



COMMUNITY
connectivity program

New Britain

Stanley Street and Route 71– Road Safety Audit

April 27, 2017



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Acknowledgements:

OFFICE OF INTERMODAL PLANNING
BUREAU OF POLICY AND PLANNING
CONNECTICUT DEPARTMENT OF TRANSPORTATION

With assistance from AECOM Transportation Planning Group

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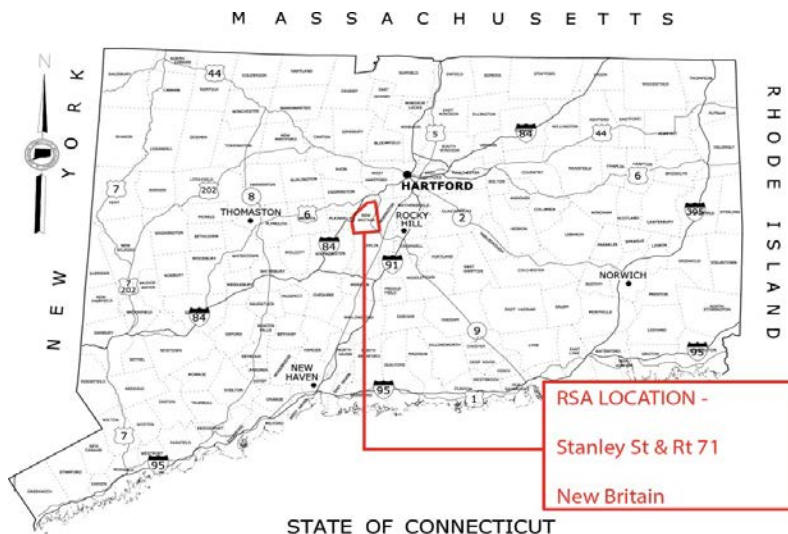
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The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this program is conducting Road Safety Audits (RSA's) at selected locations. An RSA is a formal safety assessment of the existing conditions of walking and biking routes and is intended to identify the issues that may discourage or prevent walking and bicycling. It is a qualitative review by an independent team experienced in traffic, pedestrian, and bicycle operations and design that considers the safety of all road users and proactively assesses mitigation measures to improve the safe operation of the facility by reducing the potential crash risk frequency or severity.

The RSA team is made up of CTDOT staff, municipal officials and staff, enforcement agents, AECOM staff, and community leaders. An RSA Team is established for each municipality based on the requirements of the individual location. They assess and review factors that can promote or obstruct safe walking and bicycling routes. These factors include traffic volumes and speeds, topography, presence or absence of bicycle lanes or sidewalks, and social influences.

Each RSA was conducted using RSA protocols published by the Federal Highway Administration (FHWA). For details on this program, please refer to www.ctconnectivity.com. Prior to the site visit, area topography and land use characteristics are examined using available mapping and imagery. Potential sight distance issues, sidewalk locations, on-street and off-street parking, and bicycle facilities are also investigated using available resources. The site visit includes a "Pre-Audit" meeting, the "Field Audit" itself, and a "Post-Audit" meeting to discuss the field observations and formulate recommendations. This procedure is discussed in the following sections.



1 Introduction to the Stanley Street and Route 71, New Britain RSA

The City of New Britain submitted an application to complete an RSA around the intersection of Stanley Street and Hartford Road (Route 71) to improve safety for pedestrians and bicyclists as well as motorists. This intersection and the adjacent connecting roadways are an important link between a large portion of the city and the retail/employment opportunities in the Corbins Corner/Westfarms area. It also provides a connection to the recreational facilities within Stanley Quarter Park and A.W. Stanley Park. The RSA area includes two CTfastrak routes (128 & 144) and one CTtransit route (507). New Britain recognizes that many households rely on alternate modes of transportation (walking, bicycle or transit), and has made significant improvements to its bicycle infrastructure leading to being recognized as a bicycle friendly community by the League of American Bicycles. This area currently lacks pedestrian amenities and higher vehicle travel speeds are not welcoming to bicyclists. The city is utilizing Department of Economic and Community Development (DECD) funding to install a sidewalk along Hartford Road from the newly constructed Costco to the intersection with Stanley Street (Sidewalk construction to begin in June of 2017). Due to the intersection configuration, this new sidewalk will terminate at Stanley Street with a mid-block crossing to the existing sidewalk network.

This Road Safety Audit will investigate short and long term alternatives for a safer pedestrian connection between the proposed sidewalk on Hartford Road and the neighborhoods to the south (including Central Connecticut State University (CCSU)) to create pedestrian friendly access to the large retail and employment center. Incorporating bicycle facilities through this area will connect the city's existing bike network, Stanley Quarter Park and CCSU to A.W. Stanley Park. Simplifying the intersection configuration may reduce driver confusion and reduce the number of crashes.

The City of Bristol's application contained information on traffic volumes, crash data, and mapping of the corridor. The application and supporting documentation are included in Appendix A.

1.1 Location

The RSA corridor includes Stanley Street and Hartford Road (Route 71). Route 71, which runs north-south completely through New Britain, includes Stanley Street south of the intersection, and Hartford Road. These are both maintained by CTDOT, and are classified as arterials. Stanley Street, north of the intersection is a city owned and maintained major collector with bike lanes that extend to the Farmington Town Line (Figure 1). Traffic volumes on CT 71 range from 9,900 to 11,100 vehicles per day and the city's portion of Stanley Street carries about 6,700 vehicles per day. These are significant volumes of traffic, and the skewed geometry of

the intersection combined with several channelizing islands creates a complicated and potentially confusing intersection for pedestrians and bicyclists to navigate. Figure 2 shows the regional context of the study area.

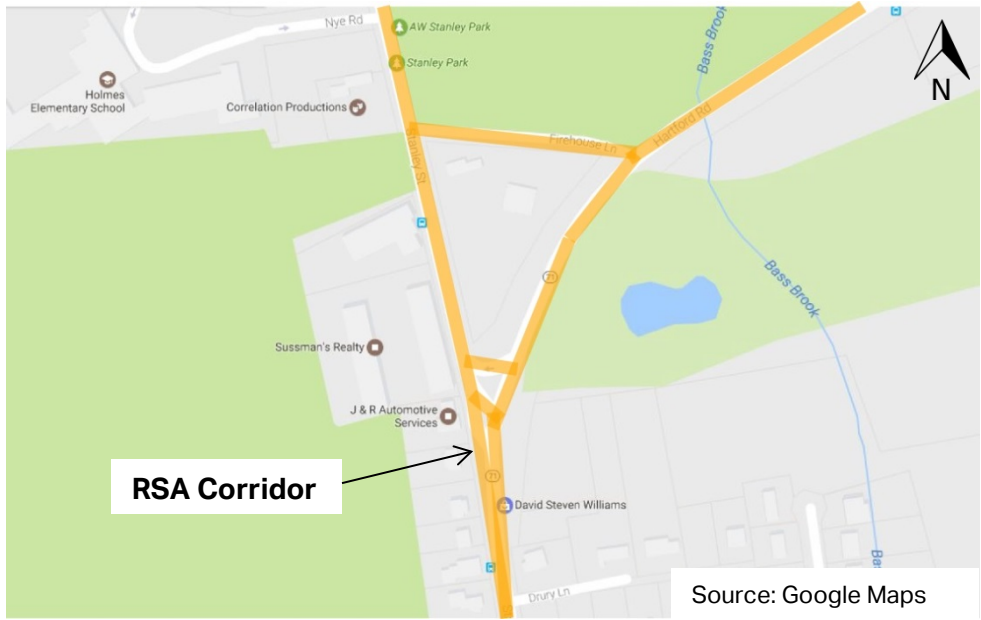


Figure 1. New Britain RSA Corridor



Figure 2. Regional Context

2 Pre-Audit Assessment

2.1 Pre-Audit Information

Between 2012 and 2014 there were 22 crashes in the RSA Area. The majority of crashes (55%) reported in this area resulted in Injury (no fatality) (Table 1 and Table 2). One crash involved a pedestrian and none involved bicyclists. This is an unusually high rate of injuries during this period. The crash types reported were primarily rear-ends at 44%. Most crashes had no adverse conditions. Figure 3 displays crashes that occurred in this area during 2015/2016.

Severity Type	Number of Accidents	
Property Damage Only	10	45%
Injury (No fatality)	12	55%
Fatality	0	0%
Total	22	

Table 1. Crash Severity 2012-2014

Source: UConn Connecticut Crash Data Repository

Manner of Crash / Collision Impact	Number of Accidents	
Unknown	0	0%
Sideswipe-Same Direction	1	5%
Rear-end	10	44%
Turning-Intersecting Paths	1	5%
Turning-Opposite Direction	0	0%
Fixed Object	2	9%
Backing	0	0%
Angle	2	9%
Turning-Same Direction	2	9%
Moving Object	2	9%
Parking	0	0%
Pedestrian	1	5%
Overturn	0	0%
Head-on	1	5%
Sideswipe-Opposite Direction	0	0%
Miscellaneous- Non Collision	0	0%
Total	22	

