



Public Informational Meeting

**ELKS LODGE 771
44 MAYNARD STREET
MIDDLETOWN, CT
TUESDAY, JULY 26, 2016**

STATE PROJECT NO. 0082-0316 & 0082-0318 MODIFICATIONS TO ROUTE 9 IN THE CITY OF MIDDLETOWN



OFFICE OF HIGHWAY DESIGN

William W. Britnell P.E.

Transportation Principal Engineer
(860) 594-3274

Erik A. Jarboe P.E.

Project Engineer
(860) 594-3299

RIGHTS OF WAY

Douglas Hummel SR/WA

R.O.W. Coordinator
(860) 594-2441

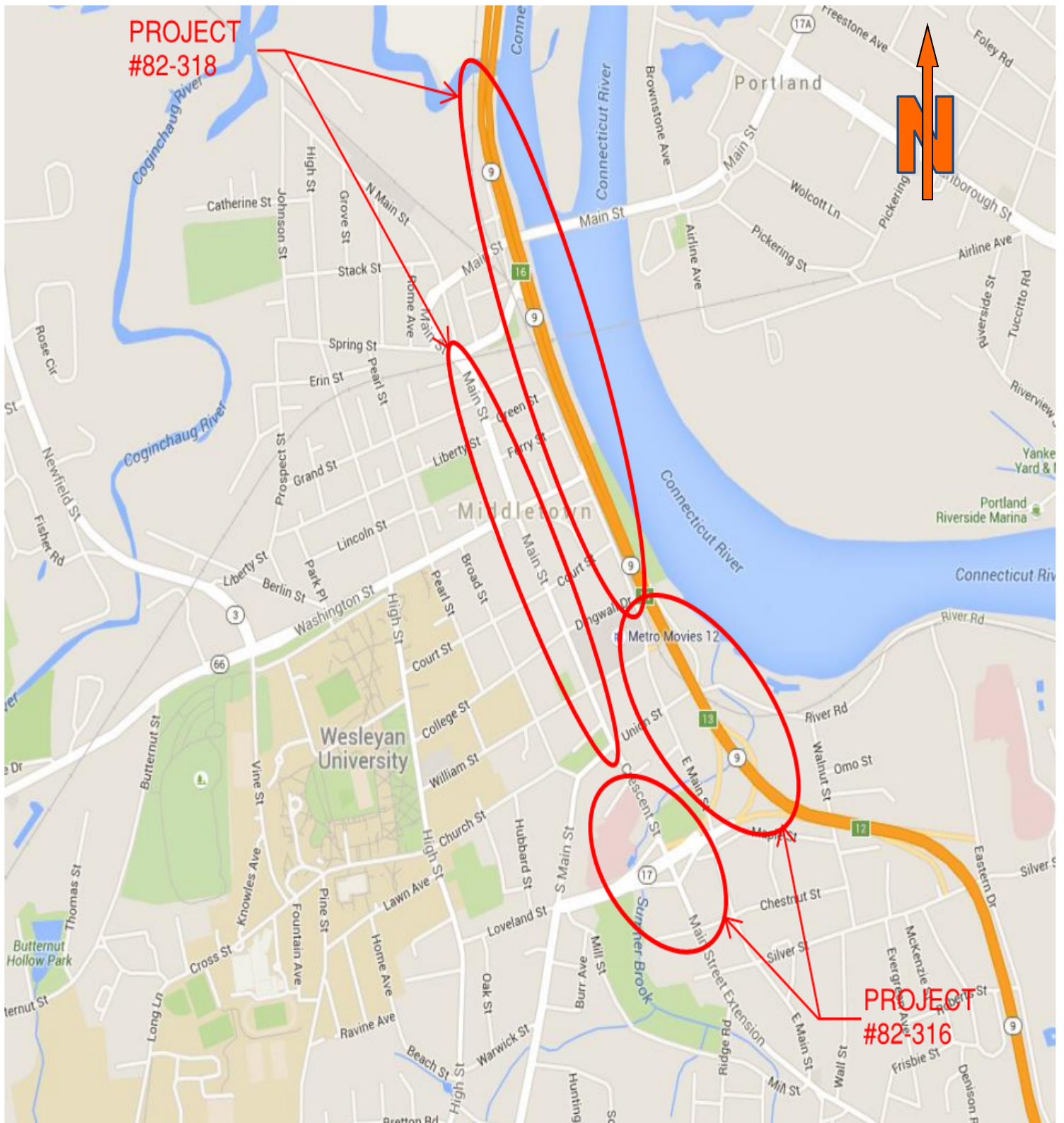
Matthew R. Vail P.E.

