



Town of Winchester

# Bridge Street Intersection Redesign

Public Information Session

Thursday, September 11, 2025

Winchester Town Hall Hicks Room



# History of the Bridge Street Intersection



# Year:

# 2017

- In 2017, the Town was awarded **\$100,000 from CT OPM** for: “Willow Street/Bridge Street Improvement Plan: complete a planning study and construction plans for pedestrian and traffic improvements at the intersections of Willow, Bridge, Depot and Prospect Streets.
- This funding was awarded via the Responsible Growth and Transit-Oriented Development (RG TOD) Program.
- Vanasse Hangen Brustlin, Inc. (VHB) was selected as the consultant firm for the plan.



# Study Excerpts

**Year:**

**2019**

type of intersection with unusual geometry. Although this data contains a relatively low frequency of crashes over the past three years, it should be noted that Town staff has indicated that “near misses” occur frequently in this area. Additionally, the mill

four hours in December when the traffic counts were collected. However, Town staff has indicated that there is much higher pedestrian activity during the summer. In

offset by approximately 75-feet, which results in a high volume of traffic making an ‘S’ movement through the intersections. Additionally, the

A wide driveway for the mill building is located on the northwest corner of Bridge Street and Prospect Street. The location of this driveway is problematic, because it is located within the intersection, and the sight



# Study Excerpts

**Year:**

Bridge Street has a very steep slope at the intersection with Prospect Street.

There are currently no crosswalks provided across Bridge Street within the study area. Additionally, the atypical intersection configuration at Prospect Street results in long and awkward crossing maneuvers. The need for a safe

**2019**

There is limited parking available in the vicinity of the old mill building.

increasing capacity is not needed, and future improvements should be developed to prioritize the other issues noted above, particularly safety and pedestrian accessibility.

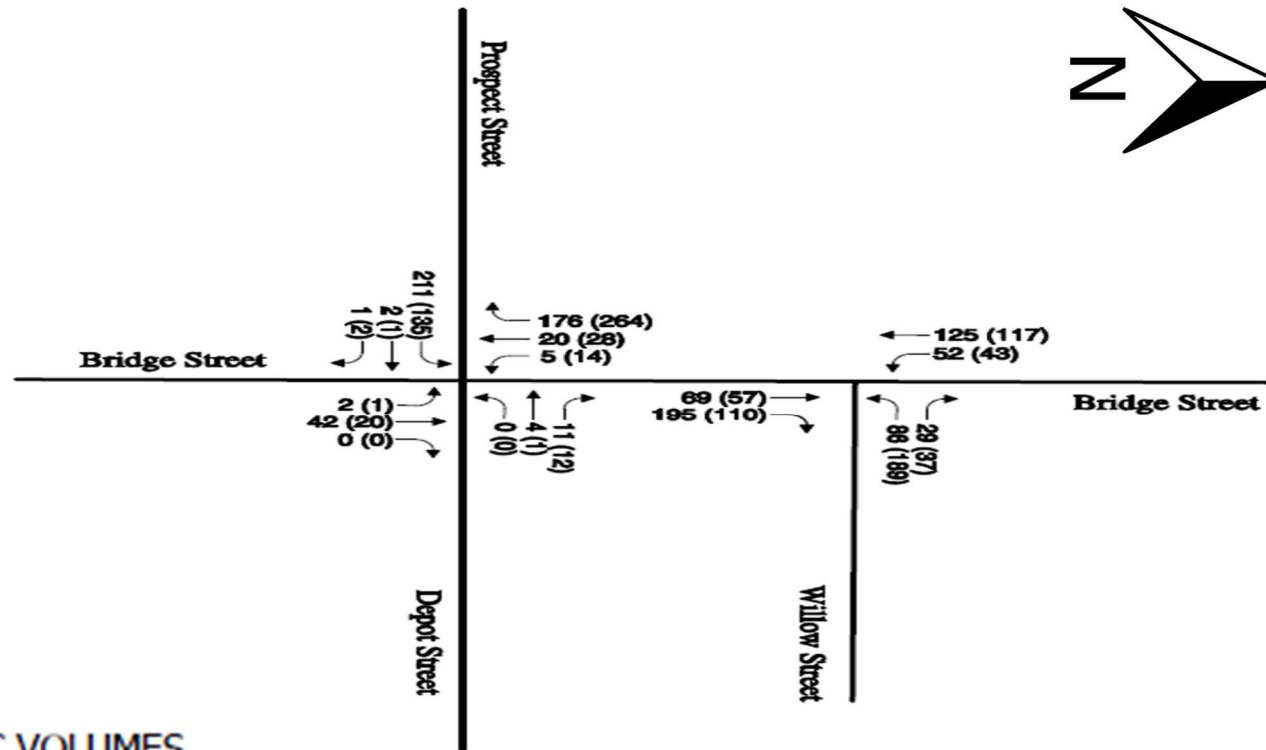
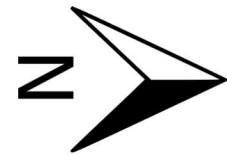




