



Public Informational Meeting

SEYMOUR COMMUNITY CENTER

20 PINE STREET

WEDNESDAY, FEBRUARY 6, 2013

STATE PROJECT NO. 124-162

**ROTARY UPGRADE TO MODERN ROUNDABOUT ON
ROUTE 188 AT ROUTE 334 AND HOLBROOK ROAD
TOWN OF SEYMOUR**

CONNECTICUT DEPT. OF TRANSPORTATION PERSONNEL PRESENT:

OFFICE OF HIGHWAY DESIGN

William W. Britnell P.E.

Transportation Principal Engineer
(860) 594-3274

Matthew R. Vail P.E.

Project Engineer
(860) 594-3342

Stephen D. Hall

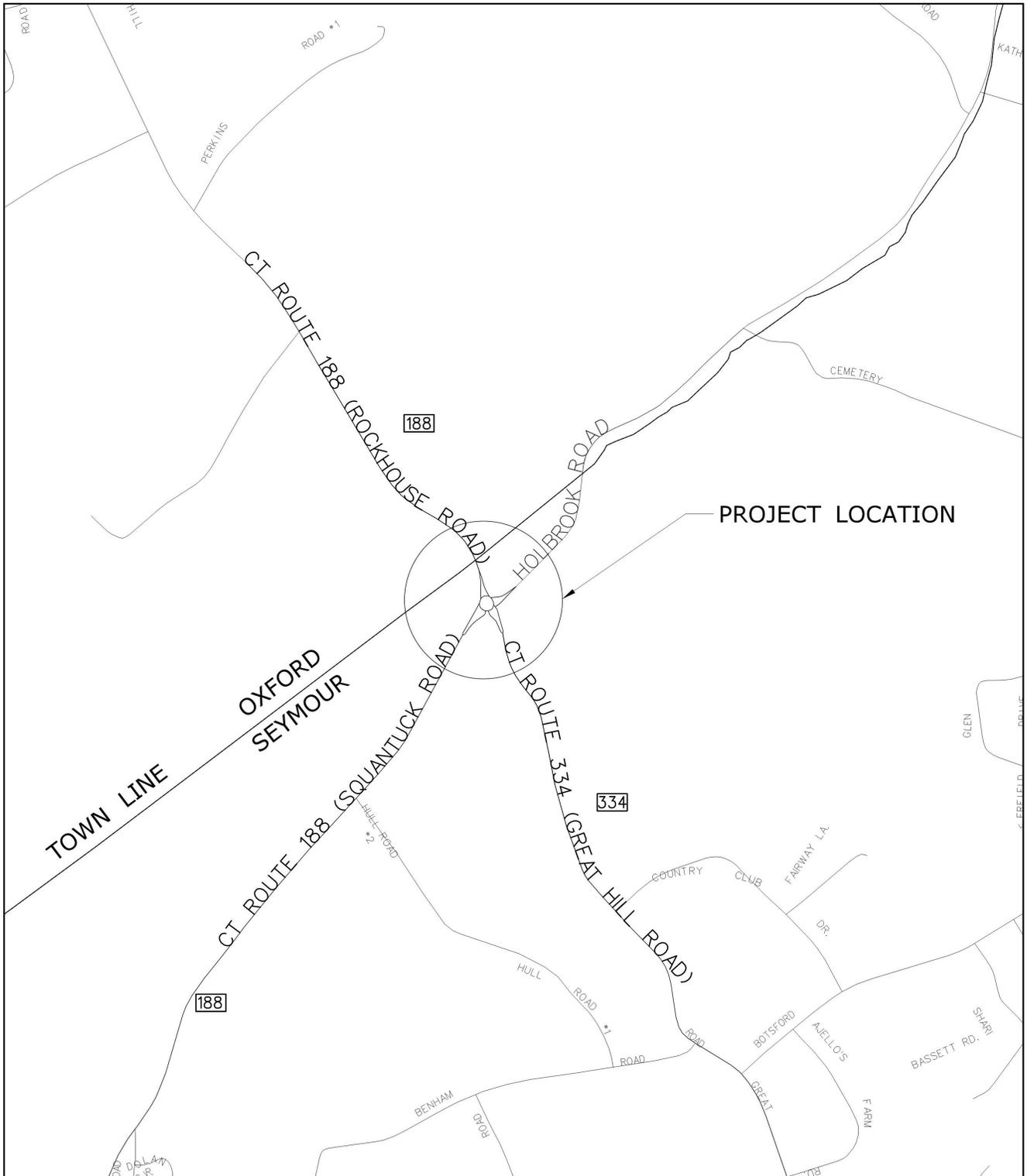
Assistant Project Engineer
(860) 594-2591

Camil J. Zuk

Transportation Engineer
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LOCATION PLAN



SCALE IN FEET



STATE PROJECT NO.:

124-162

CITY/TOWN:

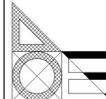
SEYMOUR



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



OFFICE OF
ENGINEERING



DATE:

FEB 2013

PROJECT LOCATION:

The project is located at the rotary intersection of Route 188, Route 334 and Holbrook Road in the Town of Seymour. See attached location plan.