Project Manager
(860) 594-3342

Manny D. Pires

Project Designer
(860) 594-3448

LOCATION PLAN



PROPOSED PROJECT INFORMATION

This meeting will describe two projects located on Route 9 in the City of Middletown between Route 17 and approximately the Mattabesset River, north of Arrigoni Bridge. The first project (project number 82-316) is an existing project being designed which involves the modifications to allow the removal of the existing stop sign at the end of the Route 17 on-ramp to Route 9 northbound. The design of this project now includes some changes from the previous public informational meeting, which will be described further.

The second project (project number 82-318) is a conceptual plan to improve access between Route 9 and downtown Middletown including the removal of the traffic signals on Route 9. Both projects are further described herein.

PURPOSE:

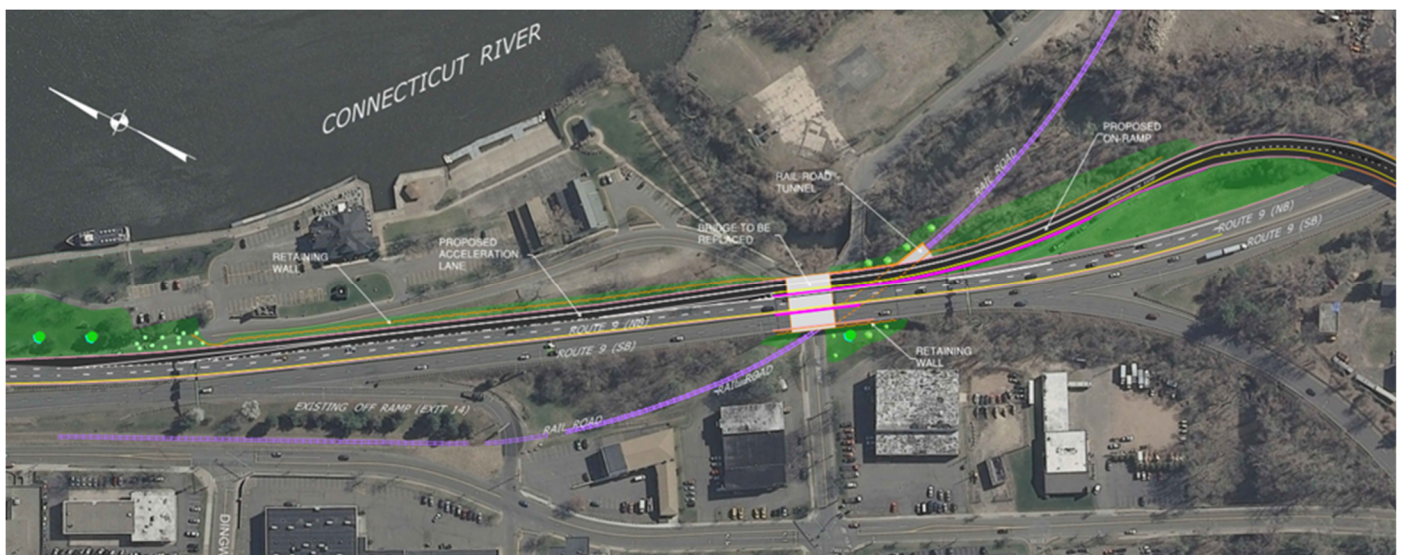
The purposes of these proposals are to:

- ◆ Improve safety and vehicle operations at the on-ramp of Route 17 onto Route 9 N.B.
- ◆ Reduce congestion, improve safety and improve access to Middletown by removing the two existing traffic signals on Route 9
- ◆ Improve pedestrian access between Main Street and the CT Riverfront

Route 17 On-Ramp (Project No. 82-316) Project Description

The existing ramp from Route 17 to Route 9 north is a stop-controlled on-ramp with no acceleration lane. The lack of an acceleration lane is due to the limited roadway width of the bridge immediately north of the on-ramp, which carries Route 9 over Union Street and a rail line. Project No. 82-316 proposes to replace the existing bridge in order to remove the stop-control condition and accommodate a standard acceleration and merge lane. Previously, this bridge was planned to be widened instead of being replaced, but investigations determined that widening was not feasible and replacement was warranted. Additionally, improvements along the Route 17 split to Route 9 north and south would include a new lane arrangement.