# Study Excerpts

Year:

2019



## KEY

XX - AM PEAK HOUR TRAFFIC VOLUMES

(XX) - PM PEAK HOUR TRAFFIC VOLUMES

# Year:

# 2022

- Considering the findings of the VHB study, then-Town Manager Josh Kelly submitted the *Winsted Transformation Experience Project* funding application to the State's Communities Challenge Grant Program.
- The Bridge Street Intersection redesign was accepted by the state as one of five subprojects.
- **\$829,604 was awarded** by CT DECD to reconstruct the intersection.
- No match is required by the Town for this funding.

**Year:**  
**2024**





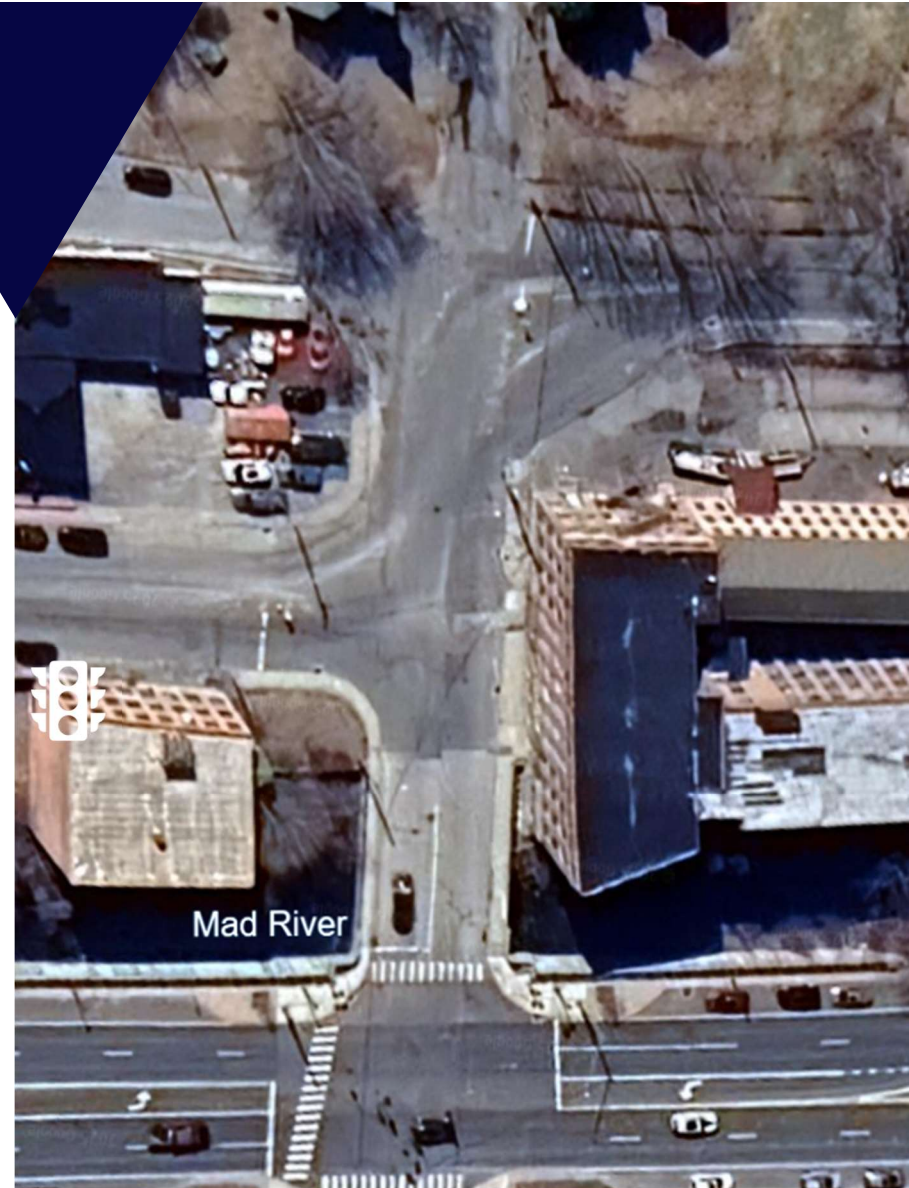
# Problems with the Bridge Street Intersection



