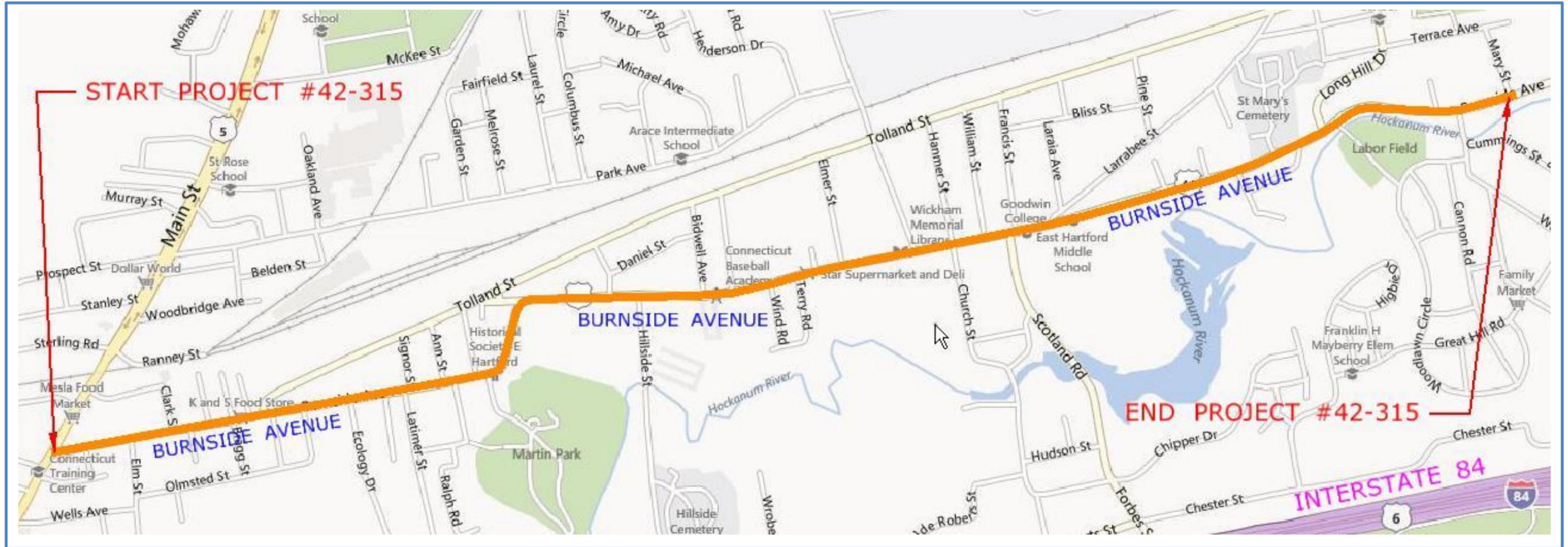




PROJECT No.: 42-315

**BICYCLE AND PEDESTRIAN IMPROVEMENTS ON U.S. ROUTE 44 (BURNSIDE AVENUE)
BETWEEN U.S. ROUTE 5 (MAIN STREET) TO MARY STREET**



In Coordination with:



GENERAL INFORMATION

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

The Department of Transportation carefully considers all comments or suggestions made at this meeting.

Additional comments to be made as a result of this meeting may be addressed by mail or email to:

Timothy M. Wilson
Manager of State Highways
Connecticut Department of Transportation
ATTN: Project No.: 42-315
P.O. Box 317546
Newington, Connecticut 06131-7546
E-mail: timothy.wilson@ct.gov

Written statements must be received by Wednesday May 15, 2013
(Please reference Project No. 42-315)