Table 2. Crash Type 2012-2014

Source: UConn Connecticut Crash Data Repository

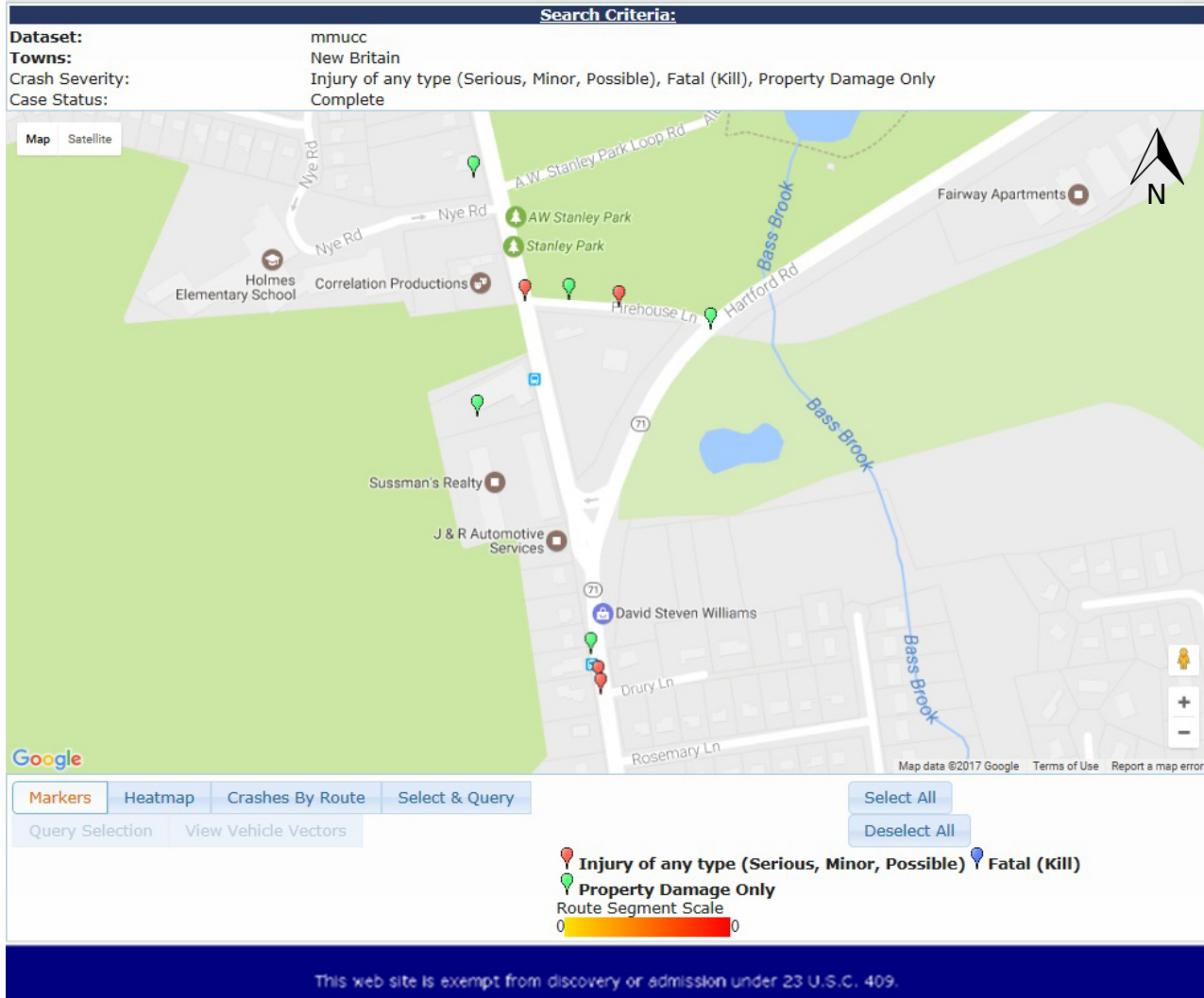


Figure 3. Crashes that Occurred in 2015/2016 (Connecticut Crash Data Repository)

Route 71 is a state owned road with a speed limit of 30 mph. The Town owned portion of Stanley Street has a speed limit of 25 mph. Both Route 71 and Stanley Street are two lane roadways. There is sidewalk along both sides of Stanley Street, but no sidewalk on either side of Hartford Road. The intersections of Route 71 and Firehouse Lane, and Route 71 and Stanley Street are signalized. There is an active project by the CTDOT to upgrade the traffic control devices and pedestrian equipment at Firehouse Lane. The geometry of the corridor is shown in Figure 4 and described in Table 3.

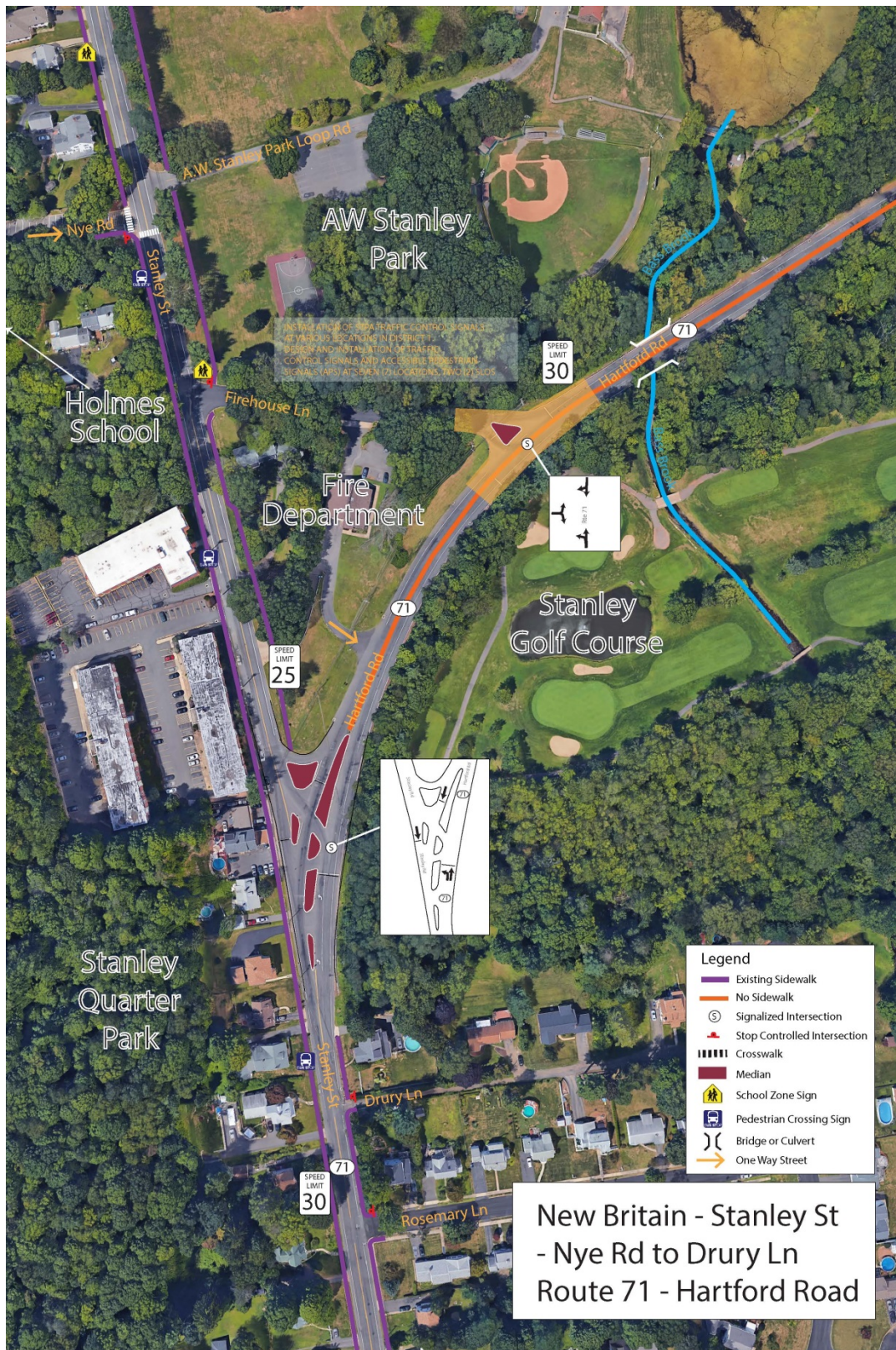


Figure 4. Route 72 Road Geometrics

New Britain - Stanley Street and Route 71 Street Inventory

Street	Route	Lanes	Avg. Lane Width	Sidewalk				Curb	Parking	Shoulder	Ramps	
				Side	Type	Width	Condition*				Exist	Compliant
Stanley Street		1	11'	NB	Concrete	5'	Fair	Concrete	No	7'	Some	No
		1	11'	SB	Concrete	5'	Fair	Concrete	Yes	7'	Yes	No
Hartford Road	Route 71	1	12-20'	NB	None	N/A	N/A	Asphalt	No	9'	No	N/A
		1	12-29'	SB	None	N/A	N/A	Asphalt	No	9'	No	N/A
Firehouse Lane		1	12'	EB	No	N/A	N/A	None	No	No	No	N/A
		1	12'	WB	No	N/A	N/A	None	No	No	No	N/A

*CONDITION – “Good” is Serviceable Condition that meets current design standards. “Fair” is generally serviceable, but may need minor repairs, or may not completely align with current design standards. “Poor” is not serviceable, and generally inadequate for continued long-term use.

Table 3. Intersection Street Inventory

2.2 Prior Successful Efforts

Hartford Road widening – In conjunction with the Costco development, Hartford Road was widened in the area of the driveway to Costco located north of the study intersection. A traffic signal was also added.

Stanley Quarter Park Improvements – In 2015 the City made improvements to Stanley Quarter Park. The project replaced the multi-use path loop around the pond and added a path connection to Stanley Street at the intersection with Blake Street. CTDOT is in the process of replacing the traffic signal equipment at the Stanley Street/Blake Street intersection and will incorporate an exclusive pedestrian phase.

Hartford Road Sidewalk Installation – The City, through DECD funding, will install a sidewalk contiguous along Hartford Road from Stanley Street to the existing sidewalk recently installed at Costco. This section of Hartford Road currently does not have sidewalks. The project is in the design phase and construction is planned for late summer 2017.

