original email. If you want to discuss them further please feel free to give me a call on Monday.

Thanks again,

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: Jack Pieper **Sent:** Monday, March 26, 2018
10:22 AM
To: Hall, Stephen D; Jarboe, Erik A
Subject: RT9 Middletown Project

Stephen and Erik;

Thank you again for the informative public meeting last Thursday, March 22, 2018 for the RT9 Middletown Project. I feel the new proposal of the RT9 Improvements is better than the one proposed in July 2016.

Items I like about the new proposal are:

- Sidewalk bump-outs on Main Street
- RT 17, South Main Street on Ramp project on to RT9 North.
- The views of the River will still be seen from Downtown Middletown
- A pedestrian overpass bridge will be built for the public to get to the river front
- Like a road being constructed so traffic on Bridge and Miller Street no longer need to enter or exit onto RT9

Items I have questions about or would like changes:

- Can we not eliminate the south bound exit on RT9 to Washington Street, RT66? This will help to reduce traffic congestion on the north end of Main Street
The location of the southbound on-ramp at Hartford avenue makes incorporating a southbound exit at Washington street challenging due to the “weave” that would exist. We are, however, currently looking at ways to maintain this movement.
- By having traffic going south down Main Street to Washington Street, RT66, will cause traffic backups in this area. Drivers will not want to be backed up in traffic and will turn onto Grand Street to avoid the delays and use other north end City Streets to get to Washington Street, RT66. This will cause a lot of traffic on the north end of

the City that there is not now and it could be a safety issue for residents who walking to Main Street or children who are walking to the local school in the north end.

The project proposes to improve the overall operation of Main Street in an effort to mitigate the extra vehicles added by the off-ramp and to encourage vehicles to not use Grand to cut through to Route 66. However, we received many comments regarding the cut through traffic and have discussed various options with the City.

- By having the new bridge built on RT9 North to be the exit for traffic to enter main street to get to Washington Street, RT66, Main Street or to Portland will cause traffic increases in that area. This will effect businesses and the very popular dinner located on Main Street between Rapallo and Harford Ave.

This issue would also be addressed by the improvement in operations on Main Street.

- Left hand north bound RT9 exit to go over a new bridge on to Rapallo Ave could cause backups on RT9 north in rush hour traffic like it does now on RT9 north near exit 23 and 25 where traffic is getting on the highway into the right hand lane of RT9 from Berlin and getting into the left hand lane of RT9 so they can get off of the left hand Kensington exit that is the next exit and less than a mile away. They slow down and some have difficulty getting into the left lane to get off of the exit. This may happen when traffic is entering RT9 from the RT17 on ramp and trying to get off of the highway to get onto Washington Street, RT66 or to Portland. Can the lane to get onto the new bridge exit be on the right side instead?

Our simulations do not show traffic backing up onto Route 9 with the current proposal. We have investigated locating the off-ramp on the right side of the road however it would cause geometric issues with Route 9 northbound that we feel would not be overall beneficial.

- Can we get the new exit bridge to end on Hartford Ave and not Rapallo Ave.?
Connecting to Hartford Avenue has been investigated however since it is below grade and surrounded by a cemetery and historic church it is not possible to do so.
- How does traffic from Portland get onto RT9 North? Do not remember seeing it. Does the new bridge have a north bound entrance ramp to RT9 and traffic coming from Washington Street, RT66 turn left onto Main Street and head north to Rapallo Ave to get onto RT9 North and to Hartford Ave for traffic to get onto RT9 South ?
Traffic from Portland would go over the bridge, down Hartford avenue and have a free flow acceleration lane to access Route 9 northbound and southbound.

Any questions about his let me know. If I think of any more questions about this project I will also let you know.

Thanks

Jack Pieper

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Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Friday, March 23, 2018 11:30 AM
To: 'Jack Pieper'
Cc: Jarboe, Erik A
Subject: RE: RT 9 Project

Mr. Pieper,

Thank you for your comments and for attending the meeting last night. If you have any questions please feel free to reach out.

Thank you,

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: Jack Pieper **Sent:** Friday, March 23, 2018 8:15 AM
To: Hall, Stephen D
Subject: RT 9 Project

Stephen;

Just want to say hello, the Middletown RT9 Project Public meeting held at the High Scholl last night was very informative. It was nice meeting you and talking with you.

Jack Pieper

NOTICE: This communication and the information within are intended solely for the addressee and may be legally privileged. The email and any files transmitted with it may contain confidential information. If you are not the intended recipient, any disclosure, copying, distribution or any action taken, omitted or to be taken in reliance on it, is prohibited and may be unlawful. Accidental or unintentional transmission of this message does not waive any confidentiality or privilege. If you received this message in error, or are not the named recipient(s), please notify the originator immediately via reply email and delete this message along with any attachments.

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Friday, March 23, 2018 12:48 PM
To: Jazwicz, Joseph J
Subject: FW: Phone Call - Middletown Public Info meeting

Please file

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: Britnell, William W
Sent: Friday, March 23, 2018 12:46 PM
To: Jarboe, Erik A; Hall, Stephen D
Subject: Phone Call - Middletown Public Info meeting

Gene Salvatore, longtime Middletown resident of the north end called me (860-258-2766). He was at the meeting last night but did not speak. He said we made a great presentation and that while he doesn't think the plan is perfect, we have to deal with the conditions and felt we did a good job of that. He felt most of the people who spoke last night were only considering their personal issues and should be looking at the greater good. We discussed the need to consider the 40,000 people a day using Route 9 as well as the 200 or so people who attended the meeting. He said our plan was a pretty good idea and wished us luck moving forward.

William Britnell, P.E.
Principal Engineer
State Highway Design Unit
Connecticut Department of Transportation
(860) 594-3274

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Friday, April 06, 2018 10:02 AM
To: Jazwicz, Joseph J
Subject: FW: Middletown Rt 9 Project vs Bridge Repair

Please file

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: Barakat, Rabih M
Sent: Thursday, April 05, 2018 3:36 PM
To: 'JohnRF'
Subject: Middletown Rt 9 Project vs Bridge Repair

Dear Mr. Forg,

Thank you for your concerns and your interest in how we program bridge work. Your questions were forwarded to me, in the Division of Bridges, so I could respond.

First, the Municipal Master List you referenced is a listing of bridges on Town and City owned roads only. The Department publishes this list for the Towns' use in applying for State grants or Federal funding to help pay for a Town project to replace, rehabilitate or preserve their bridges if they qualify for funding. This is the reason the Waterbury Interchange or any of the other 4000+ State owned and maintained bridges are not listed.

The Department inspects approximately 5300 State and Town owned bridges every two years (some more often). About 4000 of those are State owned and maintained and the rest are Town owned and maintained. These inspections occur on all structures that have a span greater than 20 feet and are reported on to the Federal Highway Administration annually. The list you referenced does include those bridges as well as the other Town owned and maintained less than 20 foot span bridges.

Span bridges will have a condition rating for the deck, the superstructure and the substructure. Culverts with a 72" span or greater will have a culvert condition rating and therefore would not have a deck, superstructure or substructure rating.

Any deficiencies discovered during an inspection that need to be addressed on the State owned bridges are either handled by Department Maintenance staff or incorporated into a bridge rehabilitation project to fix or replace the bridge. Bridges rated poor with high traffic volumes are given a higher priority. Any deficiencies discovered during the inspection that need to be addressed on a Town owned bridge is reported to the Town and the Town decides how to address the deficiency. Every bridge project starts out with a study that recommends the best solution. Some bridges are also replaced when they are part of a highway project that makes the existing bridge obsolete. Again, some of these bridges are on the list you referenced.

The two bridge projects you pointed out are Town owned structures and are preservation or maintenance types of projects. While they have a low daily traffic count and high sufficiency ratings , these are projects that the Towns decided to pursue to keep their bridges in a state of good repair.

I hope this answers your questions and thank you again for your interest in these projects.

Rabih Barakat, PE

*Principal Engineer – Consultant Bridge Design
Connecticut Department of Transportation
2800 Berlin Turnpike - Room 3132
Newington, CT 06131-7546
Phone: 860-594-3208
www.ct.gov/dot*



----- Original message -----

From: JohnRF <[J](mailto:JohnRF@ct.gov)>
Date: 3/29/18 11:09 AM (GMT-05:00)
To: "Britnell, William W" <William.Britnell@ct.gov>
Cc: "Carlino, Mark F." <Mark.Carlino@ct.gov>, "Dorosh, Gregory M" <Gregory.Dorosh@ct.gov>, "Jarboe, Erik A" <Erik.Jarboe@ct.gov>, "Hall, Stephen D" <Stephen.Hall@ct.gov>, "Rep. Linehan, Liz" <Liz.Linehan@cga.ct.gov>
Subject: RE: Middletown Rt 9 Project vs Bridge Repair

Dear Mr Gritnell,

Thank you for your prompt response.

While I expect you are not in a policy making position I will explain my frustration with the maintenance of our states bridges.

Since my first eMail I have heard on the news that the DOT is proposing a new Train station in Hartford, no cost was mentioned. Seems we should take care of what we have first.

I reviewed the DOT documents; "Municipal Master List" and the Project list for 2015, 2016 and 2017. I spend a fair amount of time trying to get a perspective of the listed bridge conditions and traffic for the listed projects. These seem to be the drivers in my mind.

My observations, conclusions are: ("Municipal Master List" abbreviated as MML)

1. **"Municipal Master List" is missing the Waterbury Interchange!**
2. Of the 3441 bridges listed only 93 have projects identified in FY2015, 2016 and 2017.
3. 440 bridges have a code of fair and below.
4. Nearly ½ of the bridges (1550) on the MML have no Deck, Superstructure, Substructure rating, unless somehow there are bridges where these three factors do not apply. Not sure what configuration they would be. So I interpret these as "condition unknown".

5. Several Projects stand out as not following a condition/traffic need:
Such as:
Bridge #4681 in Haddam with daily traffic of 752 vehicles and a sufficiency rating of 93.
Bridge #4852 In Madison with daily traffic of 125 vehicles and a sufficiency rating of 80.
6. 440 bridges have a code of fair and below.

I would like to know who the responsible parties are for deciding the bridge repair projects to be funded, pursued? And how does that person/ committee prioritize maintenance of existing structure to building new ones? I also heard on the news some reference to whom can perform bridge repairs (private contractors or public works employees). Can you point me to a source for more information on this topic?

Personally I feel if one cannot maintain what they have, they should not be building/buying new items.

Thank you so much for your time and attention to my request/opinion/ and maybe some rant.

Regards

John Forg

Below is a small excerpt of my distillation of the above mentioned data. I was going to add a traffic weighing factor but did not think it would be helpful in the communication.

Code Description	Code	Deck	SuperStructure	SubStructure
Not applicable or No rating	N	1684	1583	1579
Excellent	9	2	2	1
Very Good	8	186	185	128
Good	7	654	630	746
Satisfactory	6	500	511	538
Fair	5	208	259	227
Poor	4	86	131	99
Serious	3	25	36	24
Critical	2	0	7	3
imminent Failure	1	1	0	1
Out of service	0	5	7	7
Total with ratings		3351	3351	3353
not accounted for		89	89	87

Data source:

<http://www.ct.gov/dot/lib/dot/documents/dbridgedesign/localbridgeprogram/.....>

From: Britnell, William W [<mailto:William.Britnell@ct.gov>]
Sent: Monday, March 26, 2018 8:45 AM
To: 'JohnRF'
Cc: Carlino, Mark F.; Dorosh, Gregory M; Jarboe, Erik A; Hall, Stephen D
Subject: RE: Middletown Rt 9 Project vs Bridge Repair

Dear Mr. Forg,

Your e-mail to Mark Carlino has been forwarded to me for response. If you have any further comments or questions regarding the signal removal project on Route 9 in Middletown, please send them to the Project Manager, Erik Jarboe at Erik.Jarboe@ct.gov.

I'm not sure how you got the impression that this project takes precedence over fixing bridges, but please be aware that the Department has an extensive bridge repair and rehabilitation program ongoing that is in no way compromised by this project. That said, the presentation explained that the signals on Route 9 cause hundreds of crashes per year, which includes injuries and fatalities. They also cause well over a million person-hours of delay per year, just in the morning and evening peak hours Monday-Friday alone. The cost to the taxpayers and business owners of these crashes and delays exceeds \$45 million per year. That does not include the economic impact to the Middletown downtown area, and in fact the whole river valley region, due to people avoiding the area because of the congestion caused by the Route 9 signals.

The Department is committed to maintaining all of its facilities in a state of good repair. It is also committed to providing a safe and efficient transportation system. Clearly the signals have to be removed from Route 9, but that can be done in addition to the statewide bridge repair and rehabilitation program.

Thank you for your comments.

William Britnell, P.E.

Principal Engineer
State Highway Design Unit
Connecticut Department of Transportation
(860) 594-3274

From: JohnRF
Sent: Friday, March 23, 2018 2:43 PM
To: Carlino, Mark F.
Subject: Middletown Rt 9 Project vs Bridge Repair

Hello Mr Carlino,

I don't understand the DOT's project priority. Last evening NBC30 ran a story on the DOT's proposal to update Route 9 in Middletown. I'm somewhat familiar with the area in question, and it is currently fully functional albeit not the best situation. My confusion comes as to how this project apparently takes precedence over fixing our bridges and overpasses which I believe poses a greater threat.

Are there some overriding factors I'm not aware of? If there is and you can point me to it/them I would like to research them to better understand this policy.

Thank you for reading.