# Intersection Problems

- |                                 |                                    |
|---------------------------------|------------------------------------|
| 1 Length of Intersection        | 7 Potential Contamination          |
| 2 Steep Slope                   | 8 Unsafe Parking Conditions        |
| 3 Too Many Driveways            | 9 Data Gaps                        |
| 4 Poor Pedestrian Accessibility | 10 Unpredictable Driving           |
| 5 Utility & Drainage Issues     | 11 Impatient Driver Behavior       |
| 6 Weather Issues                | 12 Vehicle Visibility & Technology |

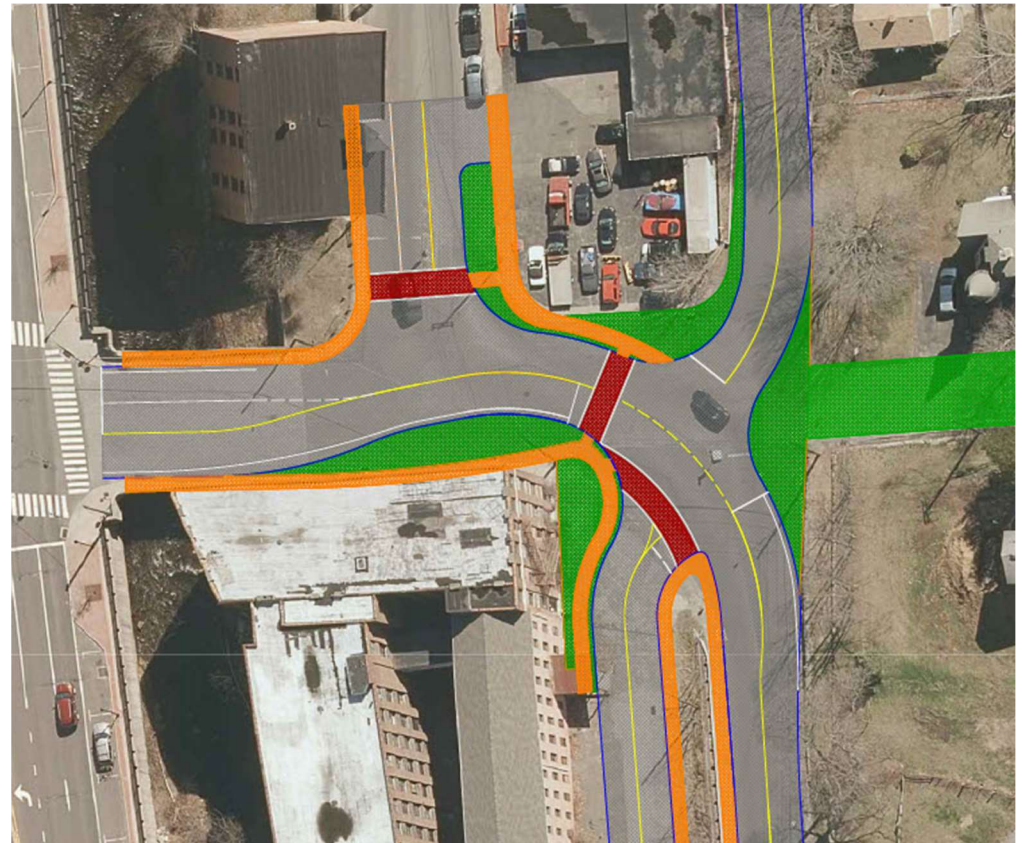
**These must be addressed.**



# Why the current design?

## Part 1

- Reduces and narrows length of intersection.
- Better defines driveway entrances and lanes.
- Converts *de facto* left and right turn lanes into formal lanes.
- Crosswalks serve highest traffic pedestrian crossings.
- Sidewalks are logical – they have a clear start and end point.
- Introduces new green space.
- Introduces new snow shelves.
- Development friendly.
- “Holds the driver’s hand” through the intersection.