A.W. Stanley Park Multi-Use Trail Extension – The City received funding from the DEEP Recreational Trails Program. The project will extend an existing paved trail to complete a one mile multi-use trail loop around the pond and also provide a connection to the Britney Farms Community and commuter parking lot adjacent to CT Route 9, Exit 30.

Stanley Quarter Park / A.W. Stanley Park Multi-Use Trail – This project is the first phase of the development of a multi-use trail system in Stanley Quarter Park/A.W. Stanley Park. This trail system will serve as a major linkage in New Britain's burgeoning bicycle and pedestrian network. It will also provide access to a 120 acre portion of New Britain's A.W. Stanley Park (it's largest) that is largely undeveloped, and largely inaccessible to the general population. This Phase is for construction of a paved trail in Stanley Quarter Park. It will involve full trail construction of 500 linear feet, along with 1,500 feet of partial construction over an existing, but unpaved, trail. The existing trail connects to the park's parking area on the east side near Stanley Street. The new trail will diverge from the existing path to connect to Blake Road, which separates Stanley Quarter Park from AW Stanley Park. Future phases will extend the trail connecting the existing loops in both parks creating over 3 miles of connected trails.

Traffic Signal Replacements – CTDOT is in the preliminary design phase for replacing the traffic signals along Route 71 at Barbour Road, Stanley Street and Firehouse Lane. Proposed improvements from the RSA could influence the design. This project has been put on hold due to the City's desire to improve the intersection geometry.

2.3 Pre-Audit Meeting

The RSA was conducted on April 27, 2017. The Pre-Audit meeting was held at 8:30 AM in the New Britain City Hall located at 27 West Main Street.

The RSA Team was comprised of staff from CTDOT and AECOM, and representatives from several New Britain departments and organizations including the City Engineer, the Public Works Department, City Planner, Police Department, Fire Department, and Bike New Britain. The complete list of attendees can be found in Appendix B. Materials distributed to the RSA Team, including the agenda, audit checklist, ADT counts, crash data and road geometrics, can be found in Appendix C.

RSA Team members from New Britain presented relevant information for the audit, including:

- The City indicated that there are other crashes and near misses in this area that do not meet the threshold for reporting and are thus excluded from the crash data.
- It was noted that a high percentage of crashes involve injuries (55%).
- The RSA area represents a critical gap between two bicycle and pedestrian networks.
- A series of median islands creates complicated and challenging maneuvers for drivers.
 - It is not immediately clear which gap between the islands should be used for which turning movement.
- A new sidewalk is proposed on the east side of Hartford Road, north of the RSA area.
 - The new sidewalk is proposed to end at the RSA area without a solution for connecting the two pedestrian networks.
- Many people currently walk on the side of the road in the section where there is no sidewalk.
 - This is an intimidating area for pedestrians.
 - There are bus stops in the area that drop pedestrians off without a sidewalk for them to use.
- Stanley Street has a sidewalk on the both sides of the street.
- The City needs to request that the signal at Firehouse Lane and Hartford Road be changed to eliminate the programmed flash to ensure safe pedestrian crossings.
- Stanley Quarter Park and AW Stanley Park both currently have trails in them that are proposed to be connected in the future.
 - Both parks already generate pedestrian traffic in the area.
- There are bike lanes on several of the streets to the south and north of the RSA area.
- Stanley Street has a bike lane north of the study area.
- The intersection of Hartford Road and Stanley Street is unattractive visually and does not give a good impression to visitors entering the City.
- The City's current thought process is to create a more conventional T-intersection at Hartford Road and Stanley Street and cul-de-sac Firehouse Lane, making it a driveway only for the Fire Department.

- This will improve the geometry of the intersection for drivers and also allow for pedestrian improvements to be made.
- There are several driveways in the area including a wide driveway at the auto shop.
 - Consolidating or better managing curb cuts may be a goal going forward.
- As part of a redesign, Hartford Road could be shifted slightly to the west at the corner, to provide more space for a sidewalk on the east side.
 - There is currently a steep slope east of the road that restricts sidewalk construction.
 - An alternative option could be constructing a retaining wall to provide additional space for a sidewalk.
 - There is a desire to maintain the tree line between the street and the golf course on the east side.
- Right-of-way is not a major restriction in the RSA area.
- There are many drivers who go the wrong way through the median islands, resulting in minor crashes that are not reported.
- There are some challenges in redesign due to slopes in the area.
- Sight distance for vehicles exiting from Firehouse Lane is restricted.

3 RSA Assessment

3.1 Field Audit Observations

Firehouse Lane & Stanley Street:

- The sidewalk on the east side of Stanley Street meets Firehouse Lane behind the stop sign and stop bar, creating a conflict between vehicles approaching the stop sign and pedestrians crossing Firehouse Lane (Figure 5).
- There are no handicap ramps, detectable warning strips or a painted crosswalk (Figure 5).
- Intersection sight distance looking left was measured to be approximately 285-feet.

Stanley Street & Hartford Road:

- There are some grading issues that will be a challenge in any design in this area (Figure 6).



Figure 5. Sidewalk behind stop bar, no crosswalk, ramps or warning strips



Figure 6. Sloped terrain surrounding intersection

- Some of the catch basin grates are not the bike friendly type (Figure 7).
- There appear to be signs missing from the series of median islands at the intersection (Figure 8).
- The channelized right turn movement from Hartford Road southbound to Stanley Street northbound is uncontrolled (Figure 11).
- Pavement condition around the intersection is poor (Figure 12).
- A pedestrian was observed walking on the shoulder in the gap between sidewalk networks.
- There are several wide driveways in the area (Figure 9).
- At the northernmost island, Hartford Road northbound was measured as a 17.5-foot wide lane and a 9-foot wide shoulder.
- There is a relatively flat area 6 to 7-feet wide behind the guardrail on the east side of Hartford Road.
- There is sufficient right-of-way for a roundabout but steep grades and high traffic volumes could be a challenge for a roundabout.
- Sight distance between the two signals (Hartford Road at Firehouse Lane and Hartford Road at Stanley Street) is restricted by the tree line (Figure 10).
- Driver confusion at the Hartford Road/Stanley Street intersection was observed.
- Firehouse Lane cannot be completely closed to traffic because it still serves as an important access for the Fire Department facility.



Figure 7. Non-bike friendly catch basin grate



Figure 8. Broken signpost



Figure 9. Pedestrian in shoulder



Figure 10. Sight distance restricted by tree line



Figure 11. Uncontrolled channelized turn



Figure 12. Poor pavement condition

3.2 Post-Audit Workshop - Key Issues

- The series of small islands makes it unclear where vehicles should drive.
 - Signing and striping in this area could be brought up to standard in the short term to improve operations in the area.
 - A yellow edge line could be added on both sides of the islands.
 - A stop sign and stop bar could be added to the channelized right turn.
 - Signage could be added on the islands.
 - Signage could be added to clarify turning movements.
 - Painting the edges/curbs of the median islands could improve visibility.
- In the medium term, island configuration could be adjusted to clarify turning movements.
- The City will contact the CTDOT District to determine where the RSA area is on the Vendor-in-Place (VIP) paving list.
 - Changes to striping, sidewalk etc. could potentially be coordinated with VIP paving if it is imminent.
- Creating a T-intersection appears to be a feasible long term goal for the RSA area.
 - This will improve conditions for drivers as well as bicyclists and pedestrians.
 - Firehouse Lane could also be closed to through traffic at this time, with traffic shifted south to the Hartford Road/Stanley Street intersection.
- In the medium term, the sidewalk on the east side of Stanley Street could be extended to the south with a safe crossing of Stanley Street provided.
- If a long term solution is not available, sidewalk on the east side of Hartford Road with a parapet wall could be a medium term goal.
 - Guiderail would be removed under this option.
- If VIP paving is not imminent, removal of the raised median islands and replacement with painted islands could be a medium term goal.
- The signal at Firehouse Lane and Hartford Road slows vehicles down as they approach the Stanley Street/Hartford Road intersection from the north. There is some concern that removing this signal may result in higher vehicle speeds approaching Stanley Street.

4 Recommendations

From the discussions during the Post-Audit meeting, the RSA team compiled a set of recommendations that are divided into short-term, mid-term, and long-term categories. For the purposes of the RSA, **Short-term** is understood to mean modifications that can be expected to be completed very quickly, perhaps within six months, and certainly in less than a year if funding is available. These include relatively low-cost alternatives, such as striping and signing, and items that do not require additional study, design, or investigation (such as right-of way acquisition). **Mid-term** recommendations may be more costly and require establishment of a funding source, or they may need some additional study or design in order to be accomplished. Nonetheless, they are relatively quick turn-around items, and should not require significant lengths of time before they can be implemented. Generally, they should be completed within a window of eighteen months to two years if funding is available. **Long-term** improvements are those that require substantial study and engineering, and may require significant funding mechanisms and/or right-of-way acquisition. These projects generally fall into a horizon of two years or more when funding is available.

4.1 Short Term

1. Bring the signing and striping around the median islands up to the latest standards including edge lines, median island signage, stop bars, painted curbs, turn signs etc.
2. Replace all of the non-bike friendly grates with the newer bike friendly type.

Figure 13 depicts these recommendations.



Figure 13. Short Term Recommendations

4.2 Medium Term

1. Extend the sidewalk on the east side of Stanley Street south across the median islands with a crosswalk to the west side of Stanley Street at the intersection.
2. Construct handicap ramps with detectable warning strips to the current standards at all crosswalks.

Note – New Britain has proposed a project through encroachment permit for:

- The construction of sidewalk along the west side of Route 71 (Hartford Road) between Stanley Street and Firehouse Lane
- The construction of sidewalk along the east side of Route 71 (Hartford Road) north of Firehouse Lane
- A crosswalk and exclusive pedestrian phase for crossing the south leg of Route 71 (Hartford Road) at Firehouse lane

Figure 14 depicts these recommendations.

