



Public Information Meeting

STATE PROJECT NO. 63-633

SAFETY & STREETScape IMPROVEMENTS ON ALBANY AVENUE CITY OF HARTFORD

Held at the

FOX MIDDLE SCHOOL
305 GREENFIELD ST
HARTFORD, CT
WEDNESDAY, MARCH 19, 2008

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GENERAL PROJECT INFORMATION

PURPOSE AND DESCRIPTION:

The project is on Albany Avenue, (Route 44) in the City of Hartford. The project begins just west of the Homestead Avenue/Westbourne Parkway intersection. It extends easterly and terminates just east of Bedford Street, a total length of approximately 5,900 feet (1.12 miles).

The project involves operational, safety and streetscape improvements on Route 44 (Albany Avenue). The current curb to curb width is 52 ft. The proposed layout provides one through lane in each direction and a left turn lane throughout the project. Shoulders and parking lanes will also be provided, giving a proposed curb to curb width of 37 ft. to 52 ft. One section of Albany Avenue between Blue Hills Avenue and Woodland Street will have a curb to curb width of 63 ft. to 75 ft. to provide dedicated right turn lanes. The intersections of Blue Hills Avenue/Milford Street and Vine Street/Burton Street will be realigned. Other intersection improvements are proposed as well as pavement rehabilitation and drainage upgrades. Curb extensions will be provided at intersections with on street parking to improve sightline. The direction of several one-way streets will be reversed to improve traffic flow. New sidewalks with trees and ornamental lighting are also proposed. Parallel on street parking protected by proposed curb bump outs will be constructed and permitted in several locations to enhance parking opportunities and improve safety.

The Project also includes the development of streetscape improvements on Albany Avenue to enhance the corridor as a retail center. This component of the project was initiated by the City of Hartford (City) as part of the Citywide Streetscape Improvements Program and has included extensive coordination between the City and various community organizations.

In addition, the Metropolitan District (MDC), the region's sewer and water agency, is undertaking a large scale project called The Clean Water Project (CWP) to reduce Combined Sewer Overflows (CSO's) within the region and specifically within the Upper Albany Area. As part of this project, the MDC is proposing to construct a new storm drainage system within Albany Avenue from Woodland Street to Brook Street. As part of the new drainage system, modifications and expansion of the existing sanitary sewer systems, upgrades and replacement of water mains and other utilities are also anticipated within the project limits. The MDC and City are currently engaged in discussions to incorporate the new storm drainage facilities within the safety and streetscape project. This will require comprehensive coordination and scheduling between the parties as well as with the Department of Transportation.

ACCIDENT EXPERIENCE (1999-2001)

There were 771 accidents with 307 injuries reported between January 1999 and December 2001 within the project limits. Of the 771 accidents, the highest percentage was rear-end collision type (28%), followed by side-swipe same direction type (20%), turning opposite-direction type (12%) and turning intersection paths type (11%). Due to the many side streets and commercial driveways, there are frequent left turning vehicles, which contribute to the above referenced accidents.

MAINTENANCE AND PROTECTION OF TRAFFIC:

In 2002, the average daily traffic on Albany Avenue was about 16,200 vehicles.

It is expected that the storm drainage and sanitary sewer facilities proposed by the MDC will be constructed within the safety and streetscape project. Under this expectation, Maintenance and Protection of Traffic (MPT) including pedestrian safety and minimizing disruption to local merchants and residents will be challenging. The design of the construction staging plans, including development of the traffic patterns to be

used during construction will be accomplished in the next phase of the project design, however some preliminary discussions have taken place and are summarized below.

It is expected that the work will be broken into several primary stages. Each stage will then be broken into several phases with the initial phase being the storm drainage and sanitary sewer work. Due to the depth of the storm system, which exceeds 20' in some areas, it is expected that trench sheeting will be necessary due to the limited work area within the ROW and the proximity of adjacent utilities. Additionally, large junction chambers proposed at intersecting streets with cross connection pipes to existing storm or sanitary pipes will further reduce the area available to permit safe traffic operations. To accomplish the work, several pieces of large construction equipment and materials will be necessary within the work zone which will probably require that detours be established during this stage of work. Potential detours for through traffic traveling in the EB direction occur at Scarborough Street, Homestead Avenue and Woodland Street. Potential detours for through WB traffic exist at Chestnut Street and at Edwards Street. Detours that utilize dense residential streets will be avoided if possible. Appropriate signing will be placed in advance of the project limits prior to construction operations beginning to direct motorists.

It is expected that local traffic for merchants and residents will be permitted access except in temporary cases where construction operations dictate an unsafe condition. It is expected that temporary signage will be placed strategically to indicate that local merchants are open for business. Traffic police officers are expected to be utilized during the course of construction operations, especially for major drainage work to assist local traffic and pedestrians in the immediate vicinity of construction operations.

Upon completion and temporary restoration of the drainage and sanitary trenching within each stage, it is expected that the work to construct the roadway will begin. This work is expected to be phased such that work is completed on one side of the road at a time while maintaining at least one lane of traffic at all times, with the exception of milling and paving. Milling and paving may be performed as night operations to minimize the one-way alternating traffic during construction activities.

ESTIMATED CONSTRUCTION COST: between \$15 million and \$20 million

FUNDING: General: Federal – 80% / State – 20%; the City will provide additional funding for streetscape work. The storm and sanitary sewer work will be funded by the MDC and is not included in the above figure.

SCHEDULE:

Final Design Plans – July 2009

Advertise for Bids – Fall 2009

Anticipated Start of Construction – Spring 2010

Anticipated Completion of Construction - Fall 2012

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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Written statements must be received by April 2, 2008