PROJECT DESCRIPTION:

The primary purpose of this project is to enhance safety at the rotary type intersection and improve sightlines. Although the existing intersection has many of the features of a modern roundabout design, like the grass splitter islands and a grass center island, the alignment on several of the approaches have minimal deflection resulting in high operating speeds. The existing geometry permits speeds upwards of 40 mph on multiple turning movements. Modern roundabout designs are most effective when motorists travel at lower operating speeds, typically in the range of 15-25 MPH.

The proposed project will upgrade the existing four-leg rotary intersection to a modern type roundabout. The approach geometry will be modified and the splitter islands will be raised and lengthened to channelize traffic into a more deflected pattern. The center island will also be raised and landscaped to increase visibility from the approaches. Additionally, the profile on Route 334 will be lowered to improve sightlines. These improvements, along with new signing, are intended to gradually slow vehicles down to the lower speeds of the circulating traffic, resulting in a safer intersection. The realignment of the approaches and the new splitter islands will require full depth reconstruction. Work within the circle of the roundabout will include the construction of a concrete truck apron and re-grading of the center island. The extent of the pavement work required in the circle will be determined based on cross slope and drainage considerations. Utility relocations will be required to accommodate the realignment of the approaches, and illumination of the roundabout will be considered.

Construction is anticipated to begin in spring 2015 based on the availability of funding. The estimated construction cost for this project is approximately \$2.2 million. This project is anticipated to be undertaken with 100% State funds.

CRASH EXPERIENCE: (January 1, 2008 – December 31, 2010)

There were 10 crashes with 8 injuries recorded within the project limits over the three year period from 2008 through 2010. Of these 8 injuries, 6 were serious and required medical attention. The majority of the 10 crashes were angle type or collisions with fixed objects off the road. Studies conducted by the Federal Highway Administration have determined that the frequency of crashes is directly tied to volume while severity of crashes is directly tied to speed.

All four angle-type collisions were experienced at the entrance to the rotary. These can be attributed to the high relative speed difference between the circulating and entering vehicles, as well as the poor sightlines.

The off-road fixed object collisions are a direct result of drivers approaching the rotary too fast. The lack of deflection and steep downhill grades lead to vehicles traveling upwards of 50 mph approaching the intersection. The short splitter islands and depressed center island do not properly alert drivers of the approaching intersection. These factors lead to motorists entering the roundabout with excess speed, unable to navigate the intersection.

Our proposed design will gradually slow motorists from approximately 50 mph down to 20 mph at the entrance of the roundabout. This lower relative speed will reduce the frequency and severity of accidents. The raised center island, long raised splitter islands, and improved sightlines will alert drivers of the approaching roundabout.

RIGHTS OF WAY:

All proposed work is anticipated to take place within the State's Right of Way.

SITE ACCESS ASSUMPTIONS:

This project should present no unusual site access concerns. All proposed work can be accomplished from within the existing right-of-way.

SPECIALIZED EQUIPMENT AND/OR CONSTRUCTION METHODS ASSUMPTIONS:

The proposed roundabout requires the construction of stamped concrete for the truck apron. The work requires specialty forms and a contractor skilled in concrete placement and stamping.

TRAFFIC MANAGEMENT ASSUMPTIONS:

Traffic will be maintained on the existing roadways at all times, although periods of alternating one-way traffic and an unpaved travel path may be necessary. A preliminary concept for a construction sequence involves reconstructing each approach one at a time, utilizing alternating one-way traffic during daytime hours and returning to existing lane configurations on processed aggregate at the completion of the work day.

BICYCLE AND PEDESTRIAN CONSIDERATIONS

This project incorporates features designed to increase the safety and ease of use for bicyclists and pedestrians. Sidewalks are proposed along the perimeter of the roundabout.

Routes 334 and 188 are designated as recommended state bicycle routes. The shoulders on the approaches will terminate prior to the crosswalks to encourage bicyclists to choose one of the two safe crossing options. Bicyclists can either travel through the roundabout with the flow of traffic, or they can dismount the bicycle and utilize the sidewalks and crosswalks.

If the rider chooses to enter the roundabout and circulate with the motor vehicles, he/she will only need to check one direction for traffic to determine if it is safe to enter the roundabout. It is expected that the slow operational speeds of the motor vehicles can be achieved by the rider, allowing safe integration into traffic.

Less experienced riders will be able to "walk" their bicycles through the roundabout like pedestrians, aided by the proposed sidewalks around the perimeter of the roundabout. The splitter islands will provide a protected area in the middle of the crosswalk for bicyclists to wait if necessary during crossing. Similarly, pedestrians will only need to look one direction at a time while crossing and only cross one half of the approach at a time.