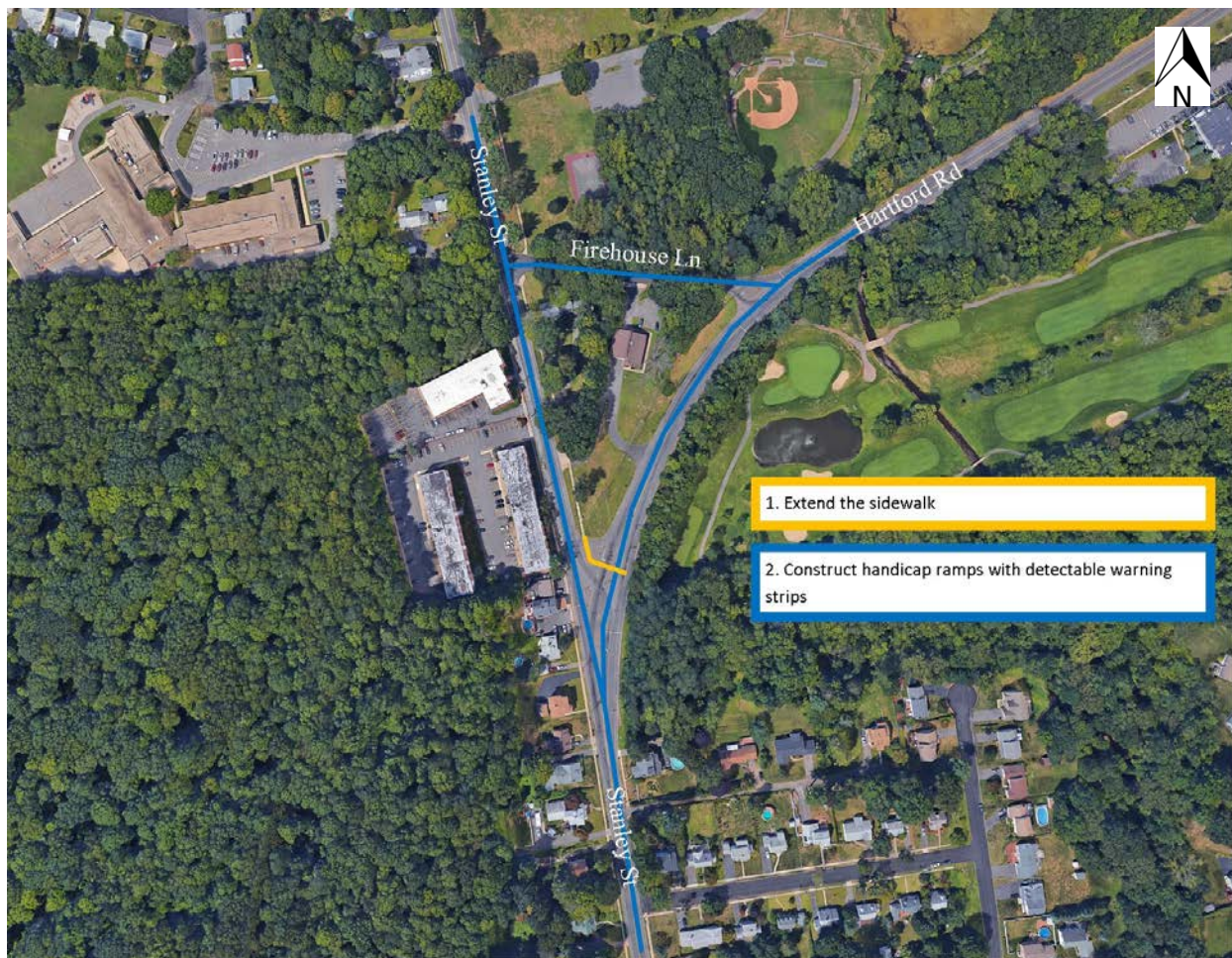


Figure 14. Medium Term Recommendations

4.3 Long Term

1. Investigate concepts for revised intersection geometry (possible roundabout) for Stanley Street at Hartford Road.
2. Eliminate through traffic on Firehouse Lane and consider eliminating the signal at the intersection of Hartford Road and Firehouse Lane.
3. Remove guiderail on the east side of Hartford Road and constructing sidewalk and parapet wall.

Figure 15 depicts these recommendations.

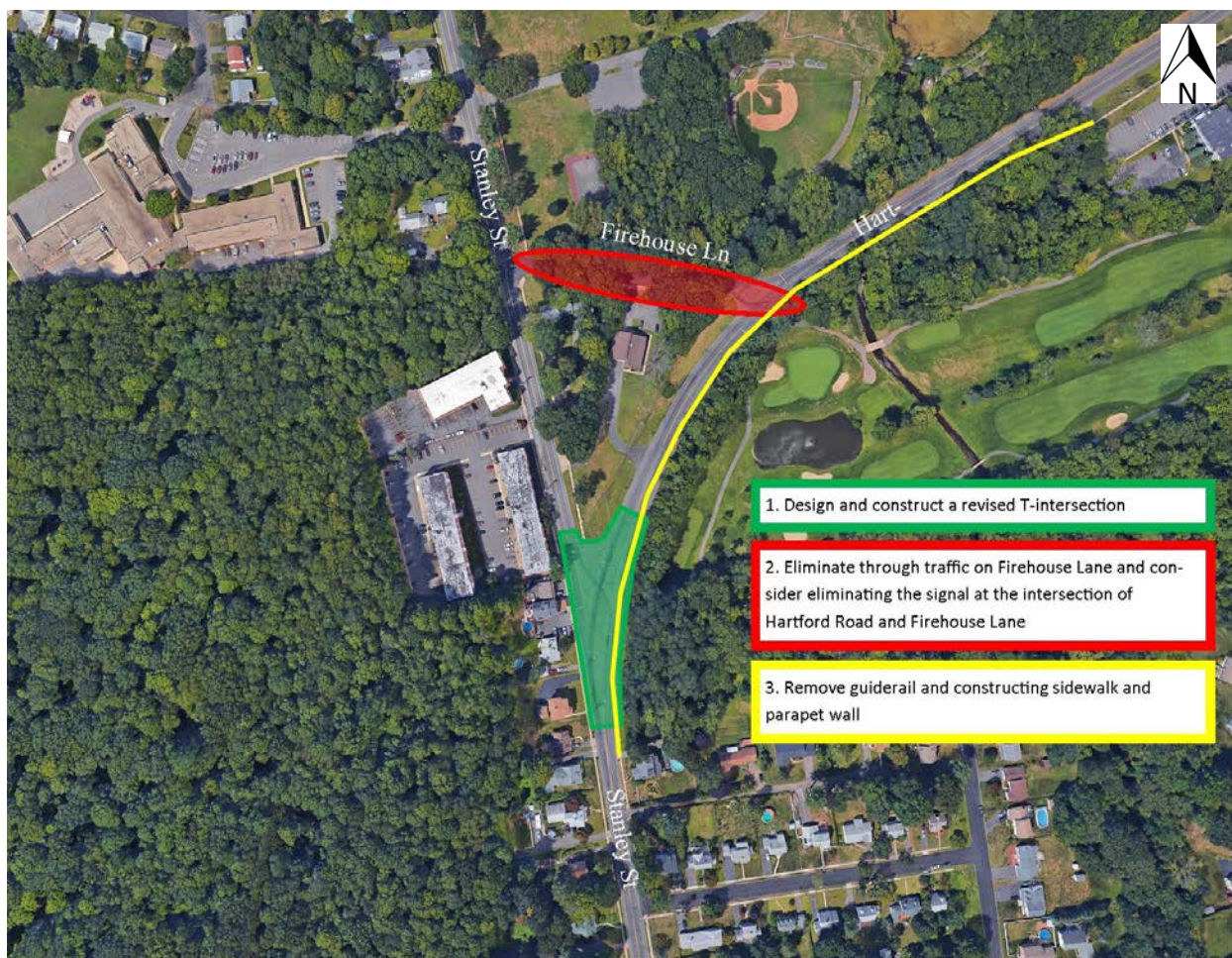


Figure 15. Long Term Recommendations

4.4 Summary

This report outlines the observations, discussions and recommendations developed during the RSA. It documents the successful completion of the City of New Britain RSA and provides New Britain with an outlined strategy to improve the transportation network along Stanley Street and Route 71 for all road users, particularly focusing on pedestrians and cyclists. Moving forward, New Britain may use this report to prepare strategies for funding and implementing the improvements, and as a tool to plan for including these recommendations into future development for Stanley Street and Route 71.



COMMUNITY
connectivity program

Appendix A



AECOM
Built to deliver a better world

Welcome to the Community Connectivity Program Application



Please fill in the following information to provide the Audit team leaders with a comprehensive description of the area contained in this application.

1. Applicant contact information

Name	<input type="text" value="Carl J. Gandza"/>
Title	<input type="text" value="Engineering Project Manager"/>
Email Address	<input type="text" value="carl.gandza@newbritainct.gov"/>
Telephone Number	<input type="text" value="(860) 612-5006"/>

2. Location information

Address	<input type="text" value="Stanley Street at Hartford Road (CT 71)"/>
Description	<input type="text" value="Intersection of Stanley St. with Hartford Rd., including approaches"/>
City / Town	<input type="text" value="New Britain"/>

3. Roadway type
(Please select all that apply)

State road

Local road

Private Road

Other (please specify)

4. Zoning
(Please select all that apply)

Industrial

Residential

Commercial

Mixed Use

Retail

N/A (not applicable)

Other (please specify)

Recreational - A.W. Stanley Park, Stanley Quarter Park, Stanley Golf Course / Fire House

5. Approximate mile radius around the location

1/4 mile

Other (Please Specify)

1/4 mile includes the approaches to the intersection

6. Community Sites
(Please select all that apply)

Community Centers

Business Districts

Restaurant/Bar Districts

Churches

Housing Complexes

Proximity to Schools

Tourist Locations (examples – Casino, Malls, Parks, Aquarium, etc...)