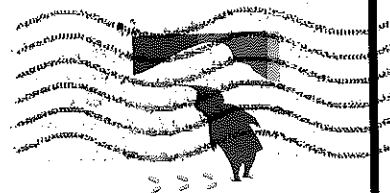
Regards,

John Forg

Fold Along Dashed Line

HARTFORD CT 061

31 MAR 2018 PMS L



Forever USA

**MR. ERIK A. JARBOE, P.E.
TRANSPORTATION SUPERVISING ENGINEER
CONNECTICUT DEPARTMENT OF TRANSPORTATION
P.O. Box 317546
NEWINGTON, CT 06131-7546**

**STATE PROJECT 0082-0318 / 0082-0319 / 0082-0320
ATTN. ERIK JARBOE / STEPHEN HALL**

Fold Along Dashed Line



COMMENT FORM

STATE PROJECT NUMBERS

0082-0318—REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9

0082-0319—SIDEWALK BUMP-OUTS ON MAIN STREET

0082-0320—ST. JOHN'S SQ. AND MAIN ST. INTERSECTION IMPROVEMENTS

NAME: Monica Belyea [REDACTED]

ADDRESS: 186 College Street Middletown CT 06457

TELEPHONE [REDACTED] CALL: ^{or email} DATE: 3/27/18

SDH called 3-12-18

I am hopeful that you are looking to increase the flow of traffic on Main Street. The bump outs for pedestrians are interesting and I'm very much in favor of improving pedestrian and bike access in our city. I am also shocked that the Bridge-Miller access is up for opening again. We were told for years that it wasn't possible.

The ramp onto Rappallo is terrible for the North End. We need to reduce cut through traffic. There was a Safe Routes to School evaluation done already for several Middletown Schools, including Macdonough. I hope you have copies of those.

Can we, please, talk about public transportation and reducing the # of cars on the road as part of this equation? Right now CT residents view public transportation as a poor person's ride and not as an environmental and cost effective system for transportation. We need to change that view and invest in better options.

Thank you! - Monica

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Tuesday, April 17, 2018 8:03 AM
To: Jazwicz, Joseph J
Subject: FW: CTDOT Route 9 Middletown Project

[Update the file](#)

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: George G **Sent:** Monday, April 16, 2018
12:01 PM
To: Hall, Stephen D
Subject: Re: CTDOT Route 9 Middletown Project

Thanks for responding to idea of a tunneling. The other suggestions I did not mention was about your department following up with town officials and key objectors which I believe is the major hurdle to the project. There is no way everyone is going to be satisfied but community leaders need to be more involved and support the project openly or the debate will go on forever. From a commuter standpoint, the residents of Middletown have a civic responsibility to approve a reasonable solution to problem the lights have created to the thousands of us who waist hundreds of thousands hours stalled in traffic waisting time gasoline and creating more pollution each year .The growth of the State also depends heavily on the fee flow our highway system ; Rt 9 in Middletown is a disaster for all of us who use it especially during prime times. If there's anything I can do to help you I would be happy to do so. Keep up the good work. George Gonsalves
Sent from my iPhone

On Apr 16, 2018, at 11:10 AM, Hall, Stephen D <Stephen.Hall@ct.gov> wrote:

Mr. Gonsalves,

Thank you for your comments regarding the projects in downtown Middletown. While we have looked into a tunnel option, the high water table amongst other issues makes this option extremely complicated and likely financially infeasible. I appreciate your involvement in this process and encourage you to follow up should you have any additional comments of questions.

Thank you,

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

Fold Along Dashed Line

G **George & Barbara Gonsalves**
7 Amato Circle
Wethersfield, CT 06109

HARTFORD CT 061

31 MAR 2018 PM 7 L



MR. ERIK A. JARBOE, P.E.
TRANSPORTATION SUPERVISING ENGINEER
CONNECTICUT DEPARTMENT OF TRANSPORTATION
P.O. Box 317546
NEWINGTON, CT 06131-7546

STATE PROJECT 0082-0318 / 0082-0319 / 0082-0320
ATTN. ERIK JARBOE / STEPHEN HALL

Fold Along Dashed Line



Dear Eric:

Last year we communicated via phone and e mail. I attended March 22 meeting at Middletown High. Everyone connected to presentation should be commended; it was very professional.

It was crystal clear to me that the majority of people found fault with the design and impact it would have on their business and neighborhood.

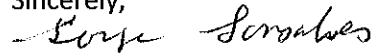
Realizing that the design included much improvement to help Middletown as well as commuters using Rt 9 the audience just didn't buy it. As a person who frequently utilizes Rt 9, I avoid it during times I know it will be backed up to I 91 going south to Old Saybrook by staying on 91 South to exit #15 Durham than to I 95 North. Going North on 9 isn't as bad but at times it could back up to Randoff Rd. It was quite apparent Middletown residents don't want change and could care less about those who utilize Rt 9. Those who only use Rt 9 to get North or South thru the state could care less about the residents of Middletown. Simple as that.

As a businessman salesman for over 50 years I learned to solve some problems by thinking simple. I am not an engineer or a highway designer but I am thinking that a tunnel under the lights would solve your impact on the town and let Middletown deal with their own Main Street problems. Access and regress from Middletown design over tunnels should allow a good flow out of Middletown North or South.

I have no idea what the cost would be for a tunnel versus a bridge but it sure would make the Middletown people happy not to see a lot of change. Maybe a tunnel is impossible, I don't know.

I am confident you will find an answer and will support anything that eliminates the Rt 9 traffic lights. Keep up the good work.

Sincerely,

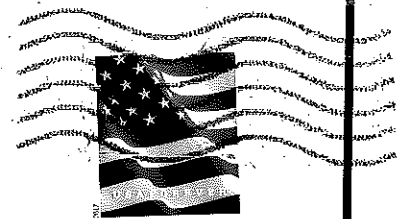


George Gonsalves

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HARTFORD CT 061

02 APR 2018 PM 1 L



**MR. ERIK A. JARBOE, P.E.
TRANSPORTATION SUPERVISING ENGINEER
CONNECTICUT DEPARTMENT OF TRANSPORTATION
P.O. Box 317546
NEWINGTON, CT 06131-7546**

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

ATTN. ERIK JARBOE & STEPHEN HALL

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COMMENT FORM

STATE PROJECT NUMBERS

0082-0318—REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9

0082-0319—SIDEWALK BUMP-OUTS ON MAIN STREET

0082-0320—ST. JOHN'S SQ. AND MAIN ST. INTERSECTION IMPROVEMENTS

NAME: Crystal Labourey

ADDRESS: 1164 Sand Hill Rd, Portland CT

TELEPHONE: [REDACTED] CALL: DATE: 4/1/18

SDH called 4-23-18

0082-0320/0318

I am happy with the proposed improvements and will be incredibly upset if the plans don't follow through. The main complaint was for increased traffic in the Northend. If this makes you apprehensive to make the changes, it should not. People need to understand what the data was saying. People need to understand the situation the north end is in currently and need to realize a change must be made to improve traffic. In order for commuters to get from 691/66 to 9, these intersections need to be improved. If people need to get from Portland to 9, these intersections must be improved. These improvements will limit the people cutting through the side streets in the North. Removing the lights may also cause people to use 9N to 91 to get to 691 (+ visa-versa) and avoid Middletown altogether. Route 9 currently exists in Middletown and the data/stats account for the shifts in traffic flow. People panicked + they shouldn't have - the data was in their favor.

Suggestion: Side streets in the N end can be made 1-way to reduce traffic + force it along other streets.

Also I was happy with the former proposal - I am a fan of roundabouts - increased traffic flow.

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Tuesday, April 03, 2018 4:15 PM
To: 'diane
Cc: Hall, Stephen D
Subject: RE: public comments on route 9 revised plans to remove traffic signals

Diane-

Thank you for emailing in your comments. I'm sure we will talk again soon.

Erik A. Jarboe, P.E.
Project Manager
Highway Design, CT DOT
860-594-3299

www.ct.gov/dot/rte9middletown

-----Original Message-----

From: Diane
Sent: Thursday, March 22, 2018 5:56 PM
To: Erik.Jarboe@ct.gov.
Subject: public comments on route 9 revised plans to remove traffic signals

To whom it may concern,

As both property owners and a business owners on Main Street in Middletown we are writing today to voice our concerns regarding the latest proposal to eliminate the lights on RT 9. We believe that this proposal will be detrimental to the ability to do business on Main Street. This plan threatens to undo decades of hard work by the entire community to carefully plan and preserve our small Downtown. We would even contend that Main street has survived partially due to the very stop lights that this plan proposes to remove. The lights on rte 9 serve to allow various access and egress points from our downtown, thus assuring that people that want to come to Middletown can do so simply. These points are spread out along our long downtown keeping traffic back ups to a minimum and allowing people to get on an off of rt 9 where they need to. This new plan creates less access points , making it that much more difficult to get to the businesses along the street. Business is hard enough without making it more difficult for our customers and clients to reach us! The new "flyover" entrance to Middletown via Rapallo Ave creates a totally different feel for entering our downtown, depositing visitors in a non central location, adding more traffic to an already somewhat overburdened Main street and eventually overburdening the surrounding residential streets. The use of "bump outs " designed to speed up our lights will only exacerbate the problem by eliminating the current "defacto" lanes that now serve to move right turning traffic along.

We ask you to consider...to what end do we do this ? Creating a hi speed gateway to Hartford? How is that in our best interest? People often remark how wonderful it is to still have an honest to goodness real downtown, with shops, restaurants, banks, law offices, accountants etc,you just don't see it much anymore.....why...because poor planning and highways ruined New Britain, Manchester, Norwich, Hartford, Meriden and thousands of other cities across the country. This is exactly what generations before us fought against in Middletown and why we are still a walkable, bustling downtown, that is experiencing a growth in retail and office use, resulting in an increase in property values. We fear that if this plan is implemented it will be the beginning of the end for our beloved downtown. If we don't continue to protect our Main Street we will become another statistic.

We strongly urge you to abandon this plan.

Sincerely,

Diane and Joel Gervais

Owners

Amato's Toy and Hobby

395 Main Street

Middletown , CT 06457

--

Diane Gervais Amato's Toy & Hobby Middletown 860-347-1893

This email has been checked for viruses by Avast antivirus software.

<https://www.avast.com/antivirus>

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Tuesday, April 03, 2018 3:44 PM
To: 'Stephen Bayley'
Cc: Hall, Stephen D
Subject: RE: Route 9 light project

Mr. Bayley-

At this point, we will be revising the plan however I anticipate reaching back out to the public this fall. We will keep working toward a solution for Middletown. Thank you for your support.

Erik A. Jarboe, P.E.
Project Manager
Highway Design, CT DOT
860-594-3299

www.ct.gov/dot/rte9middletown

From: Stephen Bayley **Sent:** Tuesday, March 27, 2018 4:38 PM
To: Jarboe, Erik A
Subject: Re: Route 9 light project

Erik,

Is this project moving forward or will there be another 2 years or redesigns?

There is no perfect plan and my wife and I hope this plan moves forward along with the new route 17 on ramp, pedestrian bridge and improvements to the waterfront.

Thank you for all your work on this. People forget, you guys/gals are the experts.

Steve

From: "Jarboe, Erik A" <Erik.Jarboe@ct.gov>
To: STEPHEN BAYLEY **Sent:** Thursday, January 25, 2018 10:32 AM **Subject:** Re: Route 9 light project

?Steve-

We are in the process of evaluating potential impacts to deliverable projects for different funding scenarios, timing of the projects, potential alternative funding sources, etc.

As such, I have been instructed by management to keep moving forward on this project.

Thank you for your interest in our efforts.

-Erik

From: STEPHEN BAYLEY <[Sent: Wednesday, January 24, 2018 7:48 PM](#)>
To: Jarboe, Erik A
Subject: Re: Route 9 light project

Erik,

Thank you.

With the freeze on projects by the Governor, is this project still funded?

Steve

Sent from my iPhone

On Jan 24, 2018, at 3:48 PM, Jarboe, Erik A <Erik.Jarboe@ct.gov<mailto:Erik.Jarboe@ct.gov>>>
wrote:

Mr. Bayley

We have scheduled our public informational meeting for the Route 9 Middletown Projects.

March 22, 2018
7:00 PM
Middletown High School Auditorium
200 La Rosa Lane

-Erik

From: STEPHEN BAYLEY [mailto:[Sent: Thursday, November 16, 2017 10:37 PM](#)]
To: Jarboe, Erik A
Cc: Ward, Donald L; Britnell, William W; Nursick, Kevin J
Subject: Re: Route 9 light project

Erik,

Thank you for your prompt reply.

Yes, please email me when the next informational session will be.

Steve

Sent from my iPhone

On Nov 16, 2017, at 8:07 AM, Jarboe, Erik A <Erik.Jarboe@ct.gov<mailto:Erik.Jarboe@ct.gov>>

wrote:
Mr. Bayley-

Thank you for your inquiry of the Route 9 traffic signal removal project (State Project Number 82-318). As a result of the feedback received from both officials and the public on the concept proposed at the July 2016 public informational meeting we have been working on possible alternative designs. We just met with City officials this week to show a 3D rendering of a revised concept. At this time we expect to be scheduling a public informational meeting sometime around the end of January/beginning of February where we will present this revised design. We do have some more work to do in vetting this concept prior to that meeting.

If you would like, I can send you an email once the time and location for the next public informational meeting is set. I encourage commuters to attend (I too commute through this location daily from Haddam to Newington).

Erik Jarboe, P.E.
Project Manager
Highway Design<<http://www.ct.gov/dot/cwp/view.asp?a=2303&Q=478398&PM=1>>
CT Department of Transportation
860-594-3299

From: Ward, Donald L
Sent: Thursday, November 16, 2017 7:36 AM
To: Jarboe, Erik A
Subject: FW: Route 9 light project

Erik,
Can you please reply and cc me?

Thank you,

Donald L. Ward, P.E.
Assistant District Engineer
District 1 Construction
1107 Cromwell Avenue
Rocky Hill, Connecticut 06067
Phone: 860-258-4604
e-mail: Donald.Ward@ct.gov<mailto:Donald.Ward@ct.gov>

From: Stephen Bayley [mailto: Sent: Wednesday,
November 15, 2017 3:54 PM To: Ward, Donald L
Subject: Route 9 light project

Hi,

The Contact Us on the CT DOT website is not working.

I was wondering if I could get an update on the light removal project on route 9 in Middletown. I commute daily through that area.

Thank you.