PROJECT INFORMATION

PROJECT PURPOSE

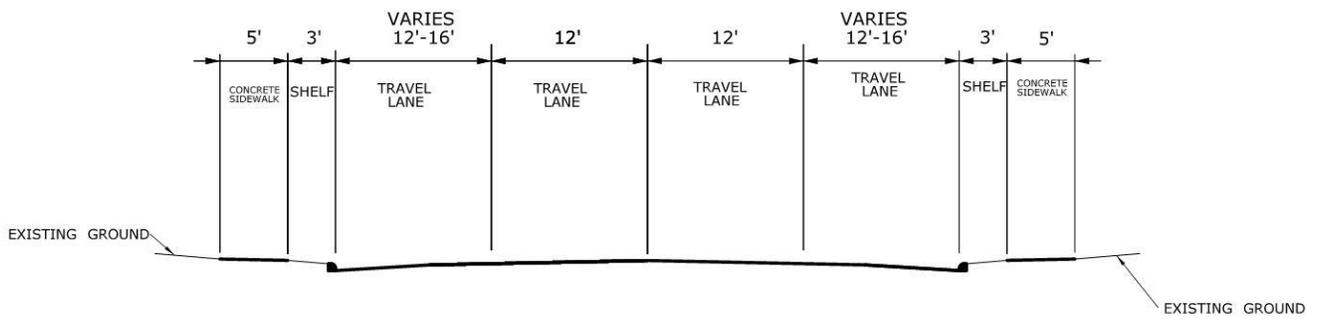
From 2007 to 2009, there were 6 accidents involving bicycles, and 8 accidents involving pedestrians within the project limits. The purpose of this project is to enhance the safety of pedestrians and cyclists on U.S. Route 44, (Burnside Avenue) by implementing a new lane configuration in order to provide bicycle lanes.

PROJECT LOCATION

The project begins at Route 5 (Main Street) and runs east along Burnside Avenue and ends at Mary Street. The overall length of the project is 2.76 miles. The project will pass through the recently completed “Short Reach” curve realignment, which was designed to accommodate the proposed bike lanes.

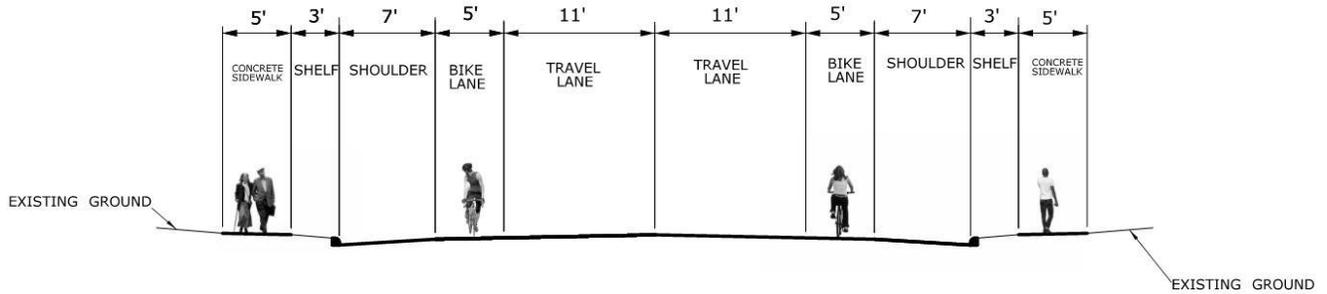
PROJECT DESCRIPTION

Currently, this section of Route 44 consists of four lanes with parking in the outside travel lane where permitted.



Existing Cross Section

The project proposes to convert the existing four lane road into a two-lane road (road diet), creating bicycle lanes, and shoulders wide enough for parking. The typical cross section will consist of two travel lanes, two bike lanes, and two shoulders. At intersections where required, shoulder widths will be reduced and 10' left-turn lanes will be provided.