N/A (not applicable)

Other (please specify)

Recreational - A.W. Stanley Park, Stanley Quarter Park, Stanley Golf Course / Fire H

7. Employment Facilities
(Retail, Industrial, etc...)

Yes

No

If Yes please describe (please specify)

Stanley Street/Hartford Road provide a link for the New Britain community, including CCSU, to many employment facilities within the Corbins Corner/Westfarms area.

8. Educational facilities

(Please select all that apply)

Public, Parochial, Private Schools (more than 1 school within a ½ mile)

University / Community Colleges

N/A (not applicable)

Other (please specify)

9. Transit facilities

(Please select all that apply)

Bus

Rail

Ferry

Airport

Park and Ride Lot

N/A (not applicable)

Other (please specify)

10. Safety Concerns
(Please select all that apply)

Traffic (volumes & speed)

Collisions

Sidewalks

Traffic Signals

Traffic Signs

Parking Restrictions / Additions

Drainage

ADA Accommodations

Agricultural & Live Stock crossing

Maintenance issues (cutting grass, leaves, snow removal)

N/A (not applicable)

Other (please specify)

Bicycle accommodations

11. Are there any past, current or future transportation/economic development projects near this location (i.e. Federal, State or local projects)?

Yes

If Yes please describe and list all projects.

Hartford Road Widening – As part of the Costco development, Hartford road was widened. The widening was in the area of the driveway to Costco located north of the study intersection. A traffic signal was also added as part of this project.

Stanley Quarter Park Improvements & Stanley Street/Blake Street Traffic Signal Replacement – In 2015 the city made improvements to Stanley Quarter Park. The project replaced the multi-use path loop around the pond and added a path connection to Stanley Street at the intersection with Blake Street. CTDOT is in the process of replacing the traffic signal equipment at the Stanley Street/Blake Street intersection and incorporate pedestrian amenities including an exclusive pedestrian phase.

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A.W. Stanley Park Multi-Use Trail Extension – The City is seeking funding from the DEEP Recreational Trails Program. The project will extend an existing paved trail to complete a one mile multi-use trail loop around the pond and also provide a connection to the Britney Farms Community and commuter parking lot adjacent to CT Route 9, Exit 30.

Stanley Quarter Park / A.W. Stanley Park Multi-Use Trail – This project is the first phase of the development of a multi-use trail system in Stanley Quarter Park/A.W. Stanley Park. This trail system will serve as a major linkage in New Britain's burgeoning bicycle and pedestrian network. It will also provide access to a 120 acre portion of New Britain's A.W. Stanley Park (it's largest) that is largely undeveloped, and largely inaccessible to the general population. This Phase is for construction of a paved trail in Stanley Quarter Park. It will involve full trail construction of 509 linear feet, along with 1,500 feet of partial construction over an existing, but unpaved, trail. The existing trail connects to the park's parking area on the east side near Stanley Street. The new trail will diverge from the existing path to connect to Blake Road, which separates Stanley Quarter Park from AW Stanley Park. Future phases will extend the trail connecting the existing loops in both parks creating over 3 miles of connected trails.

Traffic Signal Replacements – CTDOT is in the design preliminary design phase replacing the traffic signals along CT 71 at Barbour Road, Stanley Street and Firehouse Lane. Construction is still a few years away however proposed improvements from a RSA may be able to be incorporated in the design.

12. Environmental Concerns:

N/A not applicable

If Yes please describe and list.

[Empty box for describing and listing environmental concerns]

13. Please explain why this location should be considered for an RSA

Background:

Stanley Street, south of the intersection, and Hartford Road are both maintained by CTDOT, classified as Arterials and part CT Route 71 which runs north-south completely through New Britain. Stanley Street, north of the intersection, is a city owned and maintained Major Collector with bike lanes that extends to the Farmington Town Line. Traffic volumes on CT 71 range from 9,900 to 11,100 vehicles per day and the city's portion of Stanley Street is about 6,700 vehicles per day. The project area includes three heavily utilized bus routes, two CTfastrak routes (128 & 144) and one CTtransit route (507).

Central Connecticut State University (CCSU) and Stanley Quarter Park (138 acres) are located a short distance south of the project site on Stanley Street. Immediately north of the study intersection is A.W. Stanley Park (216 acres). Walking and bike paths are provided in both parks with recent upgrades to Stanley Quarter Park and proposed upgrades to A.W. Stanley Park multi-use trails.

The intersection of Stanley Street and Hartford Road, including the adjacent area, is an important link for a large portion of the city to the retail and employment opportunities in the Corbins Corner/Westfarms area. This intersection also provides a connection to the recreational facilities within Stanley Quarter Park and A.W. Stanley Park.

The intersection is signalized with a three phase operation – northbound advance, northbound & southbound CT 71 then Stanley Street. A series of median islands throughout the intersection seem to confuse motorists not familiar with navigating the area.

Pedestrian & Bicycle Needs:

New Britain's poverty rate is below the state average leading to many households relying on alternate modes of transportation (walking, bicycle or transit). New Britain has made significant improvements to its bicycle infrastructure in recent years leading to being recognized as a "Bicycle Friendly Community" by the League of American Bicycles.

This area currently lacks pedestrian amenities and higher vehicle travel speeds are not welcoming to bicyclists. The City is utilizing DECD funding to install a sidewalk along Hartford Road from the newly constructed Costco to the intersection with Stanley Street. Due the intersection configuration, this new sidewalk will terminate at Stanley Street with an awkward mid-block crossing to the existing sidewalk network.

Motorists' Needs:

The proposed study area has a confusing configuration leading to crashes and a high number of near misses. Available crash data does not indicate a high number of crashes however based on conversations with the New Britain Police Department, resident comments, the number of sign knock downs and observed 'near misses' many crashes may be less severe and go unreported.

Summary:

A Road Safety Audit could provide near and long term alternatives for a safer pedestrian connection between the proposed sidewalk along Hartford Road and the neighborhoods to the south (including CCSU) which will create pedestrian friendly access to the large retail and employment center. Incorporating bicycle facilities through this area with connections to the city's existing bike route network will provide a missing link in the citywide bike network and connect Stanley Quarter Park and CCSU to A.W. Stanley Park. Simplifying the intersection configuration may reduce driver confusion and reduce the number of crashes reported or unreported.

14. Are there plans to expand the area?

(Transportation Oriented Development, Economic Development, housing, etc...)

Yes

The City is looking at potential development along Hartford Road in the area of Village Square Drive. This area presents an opportunity for the City for economic development adjacent to the Corbins Corner / Westfarms retail center. This location has convenient access from CT Route 9, Exit 30 and New Britain via Hartford Road.

15. Any other pertinent information that is unique to this location?

No

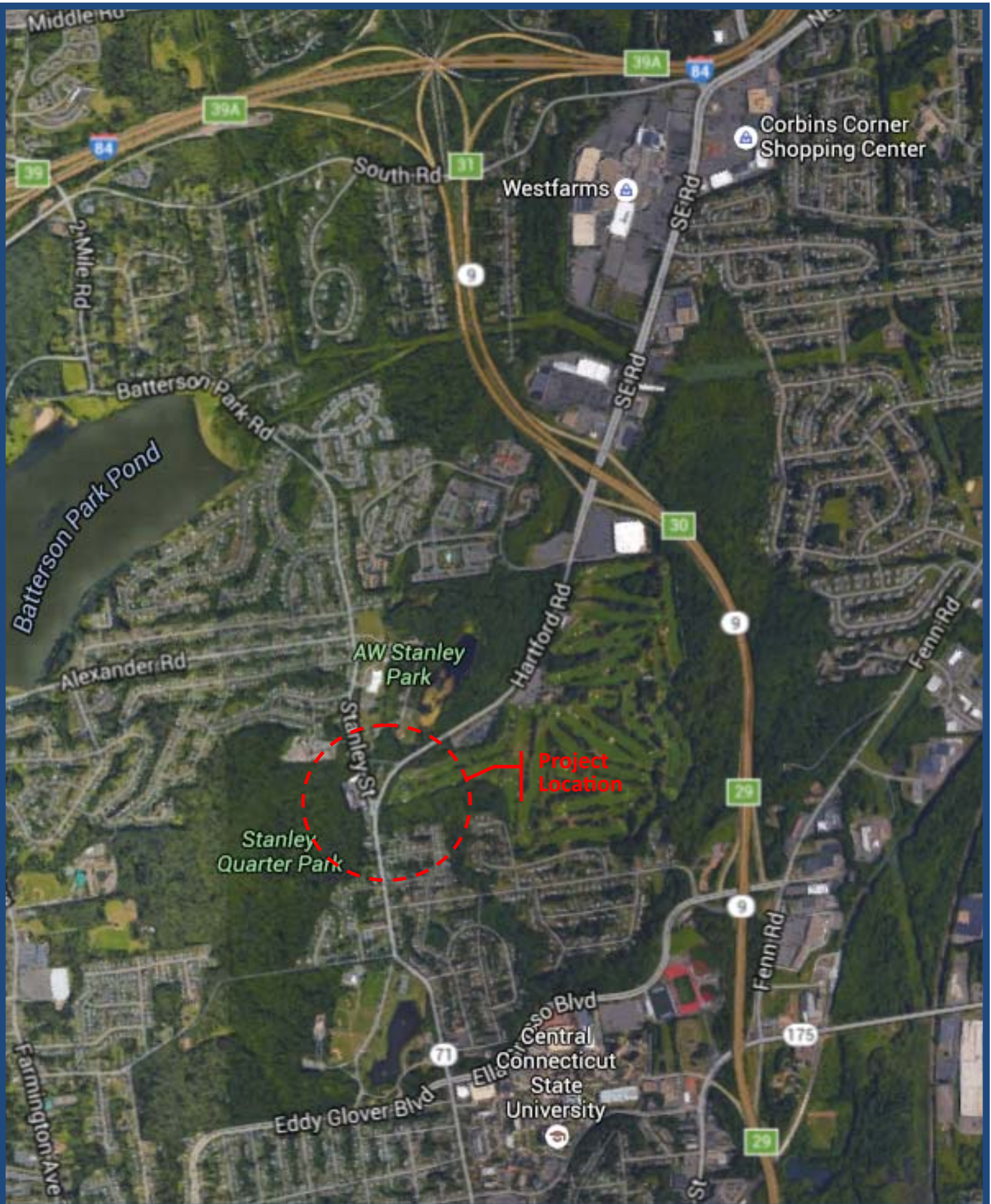
Thank you for completing the Community Connectivity application.