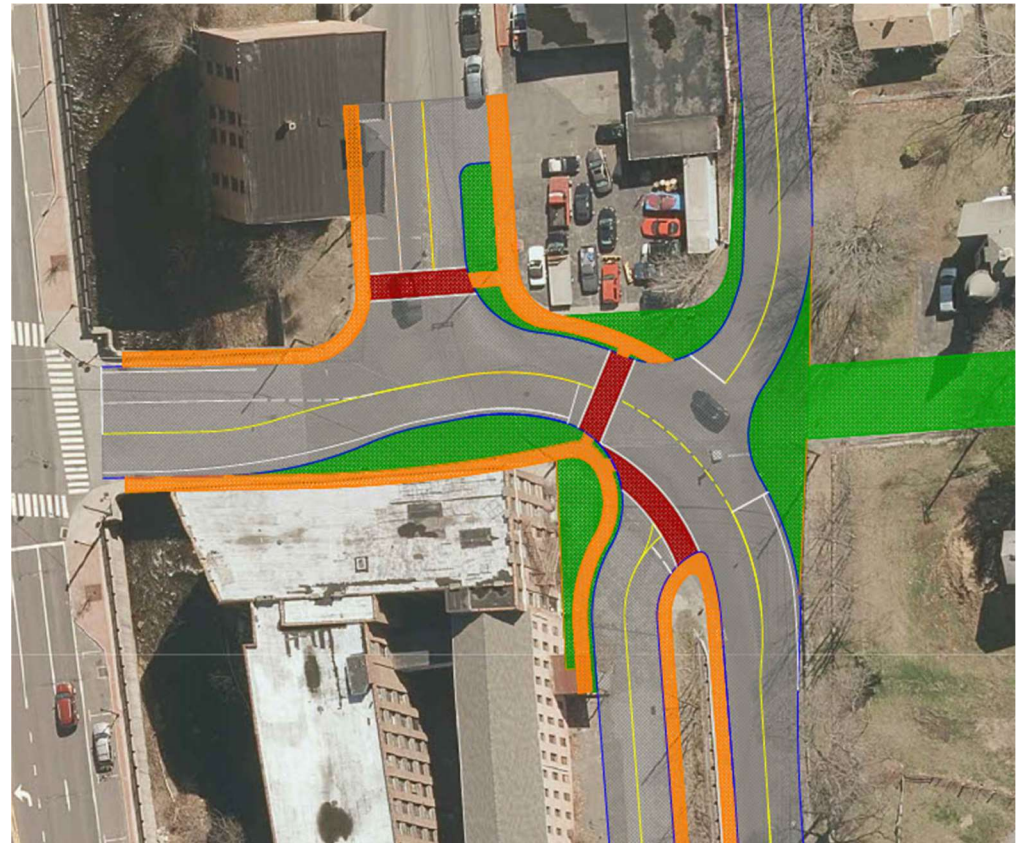




# Why not another design?

## Part 2

- We must carefully consider the cost of each plan.
- Property acquisition is expensive and time consuming.
- One to Four properties would have been to have been acquired.
- Minimalizing maintenance costs minimalizes the cost burden on taxpayers.
- Roundabouts/rotaries/traffic circles feel foreign and don't work well on steep hills.





# The Current Mockup





**The current mockup is not the final look.**

**This has been a demonstration in public feedback.**

**The current layout will eventually be paved, have new sidewalks, medians, grass/show shelves, etc.**



# **SIGNING AND PAVEMENT MARKING NOTES**

1. ALL FINAL PAVEMENT MARKINGS SHALL BE EPOXY RESIN PAVEMENT MARKINGS.
2. REMOVE ALL EXISTING SIGNS THAT CONFLICT WITH THE PROPOSED SIGNS, AS DIRECTED BY THE ENGINEER.
3. ALL OTHER EXISTING SIGNS NOT SHOWN ON THE PLAN ARE TO REMAIN.
4. ALL SIGNS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED IN ACCORDANCE WITH CTDOT STANDARDS BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
5. REPLACE ALL PAVEMENT MARKINGS ON ALL APPROACHES, WITHIN THE LIMITS AS SHOWN ON THE PLAN. ALL CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED USING NON-DESTRUCTIVE METHODS ACCEPTED BY THE TOWN OF WINCHESTER. BLACKOUT PAINT SHALL NOT BE USED.
6. ANY DAMAGE TO THE PAVEMENT SURFACE CAUSED BY PAVEMENT MARKING REMOVAL SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE BY METHODS ACCEPTABLE TO THE TOWN OF WINCHESTER. BLACKOUT PAINT SHALL NOT BE USED.
7. ALL EXISTING PAVEMENT MARKINGS DISTURBED BY THE ROADWAY CONSTRUCTION (BEYOND THE CONSTRUCTION LIMITS) SHALL BE REPLACED IN KIND BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.