Steve

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Tuesday, April 03, 2018 3:03 PM
To: Cardella, Christopher J
Cc: Hall, Stephen D; Jazwicz, Joseph J
Subject: RE: Rt 9 Project

Mr. Cardella-

Thank you for sending in your comments on the Middletown proposal.

The stop-controlled on-ramp from Route 17 onto Route 9 north is actually a separate project, Project Number 82-316. We are still working on that project. Yes, 82-316 proposes to construct a full acceleration lane on-ramp by replacing the bridge carrying Route 9 over Union Street and the railroad with a wider bridge. Currently, the closure of the Harbor Drive on-ramp is still included in that project.

The current cost estimate of Project 82-318 is \$65 million.

Thanks again for your comments.

Erik A. Jarboe, P.E.
Project Manager
Highway Design, CT DOT
860-594-3299

www.ct.gov/dot/rte9middletown

From: Cardella, Christopher J
Sent: Thursday, March 22, 2018 11:55 AM
To: Jarboe, Erik A
Subject: Rt 9 Project

Good Morning,

I was looking at the revised plans for the Rt 9 project and had a few questions. Is the plan for the northbound Rt 9 on-ramp that begins on South Main St. (the one with the stop sign), is the plan to still make that into a regular on-ramp? Also, will Harbor Drive also be turned into a cul-de-sac or remain as a thru road onto Rt 9?

What's the new price tag on this?

Also, for the record, I'm against all of the sidewalk abutments starting from Washington St and going south at any of those intersections. I think it's a waste of money and construction.

Chris Cardella, LCSW
Mobile Response Team, River Valley Services

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Tuesday, April 03, 2018 4:58 PM
To: 'Crosby, Christina'
Cc: Hall, Stephen D
Subject: RE: Project 0082-0318 is a very bad idea

Ms. Crosby-

Thank you for taking the time to send in your comments. Rest assured, even though your comments are emailed in, they are in fact heard.

Thanks again.

Erik A. Jarboe, P.E.
Project Manager
Highway Design, CT DOT
860-594-3299

www.ct.gov/dot/rte9middletown

From: Crosby, Christina [] **Sent:** Thursday, March 22, 2018 4:48 PM
To: Jarboe, Erik A
Cc:
Subject: Project 0082-0318 is a very bad idea

I am writing to say that the "solution" proposed for traffic flow in Middletown is a terrible one. Putting an elevated ramp between Middletown and the river will simply make the river and its beauty even more inaccessible to Middletown residents – route 9 is enough of a barrier as it is. Your plan dumps traffic into a Middletown neighborhood that has been slowly gaining in prosperity – this plan will lead to lower property values and will degrade the quality of life for the entire North End of the city. I oppose this proposal in the strongest terms, and hope that you will listen to the people of Middletown whose lives will be negatively affected by it. I am copying Stephen DeVoto, a Planning and Zoning Commissioner who quite rightly has alerted his constituents to Project 0082-0318. I am unable to attend the open meeting, but wish to be heard as a resident of Middletown and a Connecticut voter.

Christina Crosby

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Tuesday, April 03, 2018 3:12 PM
To: 'Chip Flanagan'
Cc: Hall, Stephen D; Jazwicz, Joseph J
Subject: RE: Route 9 plans

Mr. Flanagan-

Another creative idea to include signals at the approaches to the roundabout to operate at peak hours. Thank you again for sending in your comments.

Erik Jarboe, P.E.
Highway Design, CT DOT

-----Original Message-----

From: Chip Flanagan [Sent: Thursday, March 22, 2018
8:11 AM
To: Jarboe, Erik A
Cc: Hall, Stephen D
Subject: Re: Route 9 plans

Erik thank you for the very prompt response, would the inclusion of signal lights into the suggested round about solution at peak congestion times at the north bound entrance and exit lanes mitigate the volume challenge? I would expect that a flashing yellow signal would suffice for 80% of the time and the red and green option to allow improved directional flow at the peak.

Thank you very much, you have greatly exceeded my expectations for receiving a response.
Chip Flanagan

Sent from my iPad

> On Mar 21, 2018, at 10:30 PM, Jarboe, Erik A <Erik.Jarboe@ct.gov> wrote:

>

> Mr. Flanagan-

>

> Thank you for your comments regarding the Route 9 proposal in Middletown. We acknowledge that a left handed on ramp is less desirable than a traditional on ramp. This configuration was chosen for overall simplicity, reduced environmental impacts and reduced construction costs. We have mitigated much of the concern by extending the ramp to allow for more time to merge.

>

> Your roundabout interchange idea is very creative. We have actually investigated the potential for a roundabout handling the entering and exiting traffic at this location as you suggest. Unfortunately however, the circulating volumes of vehicles make it unfeasible.

>

> This is certainly a very challenging section of roadway and we are trying our best to come up with a constructible, fundable solution.

>

> Thanks again for your comments, they are appreciated.

>
> Erik Jarboe, P.E.
> Highway Design, CT DOT
>
> From: Chip Flanagan >
> Sent: Wednesday, March 21, 2018 8:07 AM
> To: Jarboe, Erik A
> Subject: Route 9 plans
>
> Good morning Erik
>
> The elimination of the traffic lights along route 9 in Middletown would be a great improvement. After looking at the current plans my comments would be directed to the proposed north bound entry into the left lane which I believe will be problematic and should be avoided if possible.
> I would like to suggest this alternative for your consideration.
> Recognizing the height constraints created by the rail road bridge across route 9 and trying to eliminate left lane merge, another option would be as follows. In the area just north of the rail bridge, Elevate both north bound and south bound through lanes to create a round about under the elevated portion of the highway that would allow for a right lane exit and entrances to both northbound and southbound traffic. A similar arrangement could also be used south of rail road bridge at the Washington street intersection, however that would have the undesired effect of reducing views of the river from downtown. The proximity to the river creates challenges and I do not know the traffic volumes and the flow limits of a roundabout as proposed.
>
> Thank you for your efforts in improving this traffic nightmare
>
> Chip Flanagan
>
> Sent from my iPad

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Tuesday, April 03, 2018 4:28 PM
To: 'Lastrina Girls'
Cc: Hall, Stephen D
Subject: RE: Proposed Route 9 Plan

Ms. Matthews,

Thank you for sending in your comments regarding the Middletown Proposal. As you are likely aware, Mayor Drew and the DOT have decided not to move forward with this specific conceptual design.

Erik A. Jarboe, P.E.
Project Manager
Highway Design, CT DOT
860-594-3299

www.ct.gov/dot/rte9middletown

From: Lastrina Girls **Sent:** Thursday, March 22, 2018 5:02 PM
To: Jarboe, Erik A
Subject: Proposed Route 9 Plan

To whom it may concern,

I am a life-long resident of Middletown, former resident of Middletown's North-end (which I continue to frequent regularly), and an owner of a small, but thriving business located on Main Street. I have a degree in Landscape Architecture and a background in planning, design, and development. In living and experiencing Middletown's downtown-life for as long as I can remember and having the education and training that I do in the field of planning and development, I can say with all sincerity that the proposed plan is *not* a solution.

It is understandable to see how someone with an outside perspective would think the proposed plan is a solution, but those of us who actually live and work here every day can tell you that this proposal would be a near death sentence to so many downtown businesses. So much of the reasoning behind the negative reaction has already been well documented and was said so perfectly in Jen Alexander's recent article in The Middletown Eye.

Living in a popular area of the fourth most densely populated state, we have to accept the reality that traffic will naturally be a part of our daily lives. Not only that, but the proposed plan simply *shifts* the congestion, it does not *eliminate* the congestion. That shift utterly destroys all of the wonderful and fruitful hard work of making our little city a unique and popular place to be by no longer allowing us to be a pedestrian-friendly downtown. Our downtown has seen a vibrant revitalization in the last fifteen to twenty years and not just in the centralized part of Main Street. The NORA district, which for many years was unappealing to those unfamiliar with it, has found a personality that is eclectic and unique, but most importantly, welcoming. This change did not come from a wish and a prayer. This change came from hard-working and savvy entrepreneurs who were encouraged to make the North End of Main Street their business home by way of assurances from city that they were setting up in a safe and friendly place for their business to thrive. That will drastically change if it that exact area is suddenly turned into the extension of a highway.

The pedestrian issue is not just a problem to business owners, it's dangerous to families and children. Those who conducted their studies for viable solutions obviously did not spend any time in the North End, where this plan so greatly impacts, during the hours before and after school. If they had, they'd have seen dozens of young children and families walking to and from MacDonough Elementary and their homes. To say this is reckless is an understatement.

It is with sincere concern for the city that I love and has been so great to me as a resident and business owner that I oppose the new plan for Route 9.

Thank you,

Krista Lastrina Matthews

Lastrina Girls Bridal Salon
179 Main Street
Middletown, CT 06457

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Tuesday, April 03, 2018 3:48 PM
To: 'Janesmcmillan
Cc: Hall, Stephen D
Subject: RE: Route 9 and Main Street proposal

Ms. McMillan-

Thank you for sending in your comments regarding the Middletown Proposal. As you are likely aware, Mayor Drew and the DOT have decided not to move forward with this specific conceptual design.

Erik A. Jarboe, P.E.
Project Manager
Highway Design, CT DOT
860-594-3299

www.ct.gov/dot/rte9middletown

-----Original Message-----

From:] Sent: Friday, March 23, 2018 6:17 PM
To: Jarboe, Erik A
Subject: Route 9 and Main Street proposal

I was unable to attend the public hearing on March 22 but wanted to share my concerns.

Middletown has spent years slowly improving the quality of life in Middletown and its north end.

The proposal would overnight destroy what took years to build.

I urge you to reconsider your plans before it's too late

Jane McMillan

Sent from my iPad

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Tuesday, April 03, 2018 3:35 PM
To: 'Katharine Owens'
Cc: Michael J. Maier; Hall, Stephen D
Subject: RE: Route 9 Middletown

Ms. Owens-

Thank you for reaching out to us regarding your concerns for this proposal. As I'm sure you have heard, both Mayor Drew and DOT have decided to not move forward with this specific concept and will be investigating other options.

In regards to your questions regarding Air Quality Programs the Department is undertaking, I am forwarding your email to our Air Quality group to address.

Your patience is appreciated as we move forward with the process of developing a concept for Middletown.

Erik A. Jarboe, P.E.
Project Manager
Highway Design, CT DOT
860-594-3299

www.ct.gov/dot/rte9middletown

From: Katharine Owens **Sent:** Thursday, March 22, 2018 10:30 AM
To: Jarboe, Erik A
Cc: Michael J. Maier
Subject: Route 9 Middletown

Hello Mr Jarboe,

I'm reaching out because I have some concerns about the Route 9 project that is being discussed for Middletown. I live in the north end on Grand Street, am a member of the Commission on Conservation and Agriculture, and have worked in the field of environmental policy research since 2001. I currently teach at the University of Hartford.

As a resident of the North End, the amount of traffic that already cuts through our neighborhood is shocking. Sadly, because it is thru traffic it often includes people who roll through stop signs and blast past kids walking to school. As a mom and homeowner, it is highly distressing. It is even worse in winter months when kids are forced into the street due to snow on poorly maintained sidewalks. I have often stared out the window at the corner of Prospect and Grand in the hours of roughly four to six to watch hundreds of cars pass through the intersection, many with no more than a rolling stop at the stop signs. I have three young children, ages 4-12, and they have never been allowed to play in our front yard because of the distracted, frequent car traffic that travels along Grand Street. I become especially distressed when I see the traffic racing past Macdonough school (where two of my kids have been students, and the third will start next year) with no care or concern for the kids.

In addition to the safety concerns, the current traffic creates a great deal of noise and air pollution in the neighborhood. I moved to this community because it is walkable, close to Main street and our neighborhood school, and allowed me and my family to live without total dependence on automobiles. The Route 9 project as planned will be disastrous for the North End and will make it undesirable to other families considering moving here. I also think it could harm our amazing Main Street, bringing more car traffic to what is often a congested road. Having studied environmental justice, I think it is not coincidental that this project has been planned to pass through a neighborhood overwhelmingly made up of people of color.

Of larger concern, I feel that the project will kill any chance we ever have of making the river front of Middletown viable. We are so fortunate to have this amazing resource, and I think smart, sustainable planning that seeks to highlight that resource makes sense. It capitalizes on our strengths. Even in the decade I've been here, I feel as if the river front has become more of a focal

point for our community... but this will be lost if the plan proceeds. Any chance we have of increasing that viability will disintegrate with this plan.

This plan is being touted as a way to decrease air pollution via reduced idling, but I haven't seen a study that demonstrates a net reduction of air pollution. Yes, pollution will arguably decrease from reduced idling at the lights... but what of the emissions stemming from increased traffic on Main Street, Washington St, and naturally, throughout the north end? I don't believe the answer to idling is faster roads for cars.

I would also ask-- what other policies, plans and programs is the DOT promoting to decrease air pollution. What is our statewide climate plan regarding emissions? What steps are we taking to realize that plan? How does this project fit into a long term plan to diversify transportation infrastructure? Decades of research has shown that true, longterm, successful reduction of air pollution comes from improving emissions efficiency of cars and creating transportation infrastructure designed for a range of transportation modes, including walking, biking, and mass transportation.

This plan is not good for Middletown, certainly not good for my neighborhood, and I don't believe is part of a comprehensive, long term plan for reducing emissions in the state.

Please drop this plan and instead work with our community to create a plan that supports the families living in the North End and comprehensive climate planning.

Thank you,
Katharine Owens

--

Dr. Katharine A. Owens
Director, All University Curriculum
Associate Professor Department of Politics, Economics, and International Studies

University of Hartford
West Hartford, Connecticut

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Tuesday, April 03, 2018 4:55 PM
To: 'Stephen H. Devoto'
Cc: Drew, Daniel; Rep. Lesser, Matthew; Joseph Serra; Paul Doyle; lensuzio@gmail.com; mayor@MiddletownCT.gov Email; Hall, Stephen D
Subject: RE: Proposed alteration to route 9 in Middletown

Mr. Devoto

Thank you for sending in your comments regarding the Middletown Proposal. As you are likely aware, Mayor Drew and the DOT have decided not to move forward with this specific conceptual design.

