



PUBLIC INFORMATIONAL MEETING

STATE PROJECT No. 117-159

INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 35)

IN THE TOWN OF RIDGEFIELD

AT THE

BOARD OF EDUCATION CONFERENCE ROOM

TOWN HALL ANNEX

66 PROSPECT STREET

RIDGEFIELD, CT 06877

THURSDAY, MARCH 22, 2018

7:00 P.M.—PRESENTATION

CONNECTICUT DEPARTMENT OF TRANSPORTATION PERSONNEL:

HIGHWAY DESIGN

MR. GREGORY DOROSH, P.E.
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LANDSCAPE DESIGN

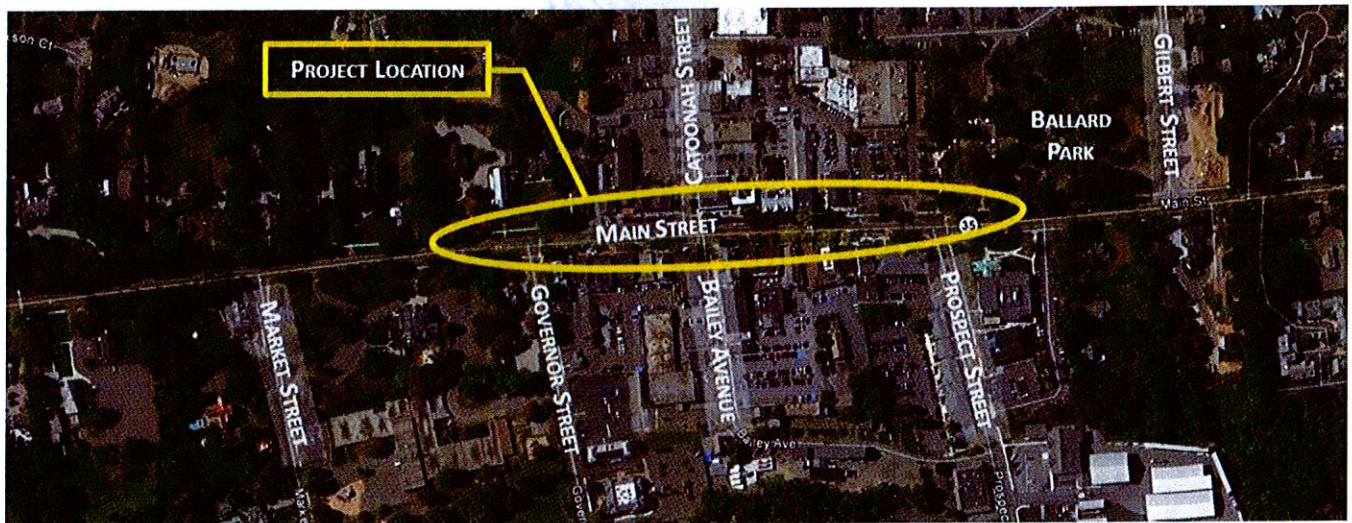
MRS. SUE FIEDLER
LANDSCAPE DESIGNER

TRAFFIC DESIGN

MR. EDWIN BROWN
PROJECT ENGINEER

GENERAL INFORMATION

PROJECT LOCATION: This project is located on Main Street (Route 35) between Governor Street and Prospect Street, approximately 3 miles south of the Route 35 and US Route 7 intersection in the town of Ridgefield, Connecticut.



PROJECT BACKGROUND: This project is a result of the Route 35 Traffic Improvement Plan sponsored by the former Housatonic Valley Council of Elected Officials (HVCEO). The purpose of the plan was to improve safety, traffic flow, and roadway conditions while maintaining the character of the historic district. The Department of Transportation's Project Concept Unit initiated this project in 2011 as State Project No. 117-159.

PROJECT PURPOSE: The purpose of this project is to provide safety and traffic operational improvements on Main Street at each roadway intersection between Governor Street and Prospect Street.

The proposed improvements would consist of full-depth roadway reconstruction between Governor Street and Bailey Avenue, with approximately 250 feet of concrete pavement removal. Milling and overlaying is proposed between Bailey Avenue and Prospect Street. Main Street will be restriped to provide dedicated left-turn lanes at each intersection while maintaining on-street parking. The CVS driveway will be realigned to oppose the Prospect Street intersection. A retaining wall is proposed on the northern side of the CVS driveway to avoid any impacts to Ballard Park. Sidewalk bump-outs are proposed on Main Street to improve pedestrians crossing at the Governor Street, Bailey Avenue, Catoonah Street, and Big Shop Lane intersections. Adjustments to the existing drainage will be required to accommodate the proposed improvements.

UTILITY INVOLVEMENT: Overhead and underground utilities will be impacted by this project. The overhead utilities consist of replacing the pole opposite of the Governor Street intersection, and one pole that will be in conflict with the realigned driveway for CVS. Underground utilities may be impacted by the proposed drainage system.

RIGHTS-OF-WAY: A construction easement will be required to construct the realignment of the CVS driveway, as well as to construct the proposed drainage. Other rights to grade and to construct sidewalk will be required.

CONSTRUCTION: This project is scheduled to begin in summer 2019 based on the availability of funding. The estimated construction cost for this project is approximately \$3.15 million and is anticipated to be undertaken with 80% federal funds and 20% state funds.

ENVIRONMENTAL: A Stormwater Discharge Permit is anticipated for this project.

MAINTENANCE AND PROTECTION OF TRAFFIC: Two-way traffic will be maintained on Main Street during construction. Access to on-street parking will be impacted during specific construction activities.

**State Project No. 117-159
Proposed Design Matrix**

	Existing	Concept 5A	Proposed Design
On-Street Parking			
Total No.	54	49	53
Net Change	-	-5	-1
Parking by Block			
Governor to Bailey (East)	12	11	11
Governor to Catoonah (West)	16	12	16
Bailey to Mid-Block Crossing (East)	8	8	8
Catoonah to Mid-Block Crossing (West)	8	7	7
Mid-Block Crossing to Prospect (East)	5	8	8
Mid-Block Crossing to CVS Driveway (West)	5	3	3
Total	54	49	53
Existing Trees			
Good Health ¹	45	-	-
Poor Condition ^{1,2}	8	-	-
Tree Replacement in Design			
Healthy Trees Removed & Replaced	-	2	1
Trees in Poor Condition Removed & Replaced ²	-	3	3
<i>Total required by proposed design</i>	-	5	4
<i>Poor Condition - Not required by design</i>	-	4	4
Total No. Removed & Replaced	-	9	8
Total No. of Additional Trees Proposed	-	-	8
Total No. of Trees	53	53	61
Need of Further Evaluation per design	-	3	4
Recommended for Replacement	-	6	6
Design Elements			
Travel Lane Width (ft)	11.3	10 ³	10 ³
Turn Lane Width (ft)	9.7	10	10
Shoulder Width (ft)	0-4	2 ³	2 ³
Parking Lane Width (ft)	7-8	8	8
Other Elements			
Bicycle Accommodations	NO	NO	NO
Roadway Shoulder	NO	YES	YES ³
Reduction of Driveway Conflicts	-	NO	NO
Accommodate On-Street Parking Conflicts	NO	YES	YES

Notes:

1. Further evaluation of existing trees is required by DOT arborist.
2. The tree removed by Maintenance in front of CVS has been reflected in these numbers.
3. Design Exception approved 08/22/2017