Minimal deflection entering rotary from Route 334

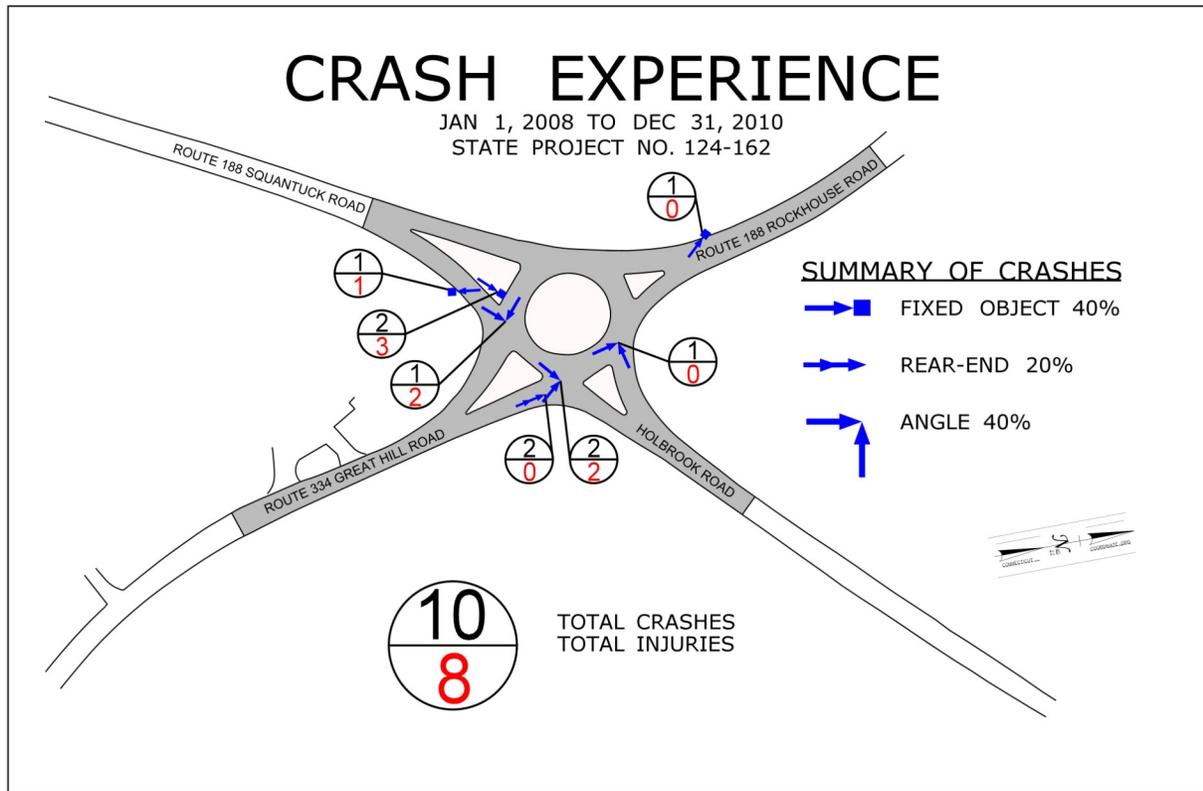


Minimal deflection from Route 188 to Holbrook Road

EXISTING TRAFFIC CONDITIONS



Poor sight distance on Route 334



UTILITY CONFLICTS:

The following utility companies may have facilities within the project limits:

- Comcast of Connecticut, Inc
- AT&T Connecticut
- Fiber Technologies Networks, LLC
- Northeast Utilities Service Company
- Yankee Gas Services Company
- Aquarion Water Company of Connecticut
- South Central Connecticut Regional Water Authority

Approximately 2 utility poles will require relocation to accommodate the new curb lines and splitter islands. Test pits will be requested to confirm locations of underground utilities with respect to the proposed storm water drainage system once it is designed.

ESTIMATED CONSTRUCTION COST: \$ 2.2 million

FUNDING: 100% State Funds

CURRENT PROJECT SCHEDULE:

Engineering Completion: July, 2014

Advertising for Construction: September, 2014

Construction is anticipated to start in the Spring of 2015.

COMMENTS AND ADDITIONAL INFORMATION:

Documents and other information are available for public inspection or copying at the Connecticut Department of Transportation Engineering Office at 2800 Berlin Turnpike, Newington, Monday - Friday, between the hours of 8:30 a.m. and 4:00 p.m., holidays excluded.

All comments and recommendations made at this meeting will receive careful consideration by the Connecticut Department of Transportation. As a result of the information gained at this meeting, some of you may wish to make additional statements. Additional statements, made in writing, should be sent to:

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Comments are appreciated by February 20, 2013