Erik A. Jarboe, P.E.
Project Manager
Highway Design, CT DOT
860-594-3299

www.ct.gov/dot/rte9middletown

From: Stephen H. Devoto
Sent: Thursday, March 22, 2018 11:23 AM
To: Jarboe, Erik A
Cc: Drew, Daniel; Rep. Lesser, Matthew; Joseph Serra; Paul Doyle; Email
Subject: Proposed alteration to route 9 in Middletown

Dear Mr. Jarboe:

I am writing to express my strong opposition to the DOT plans to dramatically increase traffic on Main Street in my city, which will likely lead to large numbers of cars and trucks using North End residential neighborhoods as throughways.

The proposal would lead to the most significant change in traffic in our city for at least a generation. All of the Route 9 northbound autos and trucks that currently pass through downtown on Washington Street would instead enter the city via a new elevated highway ramp ending on Rapallo Avenue; if heading west the DOT believes they would travel 3 blocks south on Main Street, and turn right onto Washington. In order to handle the increased traffic downtown, the DOT proposes to narrow Main Street at cross-walks, allowing for shorter and safer pedestrian crossings and consequent shorter stoplight cycles.

Two of the foundational issues that guide the city's land use decisions lead me to oppose this plan: economic development and neighborhood vitality. The proposal replaces half of a downtown block, near the river, with a highway off-ramp, dumping an enormous number of cars and trucks into the economic and social heart of our city. It will result in an enormous increase in car and truck traffic coursing through one of our city's poorest neighborhoods (census tract 5416), further degrading the value of residential and commercial properties, and the quality of life for those that live and work nearby.

As a Planning and Zoning Commissioner, I must evaluate all proposals for their consistency with the guiding document for Middletown Land Use regulations and decisions: our Plan of Conservation and Development. The following passages from the POCD are relevant to the proposal to take Route 9 traffic through Rapallo and Main Street.

- *Over the years, Middletown has undergone an extensive revitalization of its downtown areas. The additions to this mixed-use area have turned the downtown into a busy and appealing place to work, shop, and live.*
- *Emphasize Downtown as the Community Focal Point. The City should continue its efforts to create a lively, mixed use downtown that should focus on strengthening its cultural and entertainment facilities and programs.*

- *Increase Access and Use of Riverfront. Expanded public recreation and open space areas should be established along the Connecticut River waterfront. Additional pedestrian and vehicular links are also needed to connect the city to the river.*
- *The Future Land Use map highlights North End neighborhoods for revitalization, though other neighborhoods will benefit as well from new construction and strengthening of the urban fabric.*

The proposed insertion of a highway offramp into downtown hurts residents and businesses in the immediate area of Main Street, Rapallo Avenue and Green Streets. The replacement of businesses and housing with an offramp may be unwise in any residential or commercial neighborhood, but in this one it is egregiously bad. Moreover, as traffic becomes overwhelming on Main Street between the bridge and Washington Street, it will impact businesses on Main Street. When people avoid the traffic, they will use Grand and Spring Streets as throughways to Washington, bringing cars and trucks through a dense residential zone and immediately past an urban school. This will degrade safety, property values, and the quality of life for thousands of residents. Finally, this plan does NOTHING to enhance our city's access to the river or the quality of life along the river. Quite the opposite: the elevated highways create visual barriers between downtown and the river, and the increased speed of the traffic make time along the river less desirable.

In sum, because this project negatively impacts economic development and neighborhood vitality, I strongly oppose it. We need to strengthen the businesses around Main Street, not burden them with traffic. And we need to promote the quality of life in our urban residential neighborhoods, not place a highway offramp in their midst.

Thank you for your consideration, I look forward to the presentation and discussion tonight.

Best,
Stephen

Stephen H. Devoto
Chair, Middletown Planning and Zoning ('21)

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Tuesday, April 03, 2018 5:08 PM
To: 'Smith, Stephen'
Cc: Hall, Stephen D
Subject: RE: Project 0082-0218

Mr. Smith-

I appreciate your well-articulated concerns regarding the proposed concept. As you are likely aware, Mayor Drew and the DOT have decided not to pursue this specific concept design.

Thank you for taking the time to email your comments.

Erik A. Jarboe, P.E.
Project Manager
Highway Design, CT DOT
860-594-3299

www.ct.gov/dot/rte9middletown

From: Smith, Stephen **Sent:** Thursday, March 22, 2018 9:15 AM
To: Jarboe, Erik A
Subject: Project 0082-0218

Mr. Jarboe,

I am a Middletown resident and I am writing to voice my opposition to the proposed changes to Route 9/Middletown. While the elimination of congestion at the lights is a worthwhile consideration, I feel the proposed solution will only shift the problem to Main Street and particularly the North End.

This plan undermines Middletown's development/revitalization plans as they pertain to Downtown economic development, recapturing the riverfront, and North End neighborhood revitalization.

I think you will find that many residence are receptive to the idea of alleviating congestion on Route 9, but not at such a sacrifice to our economic and neighborhood vitality and quality of life.

Thank you for your consideration,
Stephen Smith

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Wednesday, April 04, 2018 2:07 PM
To: 'TenEyck, Kate'
Cc: Hall, Stephen D
Subject: RE: elimination of stop lights in Middletown

Ms. Kate Ten Eyck-

Thank you for sending in your comments regarding the Middletown Proposal. As you are likely aware, Mayor Drew and the DOT have decided not to move forward with this specific conceptual design.

Erik A. Jarboe, P.E.
Project Manager
Highway Design, CT DOT
860-594-3299

www.ct.gov/dot/rte9middletown

From: TenEyck, Kate **Sent:** Sunday, March 18, 2018
5:12 PM
To: Jarboe, Erik A
Subject: elimination of stop lights in Middletown

To Whom it May Concern,

I am writing because I can not attend the meeting this Thursday for the projected changes to route 9 State Project Numbers 0082-0318, 0082-0319, and 0082-0320. I am a resident of Middletown (617 Highland Ave.) Having looked over the plans, I have serious reservations over some aspects. The first I find very disturbing. Basically this plan increases traffic and places a giant ugly wall in the vicinity of low income neighborhoods giving them an isolated and industrialized feel. This plan would NEVER pass if the residents of the houses just to the south of Rapallo and west of Dekoven had money or any kind of political clout. When will planners respect the rights of low income people to have their neighborhood not turned into the dumping ground off a freeway? The second problem I have is that the two raised sections create an even GREATER visual barrier between downtown Middletown and the river. If this project included a wide pedestrian walkway to help pedestrians access the waterfront, that would be amazing. This project puts cars first and doesn't help pedestrians or residents at all. If the areas where the highway needed to be raised could even be on pilings, to let light and a sense of visual continuity, even that would be an improvement. I find this plan to be overall harmful to businesses, residents, and visitors to Middletown, and only beneficial to commuters who don't stop or live here.

Kate Ten Eyck
Visiting Assistant Professor of Drawing
Art Studio Technician
Department of Art and Art History
Wesleyan University

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Thursday, April 05, 2018 6:59 AM
To: Jazwicz, Joseph J
Subject: FW: DOT Plan Hurts Middletown

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: Izzi Greenberg **Sent:** Wednesday, April 04, 2018 3:03 PM
To: Jarboe, Erik A
Cc: Hall, Stephen D
Subject: Re: DOT Plan Hurts Middletown

Hi Erik,

Thank you for the email back. I want to be clear that I'm not opposed to the plan in whole, I just know what the impact on the neighborhood already is because of these state roads, and I want you/us to be careful not only not to make it worse, but hopefully thoughtful enough to make it better.

I was one of the main person working with the city years ago on the Miller/Bridge/Portland St and other potential traffic changes (by Macdonough School, Berlin St, etc..), so I know what has been considered and I know who the key players are that will know the most (residents). So, if there are ways that I and my neighbors and contacts can be helpful to you as you reassess, please let me know. I'm very much invested in making this neighborhood the best it can be, and traffic plays a major role.

My phone number is XXXXXXXX. Please contact me at any time.
Thank you,
Izzi

On Wed, Apr 4, 2018 at 2:21 PM, Jarboe, Erik A <Erik.Jarboe@ct.gov> wrote:

Ms. Greenberg-

Thank you for sending in your comments regarding the Middletown Proposal. As you are likely aware, Mayor Drew and the DOT have decided not to move forward with this specific conceptual design.

Erik A. Jarboe, P.E.

Project Manager

Highway Design, CT DOT

860-594-3299

www.ct.gov/dot/rte9middletown

From: Izzi Greenberg

Sent: Thursday, March 22, 2018 12:48 PM

Cc: Jennifer Billingsley; O'Rourke, Kim; Ryan Cayer; Reardon, Damian; middletown-racial-justice-community@googlegroups.com; Brandie Doyle

Subject: DOT Plan Hurts Middletown

Dear Mayor, Elected Officials, City Leaders, and Friends,

I am writing to share my opinion about State Project Numbers 0082-0318 and 0082-0320. These projects are "proposed to reduce congestion, improve safety, and improve access to downtown Middletown." I understand the Department of Transportation priority, and the proposed project will likely meet the goal of improving safety of people in cars, but at what expense?

As it exists, this plan and its ramifications have racial, economic, and environmental justice impacts and city leadership should be standing up for residents and opposing this project.

The fact is that the state is trying to ease the safety, health, and social burden on commuters, and in turn is shifting it to the folks who live in the North End. This neighborhood is home to the densest population of People of Color and is the lowest-income census tract in Middletown. It is no surprise that they bear the heaviest burden, as projects like this typically favor higher-income people over low-income people. But that doesn't mean it is acceptable, and it doesn't mean our city leadership has to accept it. **City leadership should fight for its residents, not allow a prioritization of commuters who do not live here.**

From a social justice perspective, the worst aspects of this plan are that:

*It prioritizes the safety and health of people in cars over the safety and health of people who live in this dense downtown neighborhood by forcing more traffic on to residential streets.

*Instead of reducing the already overwhelming crush of cars that cut through North End streets, it appears to be poised to increase the load.

This plan is insufficient. If safety were indeed a priority, pre-existing conditions would be included in the plan (they are not):

*The ramp that takes cars from the westbound lane of the Arrigoni Bridge and directs them onto Spring Street would be removed. It should be removed. This ramp exists to encourage commuters to cut through our residential neighborhood and speed past the city's only neighborhood school. This ramp would not be tolerated if it dumped traffic into higher-income neighborhoods--it shouldn't be tolerated here.

*The other traffic patterns that allow commuters to cut through would be changed. The fact that our neighborhood, east and west of Main St., is a cut-through has not only reduced quality of life, but has reduced property values, reduced its visual appeal, and allowed absentee landlords to thrive. This is not what we want for our downtown. It should be no surprise that the streets with the most dilapidated housing are those which receive the most cut-through traffic.

The goal for commuters is to shave time off their drive. In doing so, they treat the children and families of the neighborhood as a burden. Nearly all of the children at Macdonough School walk. We are lucky to have one of the few neighborhoods in the city with relatively continuous sidewalks. And yet, it is unsafe for children to walk, as cars speed, disregard stop signs, and generally are not considerate of the pedestrians in the neighborhood.

The quality of life, health, and safety for residents is greatly diminished by the excess car exhaust, the litter from cars, and the general unpleasantness that exists when your small neighborhood streets are overwhelmed by the cars of people who don't live in or respect your neighborhood, but are only trying to get home as quickly as possible. Our families can't use their bikes safely, in fact, we can't even park in on-street parking safely because the speeding commuters so often knock off the car's side mirrors.

It is an embarrassment that commuters have been prioritized over residents for as long as they have. It is insulting and unjust to worsen the pattern. North End and Downtown residents, along with the City of Middletown have worked hard over the last 15 years to increase the quality of life, improve housing, and make our downtown more resident and pedestrian friendly. But we didn't do it all. We still have a long way to go, and this plan would put those improvements in reverse.

As city leadership, I hope you will do what is right and stand united against this plan. Stand firm and prioritize the people you serve over those who live outside of Middletown.

Thank you for your time and attention.

Izzi Greenberg

North End Middletown Resident, Columbus Ave.
Parent, Macdonough School
Organizing Committee Member, Middletown Racial Justice Coalition
Past Director, North End Action Team

I HAVE CC'D and BCC'D MANY FRIENDS AND NEIGHBORS. **IF ANY OF YOU WOULD LIKE TO HAVE YOUR OPINION HEARD, PLEASE FEEL FREE TO "REPLY ALL"** AS THIS LIST IS THE COMPLETE LIST OF BOARD OF EDUCATION, COMMON COUNCIL, PUBLIC SAFETY COMMISSION, PLANNING AND ZONING COMMISSION, CHAMBER OF COMMERCE LEADERSHIP, POLICE DEPARTMENT LEADERSHIP, JONAH CENTER, NEAT, AND THE MAYOR'S OFFICE.

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Wednesday, April 04, 2018 2:15 PM
To: 'Wendy Sheil'
Cc: Hall, Stephen D
Subject: RE: DOT plan for route 9

Ms. Sheil-

Thank you for sending in your comments regarding the Middletown Proposal. As you are likely aware, Mayor Drew and the DOT have decided not to move forward with this specific conceptual design.

Erik A. Jarboe, P.E.
Project Manager
Highway Design, CT DOT
860-594-3299

www.ct.gov/dot/rte9middletown

From: Wendy Sheil **Sent:** Thursday, March 22, 2018 9:32 AM
To: Jarboe, Erik A
Subject: DOT plan for route 9

Hello

I will keep this brief in hopes that you are getting a lot of these emails.

I am completely against the proposed plan by DOT for managing the removal of stop lights in Middletown. I love our north end and feel that this plan would have a terrible impact on this vibrant and vital neighborhood of Middletown.