Please click on the "submit button" below and include the following attachments

- 1 Location map (google, GIS) **(Required)**
- 2 Collision data (If available)
- 3 Traffic data (ADT or VMT) (If available)
- 4 Pedestrian/bicycle data (If available)



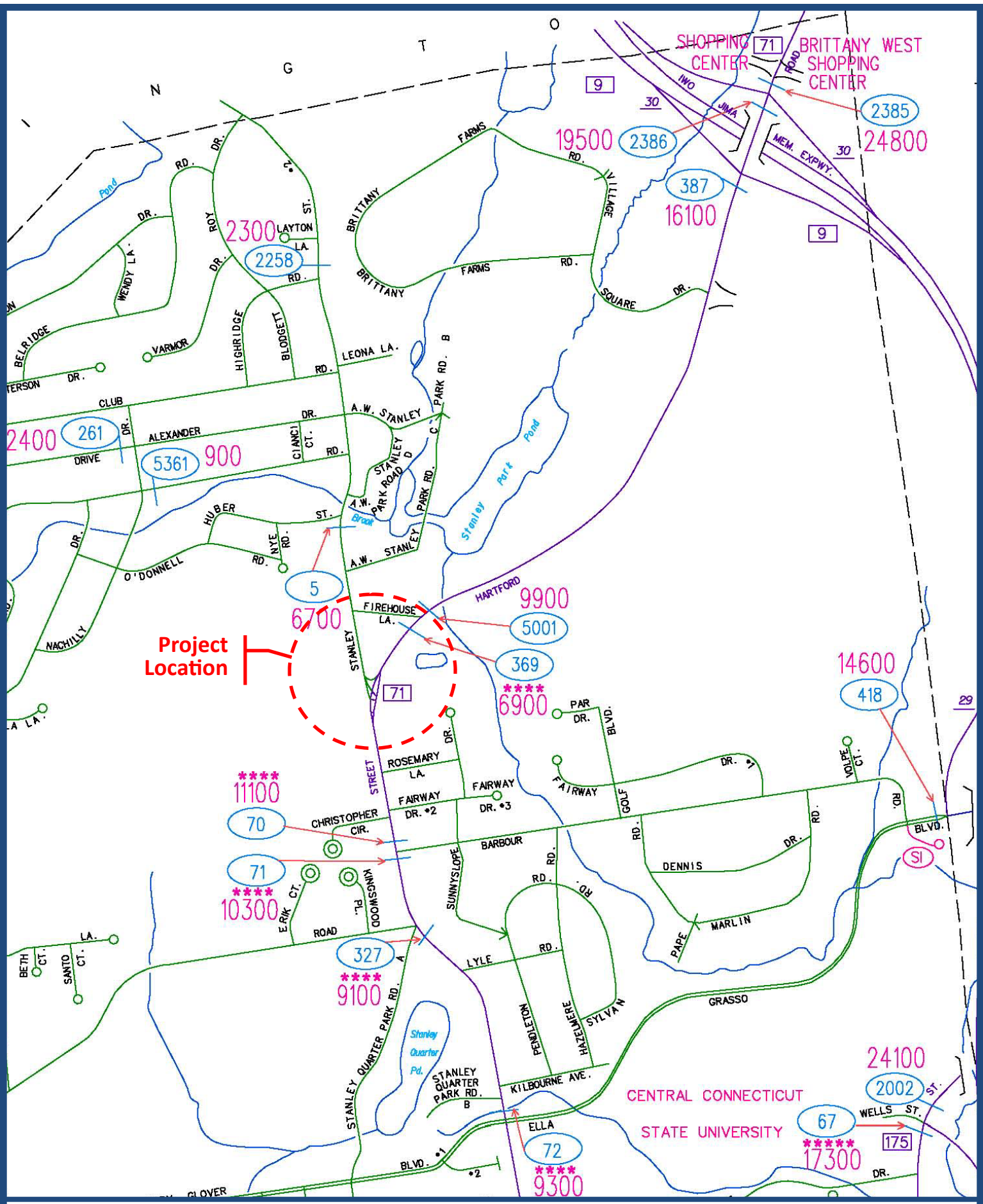
Submit Application





Community Connectivity Program

**Stanley Street at Hartford Road (CT 71)
Project Area**



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

TOWN OF NEW BRITAIN	ROUTE							DIRECTION B
STANLEY STREET #2 - SOUTH OF HUBER STREET	SUN	MON	TUE	WED	THU	FRI	SAT	
DAY								
DATE	0	03/05/2012	03/06/2012	0	0	0	0	
TYPE								
HOUR								
	2012 ADT = 6700		ACF = NA					

12A	0	0	49	0	0	0	0	
01A	0	0	18	0	0	0	0	
02A	0	0	10	0	0	0	0	
03A	0	0	10	0	0	0	0	
04A	0	0	24	0	0	0	0	
05A	0	0	97	0	0	0	0	
06A	0	0	182	0	0	0	0	
07A	0	500	0	0	0	0	0	
08A	0	519	0	0	0	0	0	
09A	0	315	0	0	0	0	0	
10A	0	330	0	0	0	0	0	
11A	0	339	0	0	0	0	0	
12P	0	425	0	0	0	0	0	
01P	0	396	0	0	0	0	0	
02P	0	447	0	0	0	0	0	
03P	0	571	0	0	0	0	0	
04P	0	645	0	0	0	0	0	
05P	0	638	0	0	0	0	0	
06P	0	411	0	0	0	0	0	
07P	0	300	0	0	0	0	0	
08P	0	210	0	0	0	0	0	
09P	0	160	0	0	0	0	0	
10P	0	107	0	0	0	0	0	
11P	0	86	0	0	0	0	0	
TOT	0	6399	390	0	0	0	0	

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF POLICY AND PLANNING
 PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

TOWN OF NEW BRITAIN

ROUTE 71

DIRECTION B

NORTH OF BARBOUR ROAD

DAY	SUN	MON	TUE	WED	THU	FRI	SAT
DATE	0	0	03/06/2012	03/07/2012	0	0	0
TYPE							
HOUR							

2012 ADT = 11100 ACF = 1.00

12A	0	0	0	69	0	0	0
01A	0	0	0	35	0	0	0
02A	0	0	0	24	0	0	0
03A	0	0	0	28	0	0	0
04A	0	0	0	36	0	0	0
05A	0	0	0	97	0	0	0
06A	0	0	0	195	0	0	0
07A	0	0	637	0	0	0	0
08A	0	0	717	0	0	0	0
09A	0	0	563	0	0	0	0
10A	0	0	657	0	0	0	0
11A	0	0	610	0	0	0	0
12P	0	0	758	0	0	0	0
01P	0	0	724	0	0	0	0
02P	0	0	754	0	0	0	0
03P	0	0	939	0	0	0	0
04P	0	0	1021	0	0	0	0
05P	0	0	964	0	0	0	0
06P	0	0	750	0	0	0	0
07P	0	0	645	0	0	0	0
08P	0	0	440	0	0	0	0
09P	0	0	351	0	0	0	0
10P	0	0	197	0	0	0	0
11P	0	0	154	0	0	0	0
TOT	0	0	10881	484	0	0	0

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF POLICY AND PLANNING
 PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

TOWN OF NEW BRITAIN		ROUTE 71						DIRECTION B
SW OF FIREHOUSE LANE		SUN	MON	TUE	WED	THU	FRI	SAT
DAY	DATE	0	03/05/2012	03/06/2012	0	0	0	0
TYPE	HOUR	2012 ADT = 6900		ACF = 1.00		*****		
12A		0	0	41	0	0	0	0
01A		0	0	31	0	0	0	0
02A		0	0	15	0	0	0	0
03A		0	0	18	0	0	0	0
04A		0	0	26	0	0	0	0
05A		0	0	50	0	0	0	0
06A		0	123	0	0	0	0	0
07A		0	322	0	0	0	0	0
08A		0	341	0	0	0	0	0
09A		0	322	0	0	0	0	0
10A		0	384	0	0	0	0	0
11A		0	396	0	0	0	0	0
12P		0	481	0	0	0	0	0
01P		0	473	0	0	0	0	0
02P		0	472	0	0	0	0	0
03P		0	572	0	0	0	0	0
04P		0	637	0	0	0	0	0
05P		0	610	0	0	0	0	0
06P		0	531	0	0	0	0	0
07P		0	421	0	0	0	0	0
08P		0	308	0	0	0	0	0
09P		0	258	0	0	0	0	0
10P		0	133	0	0	0	0	0
11P		0	85	0	0	0	0	0
TOT		0	6869	181	0	0	0	0

STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF POLICY AND PLANNING
 PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