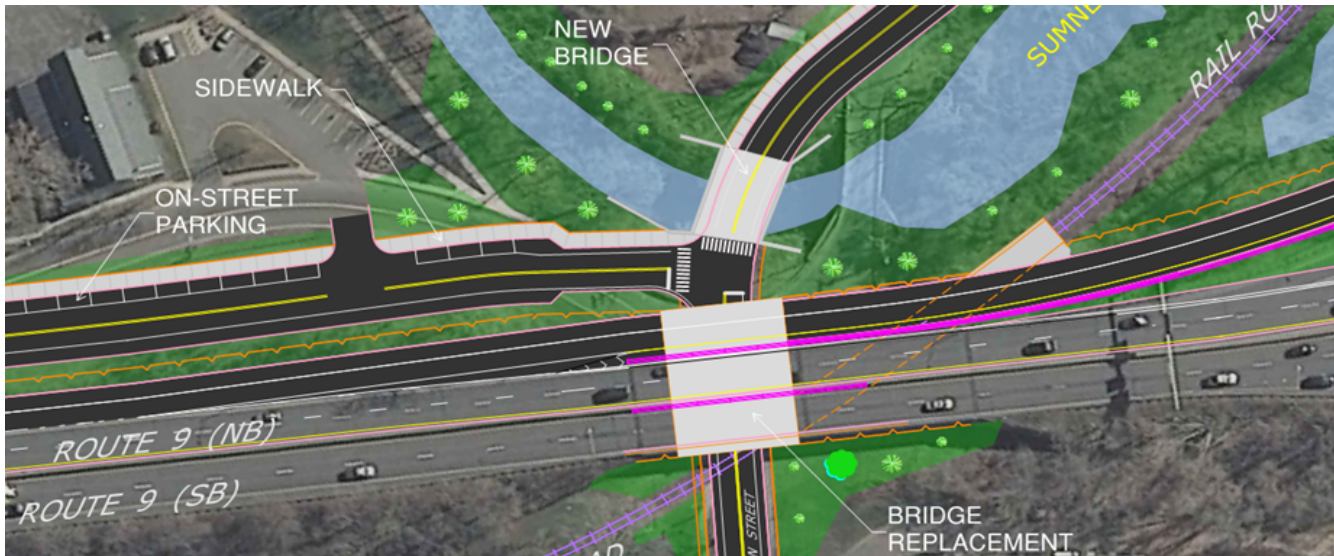
Route 17 On-Ramp onto Route 9 North proposed realignment along with acceleration lane



Associated Improvements

Relocation of Union Street Intersection

The replacement of the Route 9 bridge will be facilitated by the realignment of the intersection of Union Street, Harbor Drive and River Road which is now located under the bridge. This intersection will consist of a new bridge that spans across Sumner Creek, and the realignment of the Harbor Drive approach. Previously, this intersection was to be relocated farther from Route 9 and a second new bridge over Sumner Creek was required, but after coordination with Middletown officials and environmental regulatory agencies, this new alignment was developed and preferred by all parties.



Union Street, River Road, and Harbor Drive Intersection Updated Proposed Improvements.