I agree with all the points presented by Jen Alexander in the article she wrote for the Middletown Eye <http://middletowneyenews.blogspot.com/2018/03/the-dot-plan-bad-for-middletown.html>

A few I would like to specifically highlight:

We , in Middletown, are working hard to develop our riverfront, a valuable resource that would benefit more than just the residents of Middletown. Anything that would celebrate such a resource would draw from within and beyond Middletown. A highway with cars screaming by, with no stoplights, is not good for our riverfront. I like the idea of people stopping and noticing our park.

The flyover ramp that impacts Rapallo Avenue is an upsetting and unacceptable idea. I cannot support something that has such an adverse impact on this area. This is not fair to the folks that live and work in this area. Do you want to live under a highway ramp?

The traffic routed through the north end will inevitably seek short cuts through our heavily residential north end streets, as Jen shares, and this is also not fair to these residents and potentially dangerous, since there is a lot of pedestrian traffic in this area and young families.

Our Main Street is a vital and exciting place. My husband and I often dine downtown and love to walk to our destination. I have lived in Middletown my whole life and the transformation of the area is truly wonderful. It's so awesome to be downtown on a Wednesday evening, for example, and see so many friends and fellow residents walking (not driving) and enjoying what is a pedestrian friendly set up and so many delicious options for dining.

This plan just sends cars through and beyond Middletown's main street and, just like route 9 itself, is not good for Middletown. We've worked too hard and created too many opportunities for our downtown residents and businesses to support such a devastating plan.

I am vehemently against this plan!

Please "go back to the drawing board"

Thank you.

Wendy Sheil

Head Coach, Middletown (CT) HS Crew

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Thursday, April 05, 2018 9:52 AM
To: 'Angle, Stephen'
Cc: Hall, Stephen D
Subject: RE: Changes to Rt 9 in Middletown

Mr. Angle-

Thank you for taking the time to email in your concerns, it is appreciated.

Erik A. Jarboe, P.E.
Project Manager
Highway Design, CT DOT
860-594-3299

www.ct.gov/dot/rte9middletown

-----Original Message-----

From: Angle, Stephen **Sent:** Thursday, March 22, 2018 1:43 PM
To: Jarboe, Erik A
Subject: Changes to Rt 9 in Middletown

Dear Sir:

I write as a long-time Middletown resident. I have been thrilled to see the revitalization of Main Street over the last two decades. Middletown is one of Connecticut's real success stories. While I appreciate the inconvenience of the lights on Rt 9 to both out-of-town commuters and to Middletown residents, I feel that the DOT's motto should be the same as doctors': "Above all, do no harm." It would be a tragedy to wreck the magic of Main Street in the search for a solution to Rt 9 congestion. After all, no one lives on Rt 9, whereas Middletown is our home. In my judgment, the northbound flyover onto Rapallo creates many problems — for immediate residents and businesses and for the whole North End, especially including residents along Grand and Spring, as well as students and the community of Macdonough School. If we are to find a way to remove the traffic lights on Rt 9, it must prioritize the well-being of Middletown.

Sincerely,

Stephen Angle

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Thursday, April 05, 2018 11:09 AM
To: 'Lydia Brewster'
Cc: Hall, Stephen D
Subject: RE: DOT Plan Hurts Middletown

Ms. Brewster-

Thank you for taking the time to send in your comments and concerns regarding this proposed concept. It is appreciated.

Erik A. Jarboe, P.E.
Project Manager
Highway Design, CT DOT
860-594-3299

www.ct.gov/dot/rte9middletown

From: Lydia Brewster
Sent: Thursday, March 22, 2018 1:50 PM
Cc: Jennifer Billingsley; O'Rourke, Kim; Ryan Cayer; Reardon, Damian; middletown-racial-justice-community@googlegroups.com; Brandie Doyle
Subject: RE: DOT Plan Hurts Middletown

Dear City Officials:

I would like to support all of the points made by my former colleague and friend Izzi Greenberg and those of Jennifer Alexander in urging you to take a strong stance against the DOT –proposed changes to Route 9 that would severely impact quality of life, the appearance and the functionality of the North End. I have spent much of the last 25 years working in some capacity on behalf of residents and institutions within the North End. Those of us who have chosen to work there or to live there have seen many changes, most for the better, as a result of concentrated, patient, two-steps forward one back, momentum. Frankly, slow, evolutionary change within a struggling neighborhood is the speed that can result in deeper systemic improvements that result in long term success that is not at the expense of existing residents. The proposed changes would, in my opinion, be a huge step backward.

My grandchildren attend Macdonough School and live on a North End street that is vibrant, friendly and connected. My son works in the North End. He and his family eat in North End restaurants and shop in local stores. What's even more important is that as they walk on the neighborhood's sidewalks they see and know their neighbors. I urge you not to forsake that kind of neighborhood atmosphere for the benefit of a bit of commuter convenience.

I implore those of you who represent the residents, the neighborhood and the city to react strongly and quickly to this misguided plan to destroy Rapallo Avenue and negatively impact all of the smaller internal neighborhoods within the large one.

Sincerely yours,

Lydia Brewster
St. Vincent de Paul Middletown

From: middletown-racial-justice-community@googlegroups.com [<mailto:middletown-racial-justice-community@googlegroups.com>] **On Behalf Of** Izzi Greenberg

Sent: Thursday, March 22, 2018 12:48 PM

To: erik.jarboe@ct.gov;

Cc: Jennifer Billingsley; O'Rourke, Kim; Ryan Cayer; Reardon, Damian; middletown-racial-justice-community@googlegroups.com; Brandie Doyle

Subject: DOT Plan Hurts Middletown

Dear Mayor, Elected Officials, City Leaders, and Friends,

I am writing to share my opinion about State Project Numbers 0082-0318 and 0082-0320. These projects are "proposed to reduce congestion, improve safety, and improve access to downtown Middletown." I understand the Department of Transportation priority, and the proposed project will likely meet the goal of improving safety of people in cars, but at what expense?

As it exists, this plan and its ramifications have racial, economic, and environmental justice impacts and city leadership should be standing up for residents and opposing this project.

The fact is that the state is trying to ease the safety, health, and social burden on commuters, and in turn is shifting it to the folks who live in the North End. This neighborhood is home to the densest population of People of Color and is the lowest-income census tract in Middletown. It is no surprise that they bear the heaviest burden, as projects like this typically favor higher-income people over low-income people. But that doesn't mean it is acceptable, and it doesn't mean our city leadership has to accept it. **City leadership should fight for its residents, not allow a prioritization of commuters who do not live here.**

From a social justice perspective, the worst aspects of this plan are that:

*It prioritizes the safety and health of people in cars over the safety and health of people who live in this dense downtown neighborhood by forcing more traffic on to residential streets.

*Instead of reducing the already overwhelming crush of cars that cut through North End streets, it appears to be poised to increase the load.

This plan is insufficient. If safety were indeed a priority, pre-existing conditions would be included in the plan (they are not):

*The ramp that takes cars from the westbound lane of the Arrigoni Bridge and directs them onto Spring Street would be removed. It should be removed. This ramp exists to encourage commuters to cut through our residential neighborhood and speed past the city's only neighborhood school. This ramp would not be tolerated if it dumped traffic into higher-income neighborhoods--it shouldn't be tolerated here.

*The other traffic patterns that allow commuters to cut through would be changed. The fact that our neighborhood, east and west of Main St., is a cut-through has not only reduced quality of life, but has reduced property values, reduced its visual appeal, and allowed absentee landlords to thrive. This is not what we want for our downtown. It should be no surprise that the streets with the most dilapidated housing are those which receive the most cut-through traffic.

The goal for commuters is to shave time off their drive. In doing so, they treat the children and families of the neighborhood as a burden. Nearly all of the children at Macdonough School walk. We are lucky to have one of the few neighborhoods in the city with relatively continuous sidewalks. And yet, it is unsafe for children to walk, as cars speed, disregard stop signs, and generally are not considerate of the pedestrians in the neighborhood.

The quality of life, health, and safety for residents is greatly diminished by the excess car exhaust, the litter from cars, and the general unpleasantness that exists when your small neighborhood streets are overwhelmed by the cars of people who don't live in or respect your neighborhood, but are only trying to get home as quickly as possible. Our families can't use their bikes safely, in fact, we can't even park in on-street parking safely because the speeding commuters so often knock off the car's side mirrors.

It is an embarrassment that commuters have been prioritized over residents for as long as they have. It is insulting and unjust to worsen the pattern. North End and Downtown residents, along with the City of Middletown have worked hard over the last 15 years to increase the quality of life, improve housing, and make our downtown more resident and pedestrian friendly. But we didn't do it all. We still have a long way to go, and this plan would put those improvements in reverse.

As city leadership, I hope you will do what is right and stand united against this plan. Stand firm and prioritize the people you serve over those who live outside of Middletown.

Thank you for your time and attention.

Izzi Greenberg

North End Middletown Resident, Columbus Ave.
Parent, Macdonough School
Organizing Committee Member, Middletown Racial Justice Coalition
Past Director, North End Action Team

I HAVE CC'D and BCC'D MANY FRIENDS AND NEIGHBORS. **IF ANY OF YOU WOULD LIKE TO HAVE YOUR OPINION HEARD, PLEASE FEEL FREE TO "REPLY ALL"** AS THIS LIST IS THE COMPLETE LIST OF BOARD OF EDUCATION, COMMON COUNCIL, PUBLIC SAFETY COMMISSION, PLANNING AND ZONING COMMISSION, CHAMBER OF COMMERCE LEADERSHIP, POLICE DEPARTMENT LEADERSHIP, JONAH CENTER, NEAT, AND THE MAYOR'S OFFICE.

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You received this message because you are subscribed to the Google Groups "Middletown Racial Justice Community" group.

To unsubscribe from this group and stop receiving emails from it, send an email to middletown-racial-justice-community+unsubscribe@googlegroups.com.

To post to this group, send email to middletown-racial-justice-community@googlegroups.com.

To view this discussion on the web visit <https://groups.google.com/d/msgid/middletown-racial-justice-community/CAK%3DvCey9g0EqEbzYzRALv%2Bj9sb%2BLj3ccL19q2N%3D%2BLY-sPKVxwg%40mail.gmail.com>.

For more options, visit <https://groups.google.com/d/optout>.

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Friday, April 06, 2018 10:02 AM
To: Jazwicz, Joseph J
Subject: FW: Middletown's Route 9 Off-Ramp Proposal

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: The Buttonwood Tree (North End Arts Rising) **Sent:** Thursday, April 05, 2018 11:55 AM
To: Jarboe, Erik A
Cc: Hall, Stephen D
Subject: Re: Middletown's Route 9 Off-Ramp Proposal

WOW!

Thanks for letting me know.

Tough job you have ... I appreciate your time and efforts, never expected a response, thank you!

I pray we can work it out to create an equitable solution.

I wonder sometimes about creating a flyover for thru traffic and leaving the ground as is. But I'm sure you've thought of that and there are reasons why that can't work ...

All the best,
Anne-Marie

On Thu, Apr 5, 2018 at 11:40 AM, Jarboe, Erik A <Erik.Jarboe@ct.gov> wrote:

Anne-Marie

Thank you for taking the time to send in your concerns with the proposed concept, it is appreciated.

Erik A. Jarboe, P.E.

Project Manager

Highway Design, CT DOT

860-594-3299

www.ct.gov/dot/rte9middletown

From: The Buttonwood Tree (North End Arts Rising) **Sent:** Thursday, March 22, 2018 5:59 PM
To: Jarboe, Erik A
Subject: Middletown's Route 9 Off-Ramp Proposal

Dear Erik,

Thank you for your help in relaying my message to others. I am opposed to the off-ramp concept currently proposed. The proposed bump-outs will not increase traffic flow sufficiently to handle all the traffic coming down Main Street and will result in far fewer parking spots which are already insufficient for our needs. The raised traffic lanes will block the view of the river and further separate the river from our downtown.

This plan just doesn't work for Middletown residents and businesses, please THINK AGAIN.

Thank you.

Sincerely,

Anne-Marie

--

Anne-Marie Cannata McEwen

Executive Director, North End Arts Rising, Inc. (NEAR)

--

Anne-Marie Cannata McEwen

Executive Director, North End Arts Rising, Inc. (NEAR)

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Thursday, April 05, 2018 11:13 AM
To: 'Bobbye Knoll'
Cc: Hall, Stephen D
Subject: RE: DOT Plan Hurts Middletown

Bobbye Knoll Peterson-

Thank you for taking the time to send in your comments and concerns regarding the proposed conceptual layout.

Erik A. Jarboe, P.E.
Project Manager
Highway Design, CT DOT
860-594-3299

www.ct.gov/dot/rte9middletown

From: Bobbye Knoll **Sent:** Thursday, March 22, 2018 3:07 PM
To: Lydia Brewster
Subject: Re: DOT Plan Hurts Middletown

Dear Mayor Drew, Elected Officials, and other involved or interested parties:

Please allow me to be the third former director of the North End Action team to ask you to take a strong and public stance against the proposed DOT changes to Route 9 and Main Street.

There is no doubt that these changes will adversely affect the quality of life for North End residents and families attending Macdonough School.

I agree wholeheartedly with the points made by both Izzi and Lydia, I do want to strongly reiterate that if we allow this plan to go through we will again be choosing to neglect the needs of North End residents and place an unfair burden on our most vulnerable neighborhood to ease the burden of others. We cannot continue to overlook the needs of families residing in the North End to benefit other areas in our city and communers. It has happened to this neighborhood too many times. These changes will have negative impacts on families who walk to and from the school, who walk to and from the downtown, and who live in areas that will see increased cut through traffic (a problem that North End residents have been asking for solutions to for years). It will also negatively effect the air quality in the neighborhoods in which North End families live and play.

Our city has made great strides to become friendly for downtown living. Please don't ignore the impact these changes would have to the folks that are already living downtown. We've seen initiatives to create walkable and bikeable neighborhoods in Middletown. The North End is already a walkable/bikeable neighborhood. If we prioritize these initiatives in other areas why wouldn't we work to protect them in our most vulnerable neighborhoods?