TOWN OF NEW BRITAIN	ROUTE 71							DIRECTION N
NE OF FIREHOUSE LANE	SUN	MON	TUE	WED	THU	FRI	SAT	
DAY	0	03/05/2012	03/06/2012	03/07/2012	0	0	0	
DATE	2012 ADT = 4600		ACF = NA		*****			
TYPE								
HOUR								
12A	0	0	15	18	0	0	0	
01A	0	0	11	9	0	0	0	
02A	0	0	4	8	0	0	0	
03A	0	0	19	22	0	0	0	
04A	0	0	29	28	0	0	0	
05A	0	0	89	90	0	0	0	
06A	0	0	197	196	0	0	0	
07A	0	334	324	0	0	0	0	
08A	0	298	331	0	0	0	0	
09A	0	217	243	0	0	0	0	
10A	0	249	268	0	0	0	0	
11A	0	262	257	0	0	0	0	
12P	0	335	332	0	0	0	0	
01P	0	318	285	0	0	0	0	
02P	0	307	312	0	0	0	0	
03P	0	361	386	0	0	0	0	
04P	0	375	357	0	0	0	0	
05P	0	364	355	0	0	0	0	
06P	0	289	298	0	0	0	0	
07P	0	255	261	0	0	0	0	
08P	0	132	155	0	0	0	0	
09P	0	110	125	0	0	0	0	
10P	0	72	50	0	0	0	0	
11P	0	39	43	0	0	0	0	
TOT	0	4317	4746	371	0	0	0	

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA

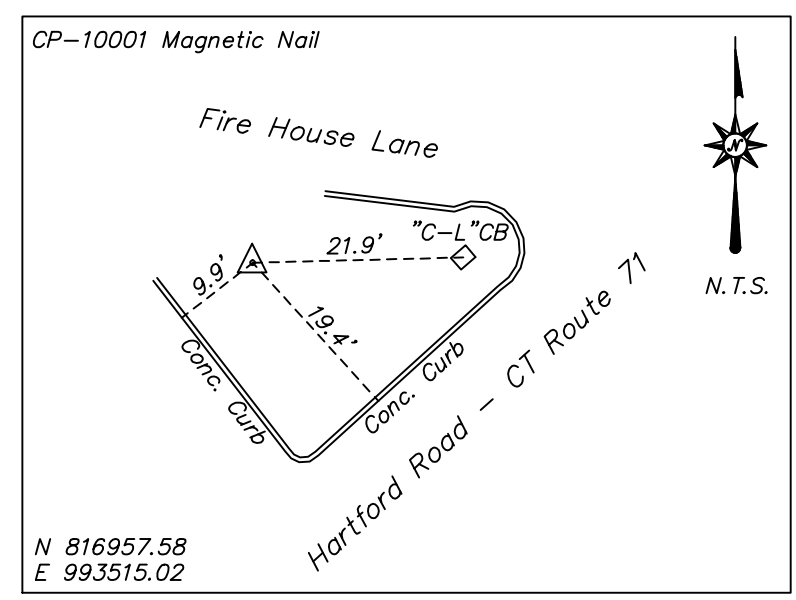
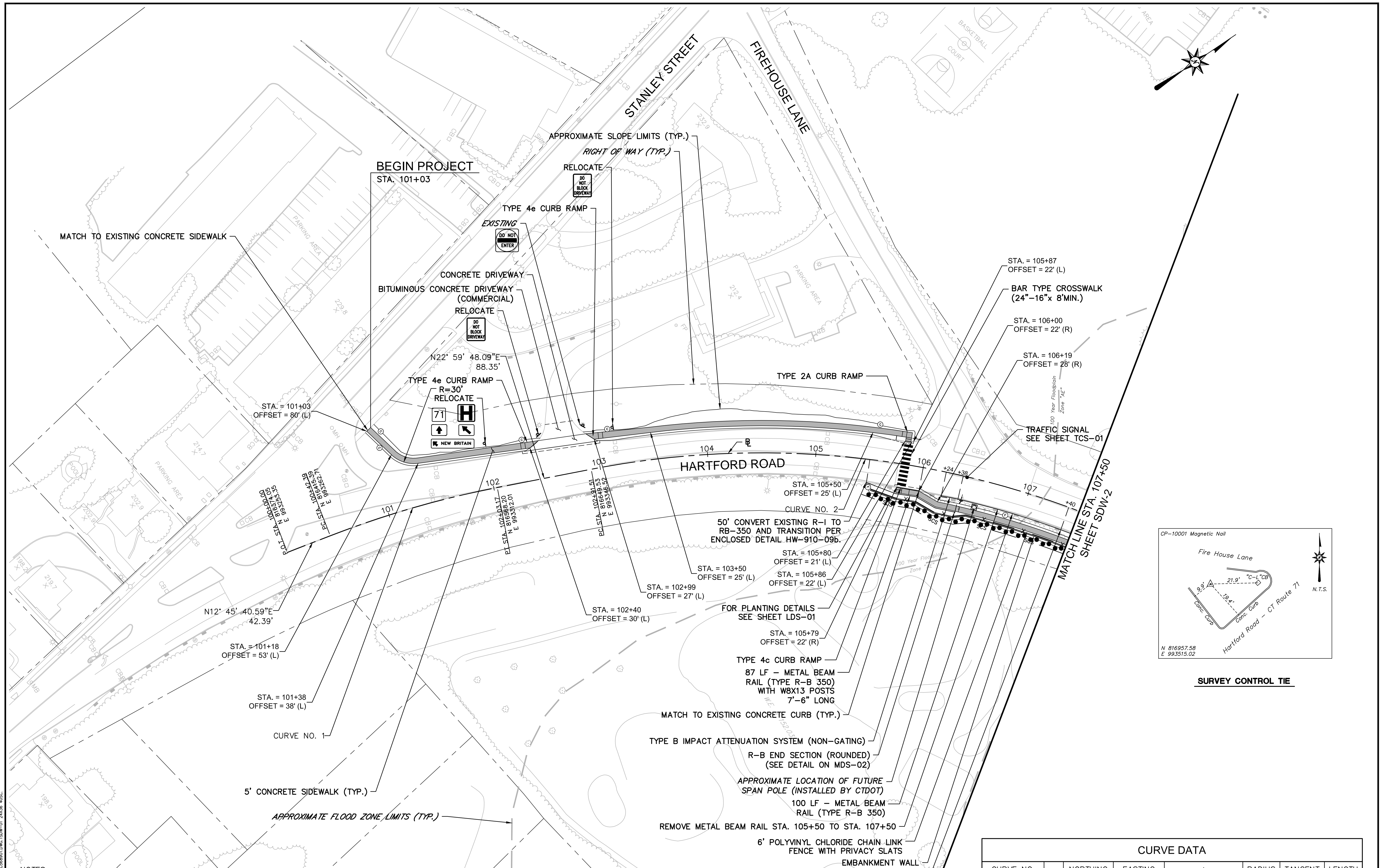
TRAFFIC RECORDER DATA

TOWN OF NEW BRITAIN		ROUTE 71						DIRECTION S
NE OF FIREHOUSE LANE		SUN	MON	TUE	WED	THU	FRI	SAT
DAY	DATE	0	03/05/2012	03/06/2012	03/07/2012	0	0	0
TYPE	HOUR	2012 ADT = 5300		ACF = NA				

12A		0	0	40	46	0	0	0
01A		0	0	27	28	0	0	0
02A		0	0	19	14	0	0	0
03A		0	0	7	16	0	0	0
04A		0	0	12	10	0	0	0
05A		0	0	18	17	0	0	0
06A		0	0	64	58	0	0	0
07A		0	194	222	0	0	0	0
08A		0	245	244	0	0	0	0
09A		0	224	238	0	0	0	0
10A		0	243	264	0	0	0	0
11A		0	255	285	0	0	0	0
12P		0	333	363	0	0	0	0
01P		0	340	315	0	0	0	0
02P		0	358	367	0	0	0	0
03P		0	445	501	0	0	0	0
04P		0	510	521	0	0	0	0
05P		0	501	502	0	0	0	0
06P		0	434	386	0	0	0	0
07P		0	298	361	0	0	0	0
08P		0	289	290	0	0	0	0
09P		0	211	226	0	0	0	0
10P		0	129	138	0	0	0	0
11P		0	81	100	0	0	0	0
TOT		0	5090	5510	189	0	0	0

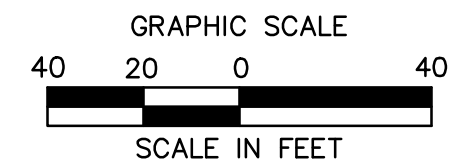
**Community Connectivity Program
Stanley Street at Hartford Road
Crash Data**