Reconstruction of Harbor Drive

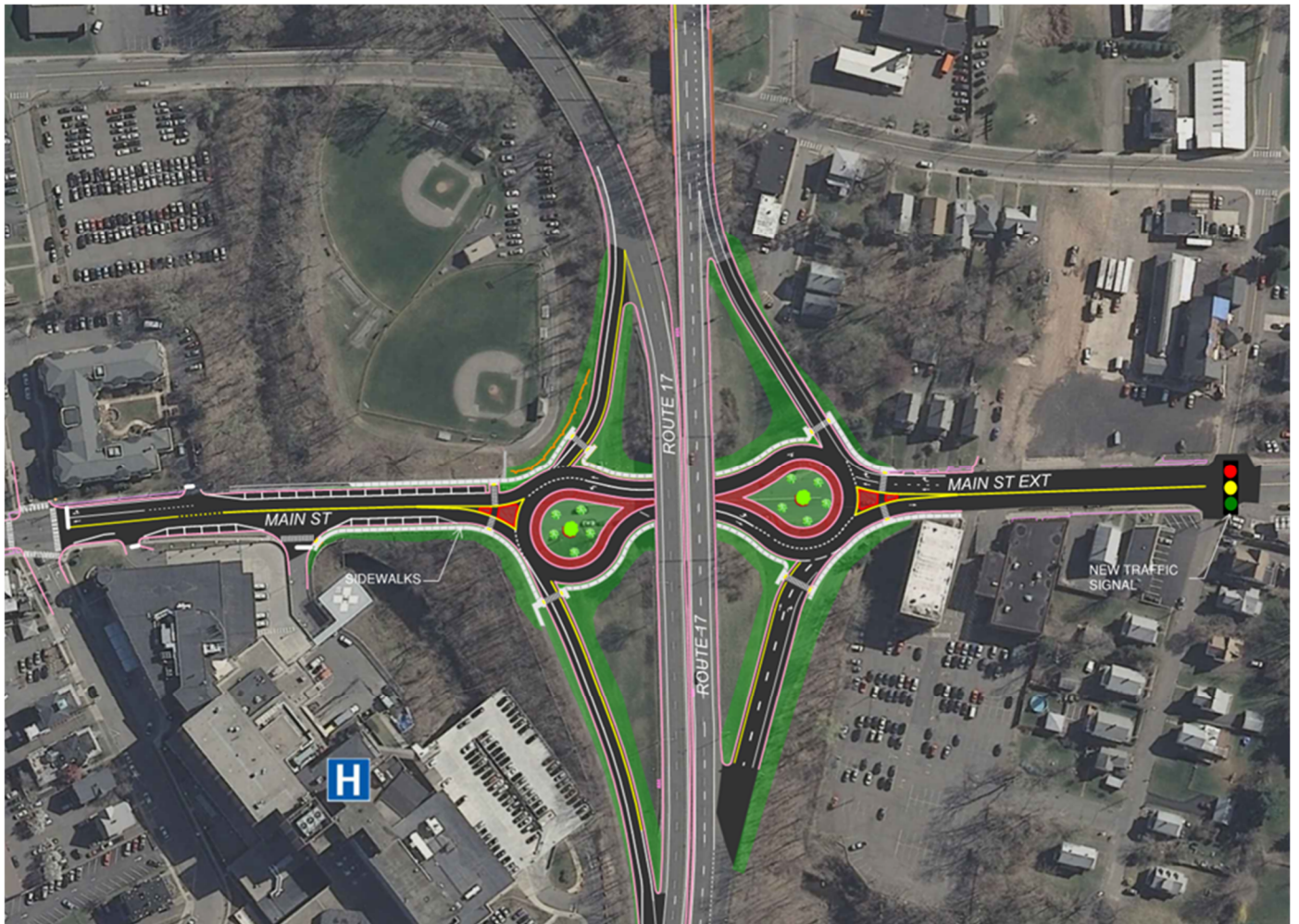
Additionally as part of this project, Harbor Drive will be reconstructed and configured as a low speed, pedestrian friendly, local access road serving the riverfront and adjacent properties. This will include the closing of the existing on-ramp onto Route 9 north, located at the north end of Harbor Drive. Closing this ramp will greatly reduce both the volume and speed of vehicles now utilizing Harbor Drive which will increase safety for pedestrians, bicyclists and patrons of the businesses, as well as transform the character of this riverfront area.



Reconstruction of Harbor Drive

Interchange of Route 17 and Main Street Extension

The closure of the Harbor Drive on-ramp onto Route 9 North will cause minor changes to traffic operations within the City of Middletown. To evaluate the anticipated changes, the Department conducted a traffic study to determine the effect of the redistributed traffic volumes to other roadways and intersections within the area. In order to address these anticipated changes, improvements to the Route 17 interchange with Main Street Extension have been included as part of this project. These improvements include installation of roundabouts at both ramps, installation of a traffic signal at the intersection of Cooley Avenue, and restriping the roadway to provide designated turning lanes.



Main Street and Main Street Extension Proposed Improvements

Removal of the Traffic Signals on Route 9 (Project #82-318) Project Description:

The purpose of this project is to improve access to Middletown, improve safety, and reduce delays by removing the traffic signals on Route 9 to and. This concept proposes construct two new bridges to carry Route 9 southbound over the Hartford Avenue and Washington Street intersections, as well as reconfiguring some of the access to Middletown from Route 9. The access modification will involve removing the Route 9 northbound left-hand exit onto Harford Avenue (St. John's Square) and also removing the Route 9 southbound right-hand exit onto Washington Street. Consequently, northbound access will be consolidated at Washington Street and southbound access will continue to be provided at Hartford Avenue and at deKoven Drive. Southbound drivers from Route 9 to Hartford Avenue will be free flow (not controlled by a traffic signal) until they reach the existing signal at Main Street. Access from Middletown to Route 9 north will continue to be provided at Hartford Avenue but will no longer be controlled by a signal at Route 9 and will be a free flow left hand on-ramp with an acceleration lane that will eventually merge into the two northbound lanes. Access from Middletown to Route 9 southbound will continue to be provided at both Hartford Avenue and Washington Street. At Hartford Avenue this movement will be a free flow right turn onto an on-ramp with an acceleration lane. At Washington Street, drivers from deKoven Drive and Washington Street will proceed through a new roundabout to access the on-ramp with an acceleration lane.