This plan is insufficient. It creates harm to residents of Middletown. I ask our city leaders to hold DOT accountable to answer the following points: will there be changes after the public session? Has there been a traffic count study done to see what the impact will be for the proposed Rapallo exit? Will it be publicly available? How many vehicles exit Washington Street currently? How many northbound travelers exit Hartford

Ave.? Do we know the real and true impact these changes will have to the residents of our city most densely populated neighborhood? What will the new traffic counts be on the residential streets of the north end?

Again, I urge you all to publicly oppose this plan and push for solutions that don't unfairly place the burden on on North End residents again.

Thank you,

Bobbye Knoll Peterson, Middletown Resident
Former Director North End Action Team
Former North End Resident and Homeowner

On Thu, Mar 22, 2018 at 1:58 PM Lydia Brewster [wrote:](#)

Dear City Officials:

I would like to support all of the points made by my former colleague and friend Izzi Greenberg and those of Jennifer Alexander in urging you to take a strong stance against the DOT –proposed changes to Route 9 that would severely impact quality of life, the appearance and the functionality of the North End. I have spent much of the last 25 years working in some capacity on behalf of residents and institutions within the North End. Those of us who have chosen to work there or to live there have seen many changes, most for the better, as a result of concentrated, patient, two-steps forward one back, momentum. Frankly, slow, evolutionary change within a struggling neighborhood is the speed that can result in deeper systemic improvements that result in long term success that is not at the expense of existing residents. The proposed changes would, in my opinion, be a huge step backward.

My grandchildren attend Macdonough School and live on a North End street that is vibrant, friendly and connected. My son works in the North End. He and his family eat in North End restaurants and shop in local stores. What's even more important is that as they walk on the neighborhood's sidewalks they see and know their neighbors. I urge you not to forsake that kind of neighborhood atmosphere for the benefit of a bit of commuter convenience.

I implore those of you who represent the residents, the neighborhood and the city to react strongly and quickly to this misguided plan to destroy Rapallo Avenue and negatively impact all of the smaller internal neighborhoods within the large one.

Sincerely yours,

Lydia Brewster

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Thursday, April 05, 2018 11:15 AM
To: 'Charlotte McCoid'
Cc: Hall, Stephen D
Subject: RE: DOT Plan Hurts Middletown

Ms. McCoid-

Thank you for sending in your comments and concerns, it is certainly appreciated.

Erik A. Jarboe, P.E.
Project Manager
Highway Design, CT DOT
860-594-3299

www.ct.gov/dot/rte9middletown

From: Charlotte McCoid **Sent:** Thursday, March 22, 2018 4:07 PM
To: Izzi Greenberg
Subject: Re: DOT Plan Hurts Middletown

To All Interested Parties;

I thoroughly agreed with Izzy Greenberg 's thorough and comprehensive overview of how the new proposal by DOT will impact Middletown's north end. After reading further material by Stephan DeVoto, Jennifer Alexander, Bill Corvo and many others, this plan should be dismissed. I can see where minor tweaks are appropriate but little else.

I just pose one question to our politicians," Where will you be when the burden of rerouting our streets changes the very fabric of our Main Street for businesses, arts and community centers, and residents by this proposal"? The town will pay the price and politicians move on. It is a very bad endgame.

Thank you for your attention,

Charlotte McCoid
Middletown Resident
Middletown Art Commissioner

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Thursday, April 05, 2018 11:11 AM
To: Hall, Stephen D
Cc: Jazwicz, Joseph J
Subject: FW: DOT Plan Hurts Middletown

Oops, forgot to add you guys to that one.

-Erik

From: Jarboe, Erik A
Sent: Thursday, April 05, 2018 11:10 AM
To: 'Precious Price'
Subject: RE: DOT Plan Hurts Middletown

Ms. Price-

Thank you for taking the time to write in your comments and concerns regarding this proposed concept.

Erik A. Jarboe, P.E.
Project Manager
Highway Design, CT DOT
860-594-3299

www.ct.gov/dot/rte9middletown

From: Precious Price **Sent:** Thursday, March 22, 2018
2:43 PM
To: Lydia Brewster
Subject: Re: DOT Plan Hurts Middletown

Dear Middletown City Leadership & Elected Officials

I am writing to share my opinion of the Route 9 Project 0082-0318 & 0082-0320 proposed by the state of Connecticut's Department of Transportation. As former community director of the North End Action Team, current director of the Middletown Racial Justice Coalition, and future Middletown North End resident (April 1, 2018), I strongly oppose this plan.

Socially, this plan has many implications that would be detrimental to North End residents. The proposed plan seems to increase the flow of commuter traffic through these residential neighborhoods, and this will no doubt increase the health disparities that are already prevalent in this historically disenfranchised community. It's no secret that car exhaust and other pollutants increase respiratory illnesses such as asthma in children and heart complications. Not to mention, there's an elementary school where students would be negatively impacted by increased traffic, both in regards to health and safety, as they commute to school each day. These are the commuters we should be prioritizing.

When we follow trends of the workings of systemic and institutional racism, we understand it is not a coincidence the streets chosen to have the greatest impact from this plan are heavily populated by people of color. As residents already live near railroads, bridges, and highways, it could be hard to conceive that the health of these residents are of any importance to those in power in our city or state. After a while, these seem like throw away neighborhoods. But they are not! People in power created this. This is environmental racism at its core and will only be exacerbated by adding a Route 9 off-ramp in the proposed location.

One of the reasons I chose to move back to Middletown is because I feel that this is a place that, despite its issues, wants the best for its residents. Being a part of NEAT and the Racial Justice Coalition convinced me that although communities aren't perfect, they stand up and support each other. I guess in this regard I have very high standards for this city and hope my future move will be a worthwhile investment of my time, expertise, and money.

I wholeheartedly oppose this DOT project for these reasons, those expressed by my friends, neighbors, and colleagues, and hope that you will come out to support and prioritize the safety, and well-being of the residents of Middletown.

Best regards,

Precious Price,

Almost North End Resident, Prospect Street
Middletown Racial Justice Coalition Director
Former North End Action Team Community Director

On Thu, Mar 22, 2018 at 1:58 PM Lydia Brewster <[wrote](#):>

Dear City Officials:

I would like to support all of the points made by my former colleague and friend Izzi Greenberg and those of Jennifer Alexander in urging you to take a strong stance against the DOT –proposed changes to Route 9 that would severely impact quality of life, the appearance and the functionality of the North End. I have spent much of the last 25 years working in some capacity on behalf of residents and institutions within the North End. Those of us who have chosen to work there or to live there have seen many changes, most for the better, as a result of concentrated, patient, two-steps forward one back, momentum. Frankly, slow, evolutionary change within a struggling neighborhood is the speed that can result in deeper systemic improvements that result in long term success that is not at the expense of existing residents. The proposed changes would, in my opinion, be a huge step backward.

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Sincerely yours,

Lydia Brewster

St. Vincent de Paul Middletown

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Friday, April 06, 2018 10:22 AM
To: Jazwicz, Joseph J
Subject: FW: Route 9 Comment
Attachments: Rte 9 Challenge & Solutions.docx

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: John Hall **Sent:** Thursday, April 05, 2018
3:39 PM
To: Jarboe, Erik A; Hall, Stephen D; Britnell, William W
Subject: Route 9 Comment

Dear Erik, Steve, and William,

I have been asked by some Middletown community leaders to comment on the Project in Middletown. I have written the attached, unfinished article, which I am submitting to you in rough for—both to express my thoughts by way of citizen comment, as well as to invite any corrections of factual errors or misguided interpretations that any of you may be willing to make before this article appears anywhere. My key points are in italics.

As the article explains, I believe I have zeroed in on the key dilemma: the removal or location change of exits. I still believe that those exits can be left where they are, if compromises are made.

I also want to emphasize to the community that the pedestrian bump-outs and restoration of the railroad crossing are positive proposals that we as a community should embrace. The Middletown Complete Streets Committee will be taking this up at our meeting next Monday, April 9. The cut-through traffic can be addressed by the City, but your help with that could be very important.

Anyway, accept the attached as it is, for what it is worth, and feel free to comment if I have made any factual errors.

Thank you.

John

Route 98 Challenges and Solutions

By John C. Hall

The citizens of Middletown have spoken again. CT DOT is back to the drawing board to figure out a way to remove the traffic signals on Route 9 without adding congestion to downtown. The North End is the most vulnerable neighborhood in terms of traffic suggestion because that's where the bridge and the busiest Route 9 interchange are both located.

At the meeting on March 22, the many comments about cut-through traffic and North End impacts of the Rapallo Avenue ramp were well-founded. But those existing conditions could be alleviated even before a solution to the Route 9 traffic signals is found. The at-grade railroad crossing from Portland Street into the Miller/Bridge Street neighborhood should be restored as soon as possible. The pedestrian bump-outs on Main Street can be installed to improve the efficiency and safety of downtown vehicle and pedestrian traffic. The City could modify our streets to encourage bicycling. And cut-through traffic would be reduced by closing the westbound ramp from the bridge onto Spring Street and the ramp from Liberty Street to Newfield Street, among other inexpensive changes.

Still, removing the traffic signals on Route 9 remains a worthy goal in terms of reducing accidents, pollution, wasted fuel, and time spent in traffic. Of the 7530 vehicles travelling on Route 9 in both directions at peak afternoon rush hour, 2780 (37%) exit in downtown Middletown. Route 9 congestion already affects the North End neighborhood because drivers exit in Cromwell to bypass the clogged highway, many of them using Liberty, High, Grand, and other residential streets to access the bridge.

Here's the heart of the challenge that comes with taking the traffic signals off Route 9. In both of the proposals presented by CT DOT so far, the plans involved removing the northbound and southbound exits at Washington Street (exit 15); removing the northbound exit at Hartford Avenue (exit 16); and removing the northbound Harbor Park entrance ramp. The proposed loss of these three exits and the one entrance ramp would require those drivers to use the remaining exits and entrances at other locations, inevitably increasing traffic at those points. Or, the removals would need to be offset by the construction of new exits and entrances, but where might they be? And how many vehicles are we talking about?

Let's look at the exits first. Removal of the three above-mentioned exits will affect approximately 760 vehicles per hour at peak afternoon rush hour. Of those vehicles, 460 are headed for a destination lying west along Washington Street—that is, 87% of the cars exiting at Washington Street. About 280 are headed for the entrance ramp of the Arrigoni Bridge or another destination that takes them through the north end of Main Street—that is, 83% of the cars that exit northbound at Hartford Avenue plus some that exit northbound at Washington Street. (Vehicle and turn counts were provided by DOT, with calculations performed by me.)

In other words, these drivers are currently exiting precisely onto the streets they need to use. Forcing these cars to exit anywhere else will put more cars on Main Street and side streets. *Therefore, it appears that the best solution to the Route 9 congestion problem will retain these exits exactly where they are.* But how can we accomplish that *and* remove the traffic signals for through traffic?

Here are two possible solutions, one more expensive than those that have been proposed, and one that may be less expensive. Both of these new options involve signaling the entering and exiting traffic at

Hartford Avenue. In other words, entering northbound traffic would alternate with exiting northbound traffic, both moving under the elevated southbound lanes whose traffic would not have to stop.

Where the two options differ lies in how the northbound traffic exiting at Washington Street is dealt with. In the preferred but more expensive option, Route 9 southbound would be lowered sufficiently to allow northbound exiting traffic at Washington St. to cross over at grade, or via a slightly elevated bridge. This may require some pumping equipment to be installed to deal with intermittent flooding. It would also involve removing the pedestrian tunnel under Route 9 from Melilli Plaza (that, incidentally, rarely if ever floods)—a loss, but perhaps an acceptable one if a pedestrian overpass is constructed.

The less expensive option would require northbound traffic exiting at Washington Street to go a bit farther north to the Hartford Avenue exit, cross under the elevated southbound lanes, and return to Washington Street where it could exit to the right. Not real pretty, but it would spare downtown Middletown from worsened congestion on neighborhood streets.

Both of these options would leave downtown traffic patterns virtually unchanged. I have spoken with DOT engineers on several occasions since August 2016 about these ideas. Their responses have included mention of some complicating details that only traffic engineers can perceive, but I have heard no deal-breaking factors. I am not a traffic engineer, obviously (nor do I play one on TV), but I believe that, *given the many serious spatial constraints of the situation, any acceptable solution will entail compromises and less-than-ideal features*. With some speed reducing measures such as narrower travel lanes, and perhaps widening the opening under the railroad bridge crossing Route 9, it seems to me that some such approach can be made to work. In fact, it seems to me that *some version of one of these must be made to work if we are to minimize negative impacts on local traffic*.

But speaking of minimizing negative impacts, here is another dilemma to face while we're at it. The project to remove the stop sign at the northbound entrance of Route 17 onto Route 9 — one of the highest accident rate locations in the state— involves building an acceleration lane along the right/east side of the highway near Harbor Park. The engineers say, as mentioned above, that this requires the removal of the existing Harbor Park northbound entrance ramp that serves 560 vehicles per hour at peak afternoon traffic. Where will those vehicles enter Route 9 after the ramp removal? The remaining options are South Main Street, Eastern Drive, and Hartford Avenue. Is there a way to allow the Harbor Park entrance ramp to remain? Could these two entrance ramps be signalized and alternated?

I commend Middletown residents for their engagement on this important challenge, and I commend CT DOT for their listening, responsiveness to concerns, and the time they are spending preparing presentations and speaking with the public. Many of us—I certainly among them—have gotten quite an education in the process. We have two major highways, one involving a major bridge, intersecting in a confined space that is already choked with vehicles and pollution. It's not an easy situation to deal with. I encourage everyone to stay involved. If there are other, better ideas out there, let's hear them.