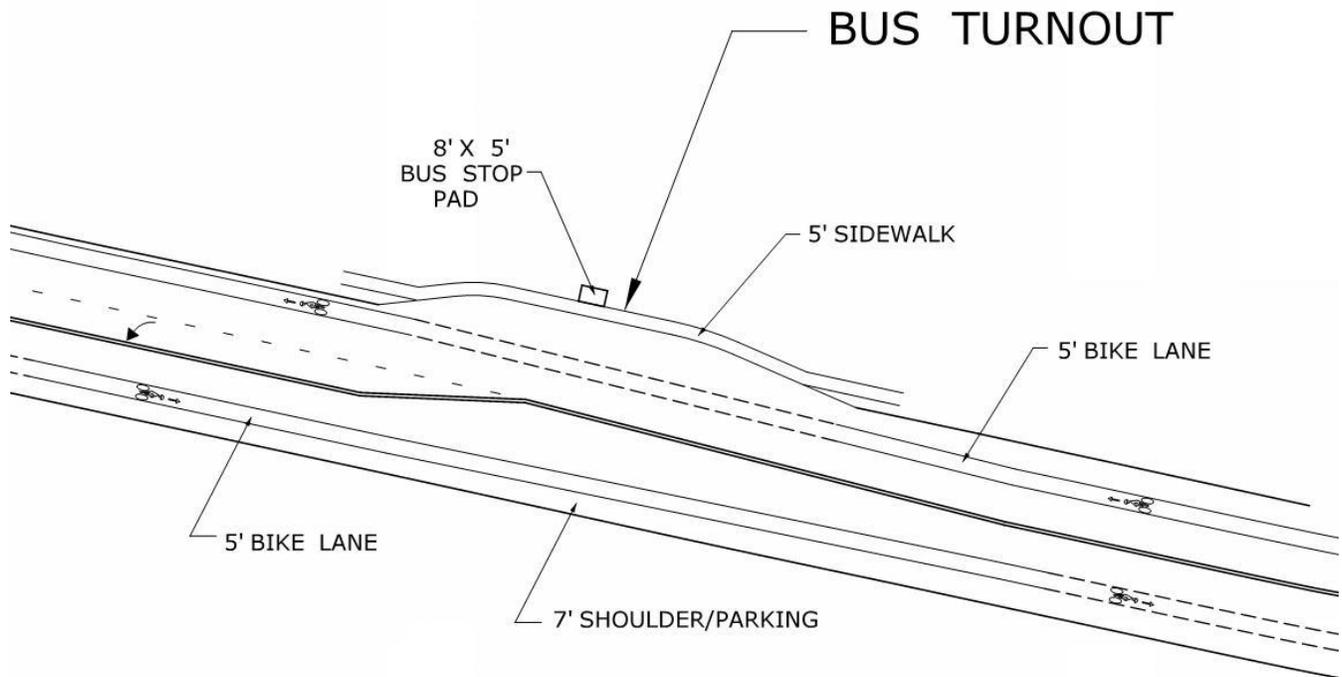


Proposed Typical Cross Section

An analysis undertaken by the DOT Traffic Division confirms that one lane in each direction, along with the proposed dedicated turn lanes will sufficiently meet traffic demand for both existing and future traffic operations.

BUS STOPS

Due to the limited shoulder width at intersections with turn lanes, a small number of existing bus stops will be consolidated into nearby stops. These consolidations were carefully reviewed and coordinated with CT Transit. Bus stops that could not be consolidated due to location and ridership volume are accommodated by constructing a bus turnout. There is a total of 6 bus turnouts proposed where required between Hill Side Street and the east end of the project, as shown on the presentation plans.



Proposed Typical Bus Turnout

PAVEMENT

The existing pavement from Main Street to Long Hill Drive will be micro milled. This is a very fine milling process that allows the removal of approximately $\frac{1}{2}$ " of pavement. This will permanently remove all existing pavement markings and create a "blank slate" for restriping. Vehicle detector loops at signalized intersections will be reinstalled.

The pavement from Long Hill Drive to Mary Street will be milled and paved to replace the deteriorated surface of the road.