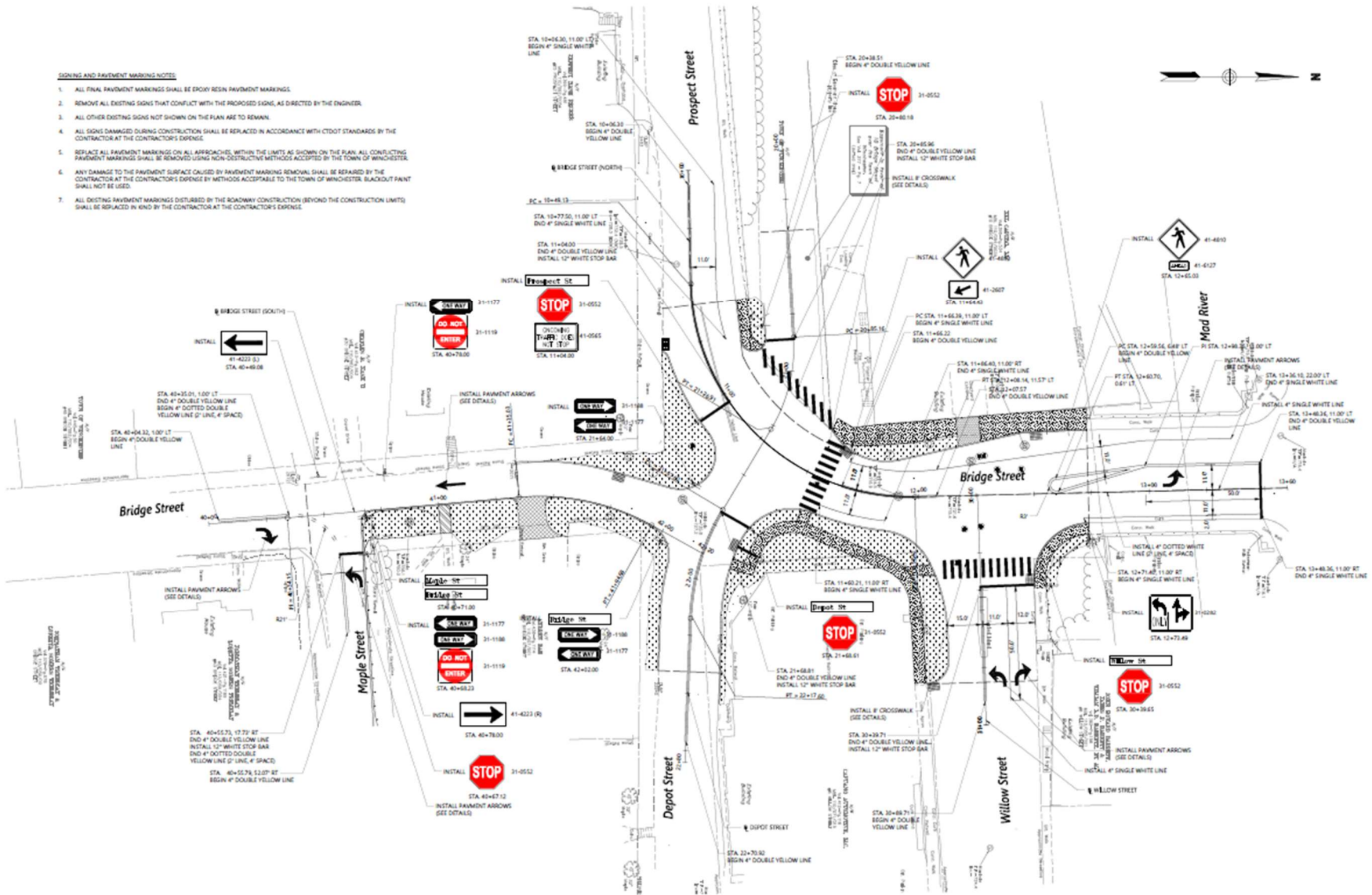






Photo Credit and Thanks to NWCT SkyCam



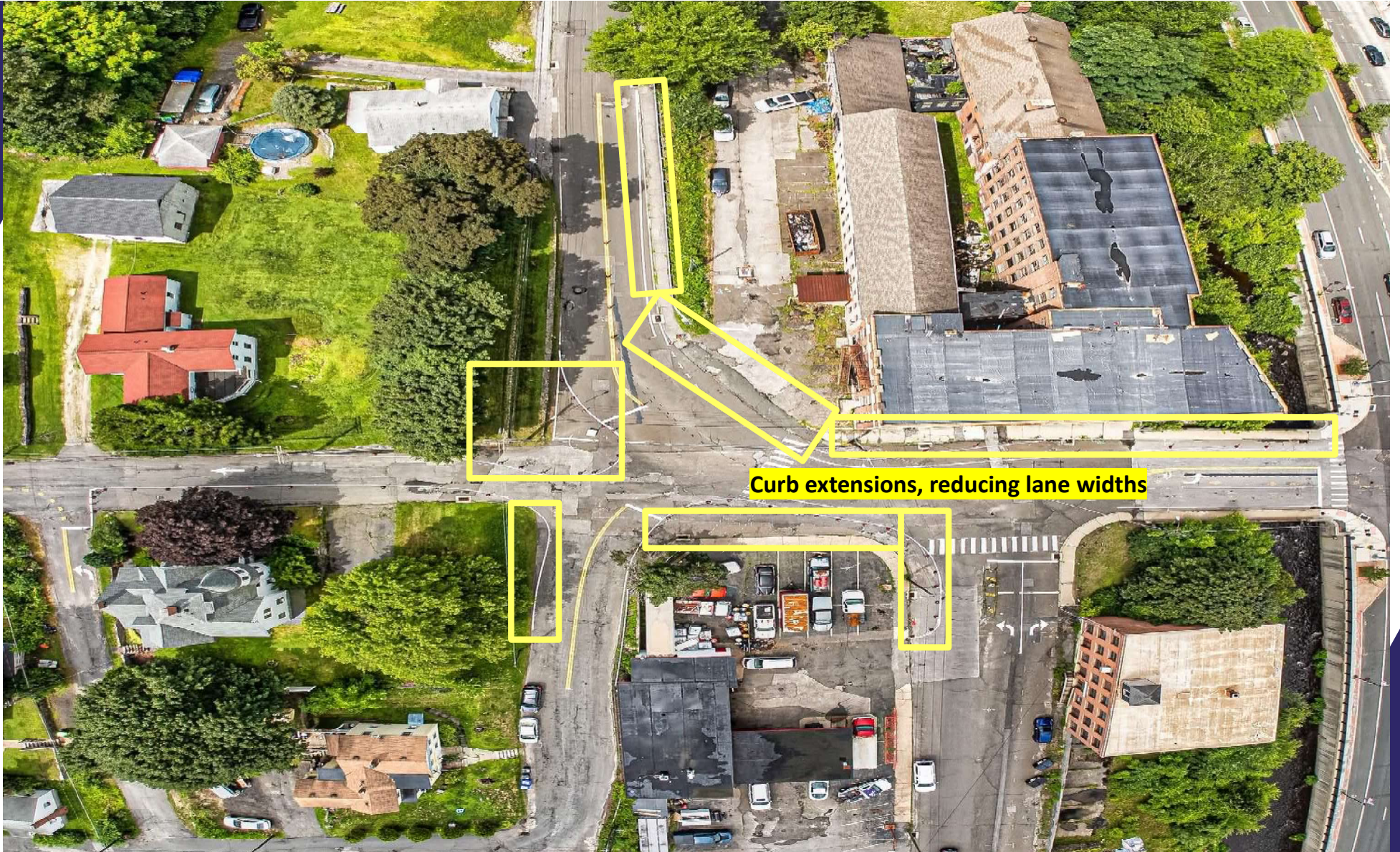


Creates  
designated  
turn lanes









**Curb extensions, reducing lane widths**





**One-way up Bridge Street,  
reducing inbound traffic**



# **Public Comments and Questions**

**Speakers will be limited to three (3) minutes or less and may speak only once. Please give your name and address.**



Town of Winchester

# Thank you For Coming!

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