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Monday, April 16, 2018 9:31 AM
To: 'pwgillies'
Cc: Jarboe, Erik A
Subject: CTDOT Route 9 Middletown Projects

Ms. Gillies,

Thank you for sending in your comments regarding the improvements to Route 9 and downtown Middletown. As we continue to investigate feasible options for the signal removal, we will be moving forward with Main Street projects including work on the signal at Grand Street and Main Street. This work will change the existing configuration to prevent the confusion that exists today. Unfortunately, we cannot simply close the Route 17 to Route 9 connection. Approximately 6,000 vehicles use this connection daily and closing this would put a tremendous burden on the surrounding local roads. We have received recommendations similar to yours regarding detouring traffic to Route 18. As we have stated before, a 2.6 mile detour to access the downtown area is simply not feasible. This would undoubtedly negatively impact the businesses and residents of the downtown area.

I appreciate your comments and encourage you to follow up should you have any other questions.

Thank you,

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov



Fold Along Dashed Line



Ms. Concettina Gillies
429 Ridge Rd.
Middletown CT 06457-5230

HARTFORD CT 061

16 APR 2013 PM 7 L



MR. ERIK A. JARBOE, P.E.
TRANSPORTATION SUPERVISING ENGINEER
CONNECTICUT DEPARTMENT OF TRANSPORTATION
P.O. Box 317546
NEWINGTON, CT 06131-7546

STATE PROJECT 0082-0318 / 0082-0319 / 0082-0320
ATTN. ERIK JARBOE / STEPHEN HALL

Fold Along Dashed Line



COMMENT FORM

STATE PROJECT NUMBERS

0082-0318—REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9

0082-0319—SIDEWALK BUMP-OUTS ON MAIN STREET

0082-0320—ST. JOHN'S SQ. AND MAIN ST. INTERSECTION IMPROVEMENTS

NAME: Connie Gilles

ADDRESS: 

TELEPHONE: 

I would like to suggest a focus on the following relatively less expensive projects while a new design is developed -

Adjust traffic lights at Grand St. Main St. Regallo Ave to alter rate - reduce confusion

Block Route 17 access to Route 9. This was identified in 2011 as The Most Dangerous Intersection in Connecticut - Temporary until new design is developed. There are two options for these cars. Walk way over Route 9 to Conn River a positive project for local residents -

A Trial Run on a Sat & Sun with less traffic to try redirecting traffic on Route 9 between Exit 15 and Exit 18 into the existing loops for North & South bound traffic - Traffic lights can be blim by caution - Try before summer traffic South bound backs up 3 miles to K Mart Exit -

Thank you -

Jazwicz, Joseph J

From: Jarboe, Erik A
Sent: Monday, April 16, 2018 8:28 AM
To: Hall, Stephen D
Cc: Jazwicz, Joseph J
Subject: FW: Elimination of RT 9 Lights

Just file. I think he's done for now.

-Erik

From: Jarboe, Erik A
Sent: Saturday, April 14, 2018 7:59 AM
To: Jarboe, Erik A
Subject: Re: Elimination of RT 9 Lights

Erik,

I'm disappointed but not surprised at your response. Please keep in mind that the only vehicles being "detoured" are the northbound vehicles making a left turn. All the remaining northbound and southbound vehicles are flowing freely.

I hope your third attempt at a solution is successful.

Chuck Vitali

In a message dated 4/12/2018 9:10:54 AM Eastern Standard Time, Erik.Jarboe@ct.gov writes:

Yes Mr. Vitali, I received your email and attachment. I apologize for not responding yet.

We appreciate your ideas regarding possible solutions for removing the traffic signals. Unfortunately, routing the Route 9 northbound traffic to exit 18 in order to loop back and exit Route 9 southbound for access to Hartford Ave would be a 2.5 mile detour and we are not willing to provide that level of access.

Thank you very much for sending in your desire to have the signals removed from the expressway. We are committed to finding a balanced solution for the removal of these signals and are already coordinating a follow-up game plan.

Erik A. Jarboe, P.E.

Project Manager

Highway Design, CT DOT

860-594-3299

www.ct.gov/dot/rte9middletown

From: Sent: Wednesday, April 11, 2018 5:58 PM
To: Jarboe, Erik A
Subject: Fwd: Elimination of RT 9 Lights

Erik,

Please confirm receipt of this email.

Chuck Vitali

From:
To: Erik.Jarboe@ct.gov
Sent: 4/5/2018 11:27:14 AM Eastern Standard Time
Subject: Fwd: Elimination of RT 9 Lights

From:
To: Erik.Jarboe@ct.gov
Sent: 4/5/2018 11:18:56 AM Eastern Standard Time
Subject: Elimination of RT 9 Lights

Erik,

I am appalled that Middletown has been able to successfully reject the proposals for eliminating the lights on

RT 9.

I commuted for thirty years(1970-2000) on RT 9 through Middletown and still travel on RT 9.

Based on my experience there is an option for removing the lights that utilizes the existing exits into Middletown from RT 9 southbound. The Hartford Ave. entrance would still be required to be rebuilt as proposed.

Attached is a proposal for eliminating the lights, addressing the Miller St. situation and the Washington Ave./Main St. intersection.

Please let me know what you think.

Chuck Vitali

PROPOSAL

ELIMINATION OF RT9 TRAFFIC LIGHTS AND TRAFFIC IMPROVEMENTS IN MIDDLETOWN

TRAFFIC LIGHT REMOVAL

ROUTE ALL NORTHBOUND RT 9 TRAFFIC TO EXIT 18 AND REDIRECT ONTO RT 9
SOUTHBOUND

UTILIZE EXISTING SOUTHBOUND EXITS TO HARTFORD AVE AND WASHINGTON ST

ADD THIRD TRAVEL LANE FROM EXIT 18 TO HARTFORD AVENUE EXIT

REBUILD EXIT 18 AS REQUIRED

MODIFY HARTFORD AVE ENTRANCE TO RT9 AS PREVIOUSLY PROPOSED

ADD THIRD TRAVEL LANE FROM HARTFORD AVE NORTH ON RT 9 TO BEYOND EXIT 18

DURING PEAK PERIODS TRAFFIC FROM ARRIGONI BRIDGE HEADED SOUTH ONTO RT 9
MAY NEED TO BE DIRECTED TO WASHINGTON AVE TO ACCESS RT 9 SOUTH
DUE TO DIFFICULTIES ENTERING RT 9 SOUTH AT HARTFORD AVE

ACCESS TO DEKOVEN DRIVE SOUTHBOUND AT WASHINGTON ST FROM RT 9
SOUTHBOUND MAY HAVE TO BE ELIMINATED TO KEEP TRAFFIC MOVING

ADVANTAGES

UTILIZES EXISTING TRAFFIC PATTERNS FOR ACCESS TO HARTFORD AVE AND
WASHINGTON ST ELIMINATING MIDDLETOWN'S OBJECTIONS TO PREVIOUS
PROPOSALS

LESS COSTLY THAN PREVIOUS PROPOSALS

TRAFFIC IMPROVEMENTS - MILLER ST

IMMEDIATELY SHUT DOWN THE MILLER STREET CROSSOVER EXCEPT TO EMERGENCY VEHICLES

REDIRECT NORTHBOUND VEHICLES HEADING TO MILLER ST TO EXIT 18 AND ONTO THE SOUTHBOUND LANE FOR ACCESS TO MILLER ST

VEHICLES HEADED TO RT 9 NORTHBOUND FROM MILLER ST ARE REDIRECTED SOUTHBOUND TO EXIT 14 ONTO DEKOVEN DR AND PROCEED TO THE HARBOR PARK ENTRANCE TO RT 9 NORTHBOUND

RATIONALE

THE MILLER ST CROSSOVER SHOULD NOT EXIST WITHOUT A SET OF ON-DEMAND TRAFFIC LIGHTS THAT OPERATE IN PARALLEL WITH THE HARTFORD AVE LIGHTS

NO LIGHTS - NO CROSSOVER - NO ACCIDENTS

NOTE: THERE IS AN "EMERGENCY AND AUTHORIZED VEHICLES ONLY" SIGN AT THE CROSSOVER NOW. HOWEVER, IT APPEARS MILLER ST VEHICLES ARE CONSIDERED "AUTHORIZED". THERE IS ALSO A LIGHT(?) FACING MILLER ST ON THE SOUTHBOUND SIDE OF RT 9 THAT HAS A RED AND YELLOW SIGNAL

TRAFFIC IMPROVEMENTS - WASHINGTON AVE AND MAIN ST

WASHINGTON AVE TRAFFIC LIGHTS NEED TO OPERATE INDEPENDENTLY FOR EAST AND WEST BOUND TRAFFIC

RATIONALE

WESTBOUND TRAFFIC IS BACKED UP DURING PEAK PERIODS DUE TO SHORT CYCLE AND LACK OF A LEFT TURN CONTROL LIGHT OPTION

WESTBOUND TRAFFIC LANES ARE NOT ALIGNED WITH LANES ON THE WEST SIDE OF MAIN ST

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Tuesday, April 17, 2018 11:00 AM
To: 'circaarch'
Cc: Jarboe, Erik A
Subject: RE: CTDOT Public Informational Meeting Survey - Removal of Traffic Signals on Route 9 & Main St. Intersection Improvements

Ms. Donadio,

Thank you for attending the meeting and completing the survey. As a department we do consider that the majority of the attendees for a public informational meeting will be opposed to the project, while those that are for the project may not feel the need to attend. We have received comments such as yours via email and paper that express support for the project, and we take them into as much consideration as those expressed in person at the meeting. We are committed to finding a solution that serves to satisfy the community as a whole and will be holding more meetings in the future. Please let me know if you have any other questions or additional comments.

Thank you,

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: LORI DONADIO]
Sent: Tuesday, April 17, 2018 9:10 AM
To: Garcia, Tiffany R.
Cc: Jazwicz, Joseph J; Hall, Stephen D
Subject: Re: CTDOT Public Informational Meeting Survey - Removal of Traffic Signals on Route 9 & Main St. Intersection Improvements

I filled out the survey monkey, but my concern is that the voices heard from the last meeting were a small group. I attended the meeting but had to leave before the question portion. I was very surprised when Mayor Drew announced he was not supporting the plan. I feel that a small group was the only one voicing opinions. People who feel strongly against something usually attend meetings. People who are moderately for something don't. I think that if the whole town was provided an easy way to give their view it might have been different. There were many people on facebook who supported it. How can a wider variety of people be involved?

I thought the last design was about 90% great.

Thank you,

Lori L. Donadio

From: "Garcia, Tiffany R." <Tiffany.Garcia@ct.gov>
To: "Garcia, Tiffany R." <Tiffany.Garcia@ct.gov>
Cc: "Jazwicz, Joseph J" <Joseph.Jazwicz@ct.gov>; "Hall, Stephen D" <Stephen.Hall@ct.gov>
Sent: Tuesday, April 17, 2018 8:49 AM

Subject: CTDOT Public Informational Meeting Survey - Removal of Traffic Signals on Route 9 & Main St. Intersection Improvements

Thank you for attending the Connecticut Department of Transportation's public informational meeting on the **Removal of Traffic Signals on Route 9 and Main Street Intersection Improvements**, on March 22, 2018, in Middletown, CT.

Respectfully, we ask that you click on the link below and take a few minutes to complete our short survey. Your responses are completely anonymous and your feedback is extremely important to us!

<https://kwiksurveys.com/s/KsDeoOgy>

We look forward to hearing from you.

Many thanks,

Tiffany R. Garcia
Equal Employment Opportunity Specialist
Connecticut Department of Transportation
Office of Contract Compliance
2800 Berlin Turnpike, Newington, CT 06111
Tel: 860-594-2243 | Email: Tiffany.Garcia@ct.gov



Please consider the environment before printing this email.

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Wednesday, April 18, 2018 12:59 PM
To: 'patricebarrettmph
Cc: Jarboe, Erik A
Subject: RE: Middletown Route 9 project

Ms. Barrett

Thank you for your comments. The location for the public info meeting was chosen in order to accommodate a large expected crowd. After discussions with City personnel, we felt that there was not a facility downtown that was adequate to handle the large number of people. Additionally, as part of our selection process we confirmed that public transportation is provided from the downtown area to the High School.

Thank you,

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591
Stephen.Hall@CT.gov

From: Patrice Barrett MPH **Sent:** Saturday, March 24, 2018
10:29 AM
To: Jarboe, Erik A
Subject: Middletown Route 9 project

I cannot understand why this meeting on the construction proposal was not held in a central location in the city.

1. It is the affected neighborhood. 2. It allows those who have limited transportation to attend the meeting that is served by public transit or walking.

I think it is inconsiderate, but common, for the State of CT to hold meetings in locations not easily accessible to those with limited transportation options. Plenty of spaces existed in the downtown Middletown area for this meeting.

This is the population most greatly impacted by the plan.

Those of us who do work at the community level cannot be effective enough advocates for these citizens if we do not actually reside in the proposed area of changes and our lives will not be impacted as theirs will be.

--

Patrice Barrett, MPH

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Wednesday, April 18, 2018 12:38 PM
To: 'jennylecce'
Cc: Jarboe, Erik A
Subject: RE: Middletown Route 9

Ms. Lecce,

Thank you for your comments and for attending the two previous meetings, I apologize for the delay in my response. There are a couple of issues with sending northbound vehicles off at Exit 11. First, it would add 1.7 miles for vehicles heading over the bridge. While the extra distance isn't extraordinary, this would add a significant amount of Portland bound traffic to Main Street. Our designs have attempted to minimize the amount of traffic we would be adding to Main Street, especially the City owned portion. Additionally, Randolph Road and Route 17 would likely require extensive upgrades in order to safely handle the increased volumes.

We are currently looking to close the Miller Street access to Route 9 separate from the other improvements mentioned at the meetings. However, this access point does not provide any benefits if it were to be reconfigured to provide access to the Arrigoni Bridge, and will therefore simply be closed.

Please feel free to contact me if you have any additional questions or comments.

Thank you,

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591 Stephen.Hall@CT.gov

-----Original Message-----

From: Jenny Lecce Sent: Monday, March 26, 2018 3:17 PM
To: Jarboe, Erik A
Subject: Middletown Route 9

Hello,

I have attended both public events regarding future plans for Route 9 in Middletown. I have a suggestion and a question.