SIDE STREET CROSSINGS

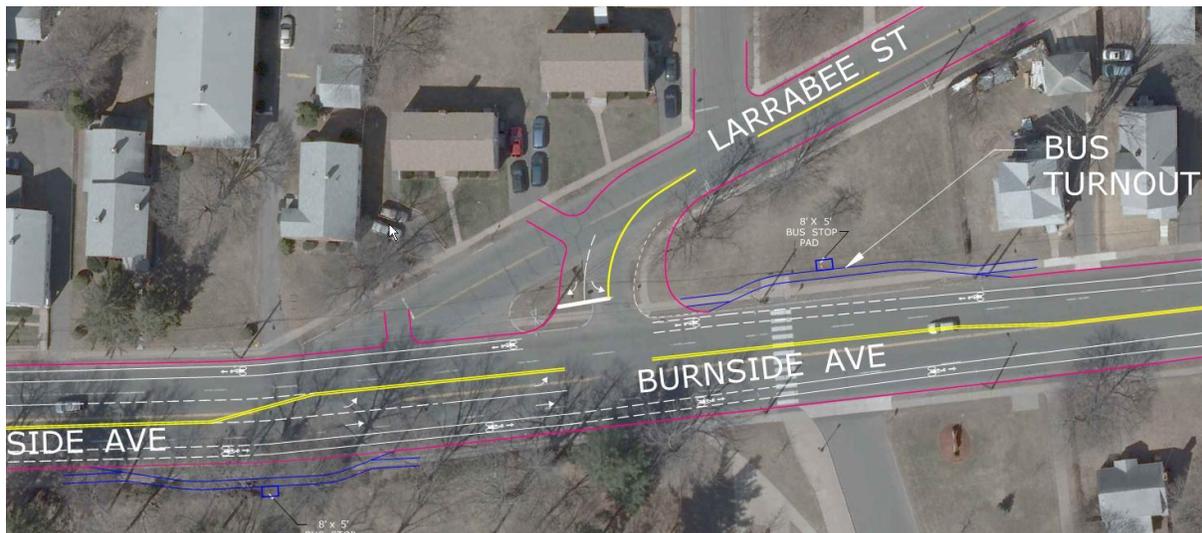
Sidewalk improvements and pavement reconstruction are generally not included in this project however; a select number of badly deteriorated intersecting side street aprons and sidewalks will be reconstructed including new ADA compliant sidewalk ramps.



Hanmer Street at Burnside Avenue

LARRABEE STREET

The intersection of Burnside Avenue and Larrabee Street will be reconfigured to provide a more normalized tee type intersection. This will discourage vehicles from making high speed turns both in and out of Larrabee Street, which will improve pedestrian and bicycle safety, and will provide additional distance from the intersection of Francis Street and Scotland Road which will improve traffic operations. This realignment will also dramatically shorten the crossing distance for pedestrians.



The proposed realignment of Larrabee Street

ON STREET PARKING

The on street parking along Burnside Avenue will remain approximately the same from Main Street to Larrabee Street. Parking will be permitted in the shoulder where the appropriate width can be provided with restrictions at intersections, driveways, bus stops and fire hydrants. Specific locations of where parking will be permitted are shown on the detailed presentation plans.

RIGHTS OF WAY

Rights of Way involvement will be required for 8 properties, including three owned by the Town of East Hartford. The rights-of-way impacts include a partial acquisition for the realignment of Larrabee Street and sliver acquisitions on seven properties to accommodate widened shoulders for bus stops.

MAINTENANCE AND PROTECTION OF TRAFFIC

In general, the majority of the work can be accomplished while maintaining one lane in each direction. Some operations may require alternating one-way traffic (outside of peak times). No detours are anticipated.

NATURAL RESOURCES

The State Historic Preservation Office has reviewed this project and found it will have no effect on historic, architectural, or archaeological resources.

ENVIRONMENTAL CONSIDERATIONS

Erosion/sedimentation controls will be installed as required in accordance with the Department's Best Management Practices. Removal of grass, plantings and shrubs will be minimized to what is necessary for the State's contractor to accomplish the work. No environmental permits are required for this project.

ESTIMATED PROJECT CONSTRUCTION COST

3.3 million dollars.

FUNDING

This project will be funded with 90% Federal funds and 10% State funds.

CURRENT SCHEDULE

Final Design Plans are expected to be completed by the end of 2014 and construction is expected to start in 2015.