

**Connecticut Department of Transportation
State Project No. 0082-0316 / FAP 000T (285)**

**Reconfiguration of the Route 17 On-Ramp to Route 9 North
City of Middletown**

**Thursday, September 29, 2022 7:00 p.m.
Virtually via Microsoft Zoom**

Minutes of Public Informational Meeting

Connecticut Department of Transportation (Department) Personnel Present:

Matthew Vail – Principal Engineer – Highway Design
Stephen Hall – Project Manager – Highway Design
William Nicolle – Project Engineer – Highway Design
Jacob Platt – Project Engineer – Bridge Design
Seth Burgess – Project Manager – Construction
David Gentile – Project Engineer – Construction
Matthew Geanacopoulos – Property Agent – Rights of Way

City of Middletown (City) Personnel Present:

Mayor Benjamin Florsheim

Presentation:

A public informational meeting was held on September 29, 2022, virtually on Zoom. The purpose of the project is to improve safety by reducing the rear end crashes at the Route 17 and Route 9 interchange.

The proposed design will eliminate the stop-controlled configuration at the Route 17 interchange to Route 9 north. To facilitate this removal, Bridge No. 00638 which carries Route 9 over Union Street and an active railroad line will be replaced in its entirety in order to provide an additional acceleration lane. Subsequent to the acceleration lane construction, the Harbor Drive access to Route 9 north will be eliminated to improve safety. This will redistribute approximately 7,000 vehicles per day through Main Street Extension at the Route 17 interchange. This location will be reconfigured by means of a traffic signal and new lane arrangements to accommodate the redistributions. Additionally, pedestrian access is being added along Main Street Extension and on Union Street under Route 9 across the railroad tracks.

A sliver acquisition and temporary construction easement is proposed at Personal Auto Care, 60 deKoven Drive. This acquisition has been coordinated with the business and property owner and will not negatively affect his operations.

The proposed construction cost is \$54 million, and construction is expected to begin in February of 2023.

Public question and answer session

There were approximately 30 public attendees present, including elected State and local officials.

The following questions were asked verbatim in the meeting question and answer portal.

Question 1: Any concerns with crossovers to I think it is exit 15, Washington St. Westbound?

Answer: The Department investigated the potential danger of the movement from Route 17 Northbound to Washington Street at Exit 15. The distance between the merging traffic from Route 17 to Exit 15, combined with the low volume of the movement and its existence today with the Harbor Drive on-ramp is such that this movement does not present safety concerns.

Question 2: When do you anticipate the ramp from Harbor Drive will close? When that happens, all vehicles from Harbor Park will have to reach Route 9 via Union Street and either Main Street or Main Street Extension. With brownfield work at Harbor Park beginning, won't this additional traffic exacerbate issues on Main Street?

Answer: The Harbor Drive ramp will not be closed until the new full length acceleration lane is open and operational, which is anticipated to occur in fall 2025. The Department will maintain open lines of communication to ensure that construction operations are as minimally impactful to the City of Middletown as possible.

Question 3: Will all lights on Route 9 be eliminated?

Answer: The subject project does not propose to remove the traffic signals on Route 9. Project No. 0082-0318 – Removal of the Traffic Signals on Route 9 will go back for public comment in winter 2022/2023.

Question 4: Is there anything that can be done to reduce the speed of Route 9 NB traffic south of the entrance from 17 until the merging lane is added?

Answer: The Department has not investigated traffic calming on Route 9 in this location however additional signage at this location is being investigated.

Question 5: Will your proposed plan help with the congested traffic during rush hour?

Answer: The purpose of this project is to improve safety by reducing read end crashes at the interchange. While a traffic analysis was performed to ensure the proposed configuration would not hinder the existing traffic operations, this project will not alleviate the congestion experienced by the existence of the two traffic signals on Route 9.

Question 6: Does the project website include details about landscaping plans? Hope there will be an effort to keep healthy trees and plant many more.

Answer: The Department has designed landscaping as part of this project. Subsequent to the meeting, the proposed plans have been uploaded to the project website.

Question 7: Will illumination be concentrated on the roadway so as not to increase light pollution?

Answer: This project includes upgraded illumination on Route 9 and Route 17 that has been designed to appropriately illuminate the roadway and not unintended areas.

Question 8: I joined late, so I apologize if this has already been addressed. How does your project tie into the removal of the lights on Route 9? Is there still a flyover proposed for Route 9 to take care of the exits lost when lights are removed?

Answer: The removal of the traffic signals on Route 9 is adjacent to the subject project. The flyover proposal that was shown in 2018 is no longer being pursued. A new alternative will be shown to the public in winter 2022/2023.

Adjournment:

The Department encouraged the attendees to submit comments via e-mail to DOTProject82-316@ct.gov or by visiting the project website [here](#) which contains additional methods. The meeting was adjourned at approximately 8:00 p.m.