First, I would like to see professionals explore the possibility of northbound route 9 traffic exiting route 9 via Exit 11, Randolph Road. Vehicles could handily use 155 to Route 17 and into the downtown or take Saybrook Road - a very convenient exit and less distance than say, getting to downtown Chester or Essex via Route 9 (routes no one seems to mind). This would mean no raised retaining walls or elevated roads for the northbound side of route 9.

Second, by all means, close the Miller Street access onto Route 9, but is there no way to use that point as the only exit for route 9 drivers heading for the Portland Bridge? Eliminating Portland bound traffic from Middletown's main street would go a long way.

Thank you,
Jenny Lecce

Jazwicz, Joseph J

From: Hall, Stephen D
Sent: Tuesday, May 01, 2018 9:13 AM
To: Jazwicz, Joseph J
Subject: FW: Rt 9 Middletown Project - a suggestion

Please file

Steve Hall, P.E. | Project Engineer
Bureau of Engineering and Construction
State Highway Design Unit
CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591 Stephen.Hall@CT.gov

-----Original Message-----

From: John Pellino Sent: Monday, April 30, 2018
3:11 PM
To: Hall, Stephen D
Subject: Re: Rt 9 Middletown Project - a suggestion

Understood. Thanks. The joke in Middletown is that Main St between the Y and St John's is functionally a giant crosswalk, so proper routing and management of foot traffic would benefit both the increasingly walkable downtown and the safety of both pedestrians and drivers.

I know commuting home to the south farms area I'm amazed there are so few accidents - the sketchy part of southbound rush includes seeing people jockeying to Arrigoni just after the southbound Rt 99 entry, which clogs then opens up a through lane in the middle, leaves a (twice!) dead lane on the right, which disappears just before the DeKoven off-ramp. Honestly, the best practical 1/4 mile pavement project that could be spent in the interim would be to extend the right lane intact from Washington to DeKoven if feasible.

Thanks for all the work. Those days when the pm rush southbound backup starts in Cromwell will not be missed.

JP

> On Mon, Apr 30, at 14:53 , Hall, Stephen D <Stephen.Hall@ct.gov> wrote:

>

> Mr. Pellino,

>

> Saint John's Square becomes Hartford Avenue at its intersection with Route 9. The existing access to Washington Street from Route 9 northbound will be conveyed by the flyover to Rapallo Avenue. The proximity of the Hartford Avenue on-ramp to Route 9 southbound and the Route 9 southbound off-ramp to Washington street creates an unsafe "weave" condition. In order to provide an adequate acceleration lane for the traffic entering Route 9 southbound from Hartford Avenue we cannot provide an off-ramp at Washington Street. We anticipate that this traffic will either get off at Hartford Avenue and travel down Main Street or get off at exit 14 and use deKoven or Main Street to travel north. The bump-out project will dramatically improve the operations on Main Street, enough so that despite the added volume it will actually be more efficient. The operational modifications also allow us to re-time the signals which help in the efficiency of Main Street. However, based on the feedback from the public informational meeting, we are looking into alternatives that reduce the changes in operation at Washington Street. It is abnormal to have an interstate with such a high density of access points which is one of the reasons the design is so challenging.

>

> Please let me know if you have any other questions or wish to discuss further.

>

> Steve Hall, P.E. | Project Engineer

> Bureau of Engineering and Construction State Highway Design Unit CTDOT

> | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591

> Stephen.Hall@CT.gov

>

>

> -----Original Message-----

> From: John Pellino

> Sent: Monday, April 30, 2018 2:02 PM

> To: Hall, Stephen D

> Subject: Re: Rt 9 Middletown Project - a suggestion

>

> Wow. If I read the most recent plan right,

>

> There will be no more access from any Rt 9 *to* Washington St and all of that traffic will be sent to Rappallo Av and to DeKoven at MLK?

>

> That *all* NB Rt 9 will exit to downtown at Rapallo? How's that going over with local businesses?

>

> John

>

>> On Mon, Apr 30, at 13:01 , Hall, Stephen D <Stephen.Hall@ct.gov> wrote:

>>

>> Mr. Pellino,

>>

>> Thank you for your comments. We have investigated various alternatives that involve direct connections to the Arrigoni Bridge. Unfortunately, the required horizontal and vertical geometry required to safely facilitate these maneuvers make them infeasible. The movement you refer to would likely require the removal of at least half if not all of the Miller Street neighborhood. Additionally, it would have tremendous impacts to the wetlands to the west of Route 9. The elimination of the traffic signal at Hartford Avenue and Route 9 allows for a free flow maneuver from the signal at Saint John's Square to Route 9 northbound. Traffic coming over the bridge will still need to go through the Saint John's Square signal, however there will no longer be a backup on Hartford Avenue which will drastically improve this maneuver. I appreciate your involvement in this project and would be more than happy to answer and other questions you may have.

>>

>> Thank you,

>>

>>

>> Steve Hall, P.E. | Project Engineer

>> Bureau of Engineering and Construction State Highway Design Unit

>> CTDOT | 2800 Berlin Turnpike | Newington, CT 06111 | 860.594.2591

>> Stephen.Hall@CT.gov

>>

>>

>>

>> -----Original Message-----

>> From: John Pellino

>> Sent: Wednesday, April 25, 2018 2:27 PM

>> To: Jarboe, Erik A

>> Subject: Rt 9 Middletown Project - a suggestion

>>
>> I lived in East Hampton for 7 years. We moved because of now having 2 commutes to places west of the river.
>>
>> Has anyone looked at one major factor for the St John's Square traffic and spec'd a ramp from the Arrigoni Bridge westbound to Rt 9 north?
>>
>> That probably removes half the traffic from the bridge to Rt 9.
>>
>> Thanks
>>
>> JP
>

To: Mr. Erik Jarboe, P.E. Transportation Supervising Engineer
CT Department of Transportation, P.O. Box 317546, Newington CT 06131

From: Linda Brunza- Environmental Analyst

Telephone: 860-424-3739

Date: 4/6/2018

Email: Linda.Brunza@ct.gov

Subject: Scoping Notice for Route 9 removal of traffic signals and associated improvements

The Department of Energy and Environmental Protection (DEEP) has received the Notice of Scoping for the project proposed by the Department of Transportation (DOT) for Route 9 in Middletown improvements. The project proposes to reduce congestion and improve safety, as well as improving access to downtown Middletown by removing two existing traffic signals at exits 15 and 16. A bridge will be construction to convey vehicles northbound over Route 9 southbound to access downtown Middletown. Other improvements include improving pedestrian movement in downtown Middletown with road widening and crosswalk improvements. The following comments are submitted for your consideration.

Flood Management

The proposed project site is located within the 100-year flood zone on the community's Flood Insurance Rate Map. Because it is a State action, the project must be certified by DOT as being in compliance with flood and stormwater management standards specified in section 25-68d of the Connecticut General Statutes (CGS) and sections 25-68h-1 through 25-68h-3 of the Regulations of Connecticut State Agencies (RCSA). For further information, contact the Land and Water Resources Division at 860-424-3706. A fact sheet regarding floodplain management and the certification form can be downloaded at: [Flood Management](#).

Erosion and Sedimentation Control

In order to protect the Connecticut River, strict erosion and sediment controls should be employed during construction and maintained throughout the entire construction process. The Connecticut Guidelines for Soil Erosion and Sediment Control prepared by the Connecticut Council on Soil and Water Conservation in cooperation with DEEP is a recommended source of technical assistance in the selection and design of appropriate control measures. The 2002 revised edition is available online at [Erosion Control Guidelines](#).

Stormwater General Permit

The general permit for [Stormwater and Dewatering Wastewaters from Construction Activities](#) may be applicable depending on the size of the disturbance regardless of phasing. This general permit applies to all discharges of stormwater and dewatering wastewater from construction activities. The construction stormwater general permit dictates separate compliance procedures for Locally Approvable projects and Locally Exempt projects (as defined in the permit). Locally Exempt

construction projects disturbing over one (1) acre must submit a registration form and Stormwater Pollution Control Plan (SWPCP) to DEEP. Locally Approvable construction projects with a total disturbed area of one to five acres are not required to register with DEEP provided the development plan has been approved by a municipal land use agency and adheres to local erosion and sediment control land use regulations and the CT Guidelines for Soil Erosion and Sediment Control. Locally Approvable construction projects with a total disturbed area of five or more acres must submit a registration form to DEEP prior to the initiation of construction. This registration shall include a certification by a Qualified Professional who designed the project and a certification by a Qualified Professional or regional Conservation District who reviewed the SWPCP and deemed it consistent with the requirements of the general permit. The SWPCP for Locally Approvable projects is not required to be submitted to DEEP unless requested. The SWPCP must include measures such as erosion and sediment controls and post construction stormwater management. A goal of 80 percent removal of total suspended solids from the stormwater discharge shall be used in designing and installing post-construction stormwater management measures. Stormwater treatment systems must be designed to comply with the post-construction stormwater performance management requirements of the permit. These include post-construction performance standards requiring retention of the water quality volume and incorporating control measures for runoff reduction and low impact development practices. For further information, contact the Water Permitting and Enforcement Division at 860-424-3018. The construction stormwater general permit registrations can now be filed electronically through DEEP's e-Filing system known as ezFile. Additional information can be found on-line at: [Construction Stormwater GP](#).

Air Quality

For large construction projects, DEEP typically encourages the use of newer off-road construction equipment that meets the latest (EPA) or California Air Resources Board (CARB) standards. If that newer equipment cannot be used, equipment with the best available controls on diesel emissions including retrofitting with diesel oxidation catalysts or particulate filters in addition to the use of ultra-low sulfur fuel would be the second choice that can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would obviate the need for retrofits.

DEEP also encourages the use of newer on-road vehicles that meet either the latest EPA or CARB standards for construction projects. These on-road vehicles include dump trucks, fuel delivery trucks and other vehicles typically found at construction sites. On-road vehicles older than the 2007-model year typically should be retrofitted with diesel oxidation catalysts or diesel particulate filters for projects. Again, the use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

Additionally, section 22a-174-18(b)(3)(C) of the RCSA limits the idling of mobile sources to three (3) minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted signs indicating the three-minute idling limit is recommended. It should be noted that only DEEP can enforce section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of DEEP.

RCRA Hazardous and Solid Waste

If contaminated soils are encountered during a utility construction project that is not owned by the utility and the contamination was not created by the utility, the following procedures are recommended. The utility may reuse the contaminated soil in the same excavation within the same area of concern without prior approval by DEEP provided: 1) any condition that would be a significant environmental hazard as defined in section 22a-6(u) of the CGS is reported by the utility and that the location is identified on a map submitted to the DEEP Remediation Division; 2) any excess contaminated material is disposed of in accordance with the solid and hazardous waste regulation as appropriate; and 3) the upper one (1) foot of the excavation is filled with the clean fill material or paved. Any sampling required to make a determination as to whether a significant environmental hazard exists or how excess spoils will be disposed of is the responsibility of the entity (public or private) performing the excavation. For further information, contact the Remediation Division at 860-424-3366. The Connecticut Remediation Standard Regulations are available on-line at [Guidance for Utility Company Excavation](#).

Threatened and Endangered Species

The Natural Diversity Database (NDDB) maps represent the approximate locations of species listed by the State, pursuant to section 26-306 of the CGS, as endangered, threatened or of special concern. The maps are a pre-screening tool to identify potential impacts to state listed species. Portions of this project fall within one of these areas. The applicant is required to submit a *Request for Natural Diversity Data Base (NDDB) State Listed Species Review Form* (DEEP-APP-007) and all required attachments, including maps, to the NDDB for further review. Additional information concerning NDDB reviews and the request form may be found on-line at: [NDDB Requests](#).

Thank you for the opportunity to review this project. These comments are based on the reviews provided by relevant staff and offices within DEEP during the designated comment period. They may not represent all applicable programs within DEEP. Feel free to contact me if you have any questions concerning these comments.

cc: Robert Hannon, DEEP/ OPPD



STATE OF CONNECTICUT
OFFICE OF POLICY AND MANAGEMENT
COMPREHENSIVE PLANNING & INTERGOVERNMENTAL POLICY DIVISION

April 5, 2018

Mr. Erik A. Jarboe, P.E
Connecticut Department of Transportation
Bureau of Engineering and Construction
2800 Berlin Turnpike, Newington, CT 06131

Re: Notice of Scoping:
Removal of Traffic Signals on Route 9 and Associated Improvements

Dear Mr. Jarboe:

The Office of Policy and Management (OPM) has reviewed the [Notice of Scoping for DOT's proposed Middletown project](#) and submits the following comments:

- An article in the Hartford Courant last week reported that DOT is withdrawing its latest proposal for this project

<http://www.courant.com/community/middletown/hc-news-middletown-route-9-traffic-lights-20180329-story.html>

DOT's scoping notice for the project was unchanged in this week's Environmental Monitor, so it probably is unclear to the public whether DOT might close out this scoping notice or proceed with an environmental impact evaluation for what could be a significantly different project. The scoping notice has a highly-specific project description, with no mention of possible alternative approaches, so OPM recommends that any significant change to the proposal be handled by publication of a new scoping notice.

- There is an increasing recognition of the state's deferred infrastructure maintenance needs and of new infrastructure's impact on the state's long-term financial obligations. The described project would add additional bridges, retaining walls, and other components to the existing highway. In DOT's experience, what additional long-term maintenance obligations and costs would the state be committing to for the added infrastructure?
- While the scoping notice title is "Removal of Traffic Signals on Route 9 and Associated Improvements", the proposed project is a major construction project, much more than what people might expect for the removal of traffic signals. Agencies should avoid titles that understate the scope and potential impacts of projects.

Thank you for the opportunity to respond to this Notice of Scoping and please feel free to contact me if you have any questions.

Sincerely:

A handwritten signature in blue ink, appearing to read "Bruce Wittchen".

Bruce Wittchen
Office of Policy & Management
450 Capitol Ave, MS# 54ORG
Hartford, CT 06106
(860) 418-6323
bruce.wittchen@ct.gov