Proposed Improvements on Route 9



Associated Improvements

Sidewalk Bump-outs on Main Street

As a result of the proposed access changes on Route 9, it is expected that additional vehicles are anticipated to use Main Street. Therefore, improvements to the signalized intersections along Main Street are proposed. Sidewalk bump-outs will be installed at signalized intersections to shorten the crossing distance for pedestrians. This will reduce the pedestrian phase of the signal, allowing the extra time to be allocated to the vehicle traffic on Main Street. The bump-outs will also provide a more "Complete Street" and increase pedestrian safety while continuing to accommodate the larger vehicles that currently use these intersections. The intersections have been analyzed and that analysis shows that the intersections will operate at approximately the same "Level of Service" as they currently operate at, despite the additional volume on Main Street, with the exception of the intersection of Main Street and Washington Street which will see a significant improvement.

Existing



Proposed



Typical Main Street Improvements (Street View)

New Pedestrian Overpass Connecting Main Street to Harbor Park

In recognition of the City of Middletown's desire to improve the visual and physical connection between downtown Middletown and the riverfront, this project will include a new pedestrian bridge that will connect Main Street to Harbor Park over deKoven Drive and Route 9. In addition to making the riverfront accessible to pedestrians, a platform area on the east side of the bridge is planned that will provide scenic views of the river not currently available.



Proposed Pedestrian Overpass (Bridge)

RIGHTS OF WAY:

Route 17 On-Ramp (Project No. 82-316): Minor Rights of way acquisition is required from a few properties to accommodate some proposed realignments. However, the majority of properties to be impacted are owned by the City of Middletown.

Removal of the Traffic Signals on Route 9 (Project No. 82-318): It is anticipated that all the proposed work will fall within State or City Right of Way, however, minor property "Rights" such as Rights to Construct or Temporary Construction Easements may be required.

UTILITIES:

It is expected that a number of utility poles along with several fire hydrants will need to be relocated to accommodate the proposed alignment/reconfiguration of Harbor Drive, River Road and Union Street intersection, as well as to layout the proposed roundabouts. The relocation of underground utilities will be considered during the drainage design to accommodate roadway grade adjustment and conflicts will be avoided when possible.

TRAFFIC MANAGEMENT ASSUMPTIONS:

In general, the majority of the work would be expected to be accomplished while maintaining traffic. Some operations may require alternating one-way traffic. Detours may be required in some cases. It is also anticipated that some of the work will be performed during the night in order to minimize traffic disruption. Access to private properties and businesses will be maintained. Staging plans will be developed during the design process to determine more definitively how traffic will be maintained during construction of both projects.

ENVIRONMENTAL CONSIDERATIONS:

These projects have limited impact to the natural environment; However, environmental permits are expected to be required. These will be addressed during the design of the projects.

ESTIMATED PROJECT CONSTRUCTION COST:

The Route 17 On-Ramp onto Route 9 (Project No. 82-316) is estimated to cost approximately \$35 million.

The Removal of Traffic Signals on Route 9 (Project No. 82-318) is estimated to cost approximately \$75 million.

ANTICIPATED CONSTRUCTION SCHEDULE:

Removal of Traffic Signals on Route 9

 Main Street Improvements - 2018

 Route 9 Signal Operation Changes - 2019

 Route 9 Signal Removal – 2020-2021

 Pedestrian Bridge – 2022

Route 17 On-Ramp onto Route 9 (Project No. 82-316)

 Roundabouts at interchange of Route 17 and Main Street Extension - 2019

 Union Street, River Road and Harbor Drive Intersection - 2021

 Route 17 On-Ramp - 2022

 Reconstruction of Harbor Drive and closure of On-Ramp - 2022

ADDITIONAL INFORMATION

Documents and other information are available on the Department's website at www.ct.gov/dot and for public inspection and copying at the Connecticut Department of Transportation, Engineering Office at 2800 Berlin Turnpike, Newington, Monday – Friday between the hours 8:30 a.m. and 4:30 p.m., holidays excluded.

The Department of Transportation carefully considers all comments or suggestions made at this meeting. Additional comments will be accepted until Friday, August 12, 2016. Please address your written comments by mail or email to:

William W. Britnell
Principal of State Highways
Connecticut Department of Transportation
ATTN: Route 9 Middletown
P.O. Box 317546
Newington, Connecticut 06131-7546
Email: William.Britnell@ct.gov

An addressed comment form has been included for your convenience.

Information about Project #82-318 can also be found by using the QR Code below:

