



# Public Informational Meeting

East Catholic High School Auditorium  
115 New State Road  
Manchester, Connecticut

**FEBRUARY 13<sup>TH</sup>, 2008**

## **INTERSECTION IMPROVEMENTS**

**ROUTES 6 & 44 AND**

**NEW STATE ROAD AT MIDDLE TURNPIKE WEST**

**STATE PROJECT NO. 76-205**

**7:00 PM QUESTION & ANSWER SESSION**

**7:30 PM PROJECT PRESENTATION**

### **DEPARTMENT OF TRANSPORTATION PROJECT PERSONNEL**

#### **HIGHWAY DESIGN AND PROJECT COORDINATION:**

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PRINCIPAL ENGINEER  
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PROJECT ENGINEER  
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**WILLIAM W. BRITNELL**

PROJECT MANAGER  
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**CASWELL K. SMITH**

ASSISTANT PROJECT ENGINEER  
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#### **TRAFFIC ENGINEERING:**

**BARRY SCHILLING**

TRAFFIC ENGINEER  
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#### **RIGHTS OF WAY:**

**DOUGLAS M. HUMMEL**

RIGHTS OF WAY COORDINATOR  
(860) 594-2441

## GENERAL INFORMATION

**PROJECT LOCATION:** This project involves improvements at two intersections: Routes 6 and 44 (overlapped) at Middle Turnpike West, Center Street, and Cheney Technical High School; and New State Road at Middle Turnpike West and East Catholic High School. (Please refer to the center handout section for more detail.)

**PROJECT DESCRIPTION:** The primary purpose of the project is to improve safety and traffic operations at these intersections by improving the intersection geometry and adding turning lanes where needed.

Safety is the main focus at the Middle Turnpike West/Center Street/Cheney Technical High School intersection on Routes 6 and 44. The proposed improvements there include normalizing the existing series of one-way roadways with a single intersection and providing a revised traffic signal. The east and westbound directions of Middle Turnpike West will be aligned together to form a conventional four-lane roadway with a raised median. Center Street will be realigned to form nearly a “T” with Middle Turnpike West, and the main driveway for Cheney Technical High School will be relocated to a point opposite Center Street. The resulting conventional four-legged intersection will have the additional benefit of providing signalized access to Cheney Technical High School. Additional turning lanes are proposed on the approaches as shown on the attached plan.

Improvements at the second major intersection, Middle Turnpike West at New State Road and East Catholic High School (a town intersection), are being undertaken primarily to address traffic congestion. The existing configuration will generally be maintained at this intersection. However, proposed widening will accommodate additional turning lanes for improved capacity, and the extension of a raised median on Middle Turnpike West. The existing traffic signal will be replaced and will be coordinated with the signal at Center Street. Minor shoulder widening and resurfacing will be provided along New State Road from Middle Turnpike West to Hilliard Street.

Near the west end of the project, a westbound left turn lane and median opening will be constructed to provide access to the parking area for the Laurel Marsh Trail System trailhead. This will eliminate the need for U-turns at the I-84 interchange area or Wickham Park by westbound traffic from the Manchester area destined for the Laurel Marsh Trail area.

Although not shown on these preliminary plans, the proposed improvements will create opportunities for landscaping in numerous areas of the project. The landscaping proposals will be further coordinated with town officials as the design progresses.

**BICYCLE AND PEDESTRIAN CONSIDERATIONS:** This project incorporates several features expected to greatly improve pedestrian and bicycle travel through the area.

Sidewalks will be added throughout the project including along an extended portion of New State Road to connect the high school areas with an existing sidewalk on that road, providing access between several large residential complexes, the two high schools, and Laurel Marsh Trail. Additionally a bituminous walk is proposed along the south side of Routes 6/44 from the Laurel Marsh Trail System parking lot to the Center Street intersection.

Also, crosswalks will be provided at all four legs of both new intersections. These crosswalks will provide safe locations for pedestrians from the high schools to cross Middle Turnpike West, and should reduce the temptation to cross mid-block. (For any pedestrians that do cross mid-block, the raised medians will at least provide a safe haven.) These signals will include exclusive pedestrian phases.

The existing configuration can be difficult for bicycles to navigate. Middle Turnpike West is designated on the Connecticut Bicycle Map as a recommended bicycle route. The proposed 5 foot wide shoulders, together with the proposed improvements of the Center Street/Middle Turnpike West intersection, will enhance bicycle safety and mobility through the project. Additionally, the lanes and shoulders on Route 44 west of the project will be re-striped to provide 5 foot shoulders in each direction. These improvements will improve access to the Charter Oak Greenway (part of the East Coast Greenway) and Wickham Park using the three roadways that converge at the project site.

**PUBLIC TRANSIT CONSIDERATIONS:** Transit bus turn-outs will be provided in both directions on Middle Turnpike West to accommodate two mass transit routes. The turn-outs will be in close proximity to signalized pedestrian crossings. School buses will continue to access the schools directly.

**RIGHTS OF WAY:** Rights of Way involvement is expected to consist of one partial acquisition and slope easement from the property at Clark & Riley Memorials, on the corner of Center St. and Middle Turnpike West. This acquisition will include the closure of one driveway access point on Middle Turnpike West and consolidation of two other driveway openings on Center Street into one. A defined easement and slope easement from East Catholic High School will also be required. All other project work will be within the state or town owned right-of-way.

**CONSTRUCTION CONSIDERATIONS:** It is anticipated that traffic can be maintained on existing, proposed, and temporary pavement. It is anticipated the same number of lanes will be maintained during the peak hours. A detour is not expected at this time.

**ESTIMATED CONSTRUCTION COST:** Approximately \$10,000,000

**FUNDING:** Federal/State Share: 80%/20%

Sidewalks will be funded with 80%/20% Federal/Town Reimbursement

**SCHEDULE:** Final Design Plans: 5-27-09

Advertising for bids: 8-5-09

Construction is expected to begin in the spring of 2010 and would be completed by the fall of 2011. The schedule is contingent upon the timely receipt of various Federal and State approvals, the acquisition of property and availability of funding.

All comments and recommendations made at this meeting will receive careful consideration by the Connecticut Department of Transportation.

As a result of the information gained at this meeting, you may wish to make additional statements. Please use the included comment form to make any additional statements or send them to the address below. **Written comments must be postmarked by February 28, 2008.**

Mr. James H. Norman, PE

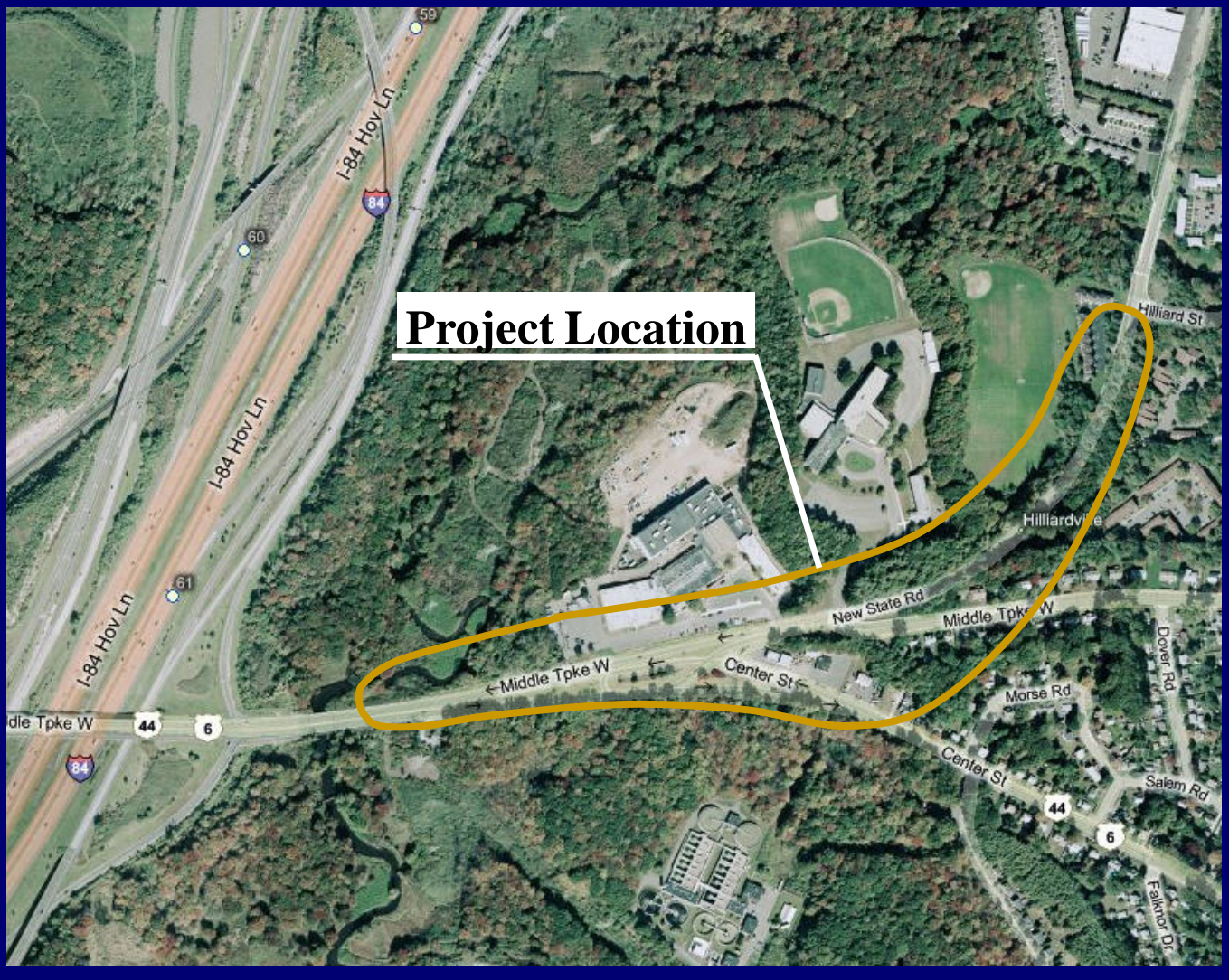
Manager of State Design

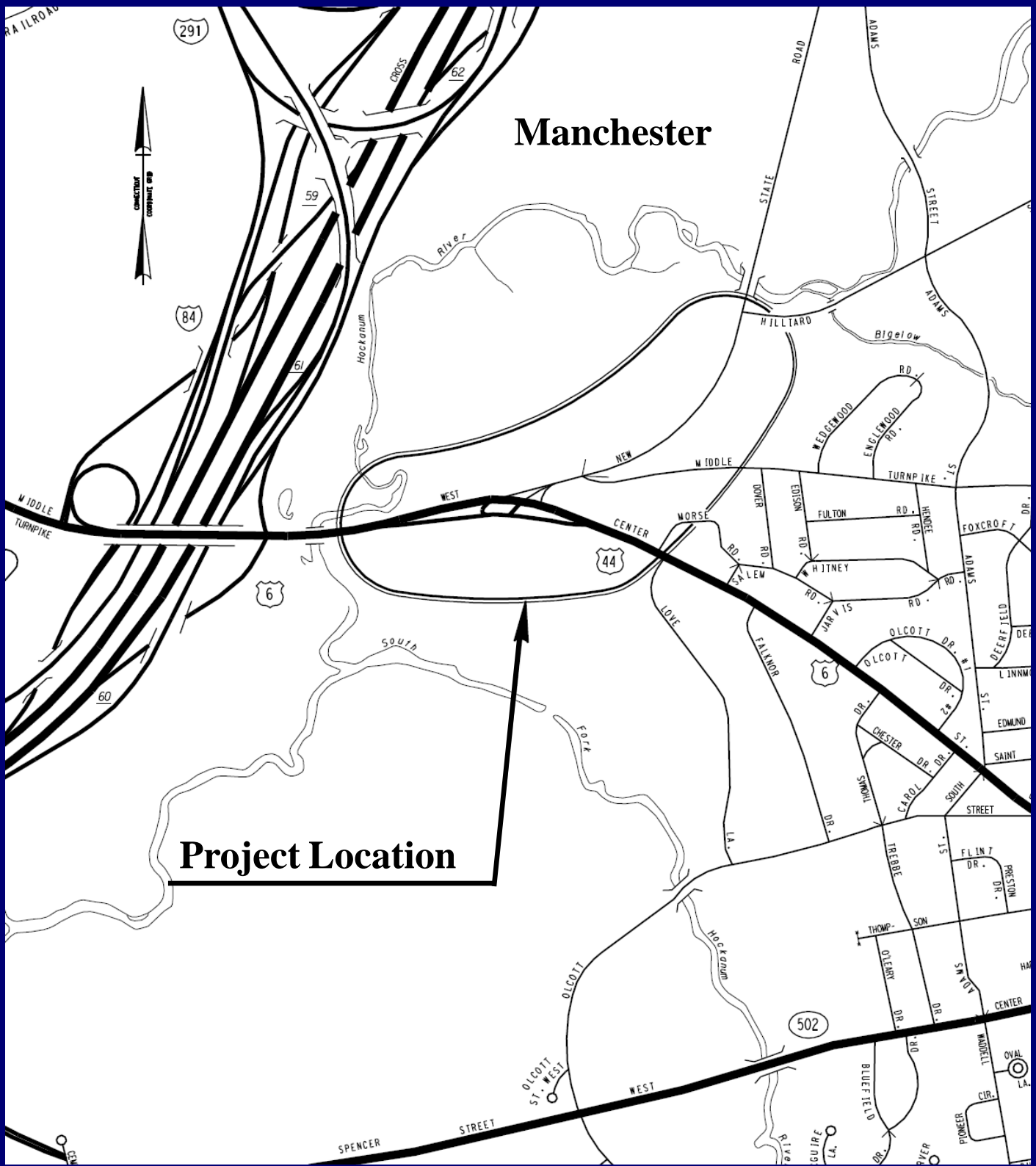
P.O. Box 317546

Newington, CT 06131-7546

Documents and other information are available for public inspection and copying at the Connecticut Department of Transportation located at 2800 Berlin Turnpike, Newington. Hours of operation are Monday through Friday 8:30 AM - 4:00 PM, excluding Holidays.

**PROJECT LOCATION**  
**INTERSECTION IMPROVEMENTS**  
**ROUTES 6 & 44 AND**  
**NEW STATE ROAD AT MIDDLE TURNPIKE WEST**  
**MANCHESTER**  
**PROJECT NO. 76-205**





# Manchester

**Project Location**

**LOCATION PLAN**  
**PROJECT No. 76-205**  
**TOWN OF MANCHESTER**  
**MAJOR INTERSECTION IMPROVEMENTS**  
**ROUTES 6&4 AND NEW STATE ROAD AT MIDDLE TURNPIKE WEST**



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**MR. JAMES H. NORMAN  
MANAGER OF STATE DESIGN  
P.O. BOX 317546  
NEWINGTON, CT 06131-7546**

Place  
Stamp  
Here

**STATE PROJECT NO. 076-205**

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