Crash ID	DOT Case Number	Date Of Crash	Time Of Crash	Severity	No. Of Vehicles	No. of Ped	Route Class	Route or Local Road Number	Cumulative Route Mileage	At or Between Intersections	Name of Road that Crash Occurred On	Name or Route Number of Road at which Crash Occurred	Alpha Description of Crash Location	Collision Type	Weather Condition	Road Surface Condition	Light Condition	Crash Occurred On	Other Roadway Feature Text Format	Construction or Maintenance Related	Contributing Factor
2965831	42364	11/17/2012	6:00:00	Property Damage Only	1	0	Local Road	471	0.12	Crash occurred AT an intersection	STANLEY ST NO 2	at FIREHOUSE LA	at FIREHOUSE LA	Fixed Object	No Adverse Condition	Dry	Daylight	Main Roadway	Int. Public Road	No	Driver Lost Control
3034465	114551	7/16/2013	14:40:00	Injury (No fatality)	2	0	Local Road	471	0.12	Crash occurred AT an intersection	STANLEY ST NO 2	at FIREHOUSE LA	at FIREHOUSE LA	Head-on	No Adverse Condition	Dry	Daylight	Main Roadway	Int. Public Road	No	Driver Lost Control
2924352	881297	8/1/2012	7:50:00	Injury (No fatality)	1	0	Local Road	471	0.30	Crash occurred BETWEEN intersections	STANLEY ST NO 2		250 feet South of CIANCI RD	Moving Object	No Adverse Condition	Dry	Daylight	Main Roadway	None	No	Animal or Foreign Object in Road
2916694	873314	7/17/2012	16:24:00	Injury (No fatality)	2	0	State Route	71	14.23	Crash occurred AT an intersection	CONN ROUTE (CT route 071	at STANLEY ST #1	at STANLEY ST #1	Angle	No Adverse Condition	Dry	Daylight	Main Roadway	Int. Public Road	No	Violated Traffic Control
2897389	853024	4/27/2012	16:50:00	Injury (No fatality)	2	0	State Route	71	15.12	Crash occurred AT an intersection	CONN ROUTE (CT route 071		at ROXBURY RD	Turning-Same Direction	No Adverse Condition	Dry	Daylight	Main Roadway	Int. Public Road	No	Improper Passing Maneuver
2944691	9440	10/24/2012	16:34:00	Injury (No fatality)	3	0	State Route	71	16.06	Crash occurred BETWEEN intersections	CONN ROUTE (CT route 071		Fronting #1894 STANLEY ST	Rear-end	No Adverse Condition	Dry	Daylight	Main Roadway	None	No	Following Too Closely
2896132	851726	4/2/2012	15:46:00	Injury (No fatality)	2	0	State Route	71	16.11	Crash occurred AT an intersection	CONN ROUTE (CT route 071	at BARBOUR RD	at BARBOUR RD	Rear-end	No Adverse Condition	Dry	Daylight	Main Roadway	Int. Public Road	No	Following Too Closely
2896132	851726	4/2/2012	15:46:00	Injury (No fatality)	2	0	State Route	71	16.11	Crash occurred AT an intersection	CONN ROUTE (CT route 071	at BARBOUR RD	at BARBOUR RD	Rear-end	No Adverse Condition	Dry	Daylight	Main Roadway	Int. Public Road	No	Following Too Closely
2904043	859955	5/22/2012	12:33:00	Injury (No fatality)	2	0	State Route	71	16.11	Crash occurred AT an intersection	CONN ROUTE (CT route 071		at BARBOUR RD	Rear-end	Rain	Wet	Daylight	Main Roadway	Int. Public Road	No	Following Too Closely
2920743	877540	6/26/2012	13:50:00	Injury (No fatality)	2	0	State Route	71	16.11	Crash occurred AT an intersection	CONN ROUTE (CT route 071	at BARBOUR RD	at BARBOUR RD	Turning-Intersecting Paths	No Adverse Condition	Dry	Daylight	Main Roadway	Int. Public Road	No	Violated Traffic Control
2961383	37698	12/15/2012	16:15:00	Property Damage Only	2	0	State Route	71	16.11	Crash occurred AT an intersection	CONN ROUTE (CT route 071	at BARBOUR RD	at BARBOUR RD	Rear-end	No Adverse Condition	Dry	Daylight	Main Roadway	Int. Public Road	No	Improper Passing Maneuver
3033290	113281	6/2/2013	3:15:00	Property Damage Only	2	0	State Route	71	16.15	Crash occurred BETWEEN intersections	CONN ROUTE (CT route 071		80 feet South of FAIRWAY DR #2	Sideswipe-Same Direction	No Adverse Condition	Dry	Dark-Lighted	Main Roadway	None	No	Improper Passing Maneuver
2945559	10339	10/12/2012	23:07:00	Injury (No fatality)	2	0	State Route	71	16.22	Crash occurred BETWEEN intersections	CONN ROUTE (CT route 071		30 feet South of ROSEMARY LA	Turning-Same Direction	No Adverse Condition	Dry	Dark-Lighted	Main Roadway	Int. Residential	No	Following Too Closely
3004534	79560	4/13/2013	20:25:00	Injury (No fatality)	1	1	State Route	71	16.22	Crash occurred BETWEEN intersections	CONN ROUTE (CT route 071		30 feet South of ROSEMARY LA	Pedestrian	No Adverse Condition	Dry	Dark-Not Lighted	Main Roadway	None	No	Unsafe Use of Highway by Pedestrian
3080948	163829	3/7/2014	23:20:00	Property Damage Only	2	0	State Route	71	16.22	Crash occurred AT an intersection	CONN ROUTE (CT route 071		27 feet South of ROSEMARY LA	Rear-end	No Adverse Condition	Dry	Dark-Lighted	Main Roadway	Int. Public Road	No	Following Too Closely
2944700	9449	10/23/2012	5:28:00	Property Damage Only	1	0	State Route	71	16.31	Crash occurred BETWEEN intersections	CONN ROUTE (CT route 071		100 feet South of (RTE 71 - HARTF	Moving Object	No Adverse Condition	Dry	Dark-Lighted	Main Roadway	None	No	Animal or Foreign Object in Road
2916676	873295	7/12/2012	13:43:00	Property Damage Only	2	0	State Route	71	16.45	Crash occurred AT an intersection	CONN ROUTE (CT route 071	at FIREHOUSE LA(EB)	at FIREHOUSE LA(EB)	Rear-end	No Adverse Condition	Dry	Daylight	Main Roadway	Int. Public Road	No	Following Too Closely
2943346	8044	9/27/2012	15:25:00	Injury (No fatality)	2	0	State Route	71	16.45	Crash occurred AT an intersection	CONN ROUTE (CT route 071	at FIREHOUSE LA(EB)	at FIREHOUSE LA(EB)	Rear-end	No Adverse Condition	Dry	Daylight	Main Roadway	Int. Public Road	No	Following Too Closely
3053446	136663	11/5/2013	12:00:00	Property Damage Only	2	0	State Route	71	16.45	Crash occurred AT an intersection	CONN ROUTE (CT route 071	at FIREHOUSE LA(EB)	at FIREHOUSE LA(EB)	Rear-end	No Adverse Condition	Dry	Daylight	Main Roadway	Int. Public Road	No	Following Too Closely
3137347	223616	10/14/2014	13:01:00	Property Damage Only	2	0	State Route	71	16.45	Crash occurred AT an intersection	CONN ROUTE (CT route 071	at FIREHOUSE LA(EB)	at FIREHOUSE LA(EB)	Rear-end	No Adverse Condition	Dry	Daylight	Main Roadway	Int. Public Road	No	Following Too Closely
3040521	121887	7/21/2013	15:30:00	Property Damage Only	2	0	State Route	71	16.60	Crash occurred BETWEEN intersections	CONN ROUTE (CT route 071		at DR TO FAIRWAY APTS	Angle	No Adverse Condition	Dry	Daylight	Main Roadway	Int. Commercial Dr.	No	Unknown
2880073	835042	1/19/2012	20:13:00	Property Damage Only	1	0	State Route	71	990.89	Crash occurred AT an intersection	CONN ROUTE (CT route 071	? at 171 Hartford Rd	? at 171 Hartford Rd	Fixed Object	Snow	Snow/Slush	Dark-Lighted	Main Roadway	Int. Residential	No	Speed Too Fast for Conditions



SURVEY CONTROL TIE

CURVE DATA							
CURVE NO.		NORTHING	EASTING	Δ	RADIUS	TANGENT	LENGTH
CURVE NO. 1	PC	816415.39	993262.71	N17° 52' 44.34"E	900.0'	80.60'	160.8'
	PI	816494.01	993280.52				
	PT	816568.20	993312.01				
CURVE NO. 2	PC	816649.53	993346.52	N40° 30' 25.97"E	825.0'	260.29'	504.3'
	PI	816889.13	993448.21				
	PT	817026.99	993668.99				



- NOTES:**
- R-B END SECTION (ROUNDED) SHALL BE PAID FOR UNDER METAL BEAM RAIL (TYPE R-B 350).
 - TYPE B IMPACT ATTENUATION SYSTEM (NON-GATING) EXACT DIMENSIONS SHALL BE DETERMINED BY THE SYSTEM ELECTED TO BE USED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.
 - GUIDERAIL POSTS BETWEEN THE SIDEWALK AND EMBANKMENT WALL SHALL BE W8X13 POSTS @ 7'-6" LONG AND SHALL BE PAID FOR FOR UNDER THE ITEM METAL BEAM RAIL (TYPE R-B 350).
 - FOR EMBANKMENT WALL DETAILS, SEE EMBANKMENT ALL PLANS.
 - CONTRACTOR SHALL MARKOUT AND PROTECT ANY LAWN IRRIGATION SYSTEMS ON ABUTTING PRIVATE PROPERTY WITHIN THE PROJECT LIMITS. WORK SHALL BE INCLUDED UNDER ITEM "0921001A - CONCRETE SIDEWALK".

- INFORMATION ON EXISTING UTILITIES AND STORM DRAINAGE SYSTEMS HAVE BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY COMPANY AND MUNICIPAL UTILITIES AND STORM DRAINAGE SYSTEM RECORD MAPS, AND/OR FIELD SURVEY AND IS NOT GUARANTEED CORRECT OR COMPLETE. THEIR PRESENCE AND THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETERMINING THE ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES AND STORM DRAINAGE SYSTEMS, INCLUDING SERVICES. PRIOR TO DEMOLITION, OR CONSTRUCTION, THE CONTRACTOR SHALL CONTACT "CALL BEFORE YOU DIG" 72 HOURS BEFORE COMMENCEMENT OF WORK AT 1-800-922-4455 AND VERIFY ALL UTILITY AND STORM DRAINAGE LOCATIONS.

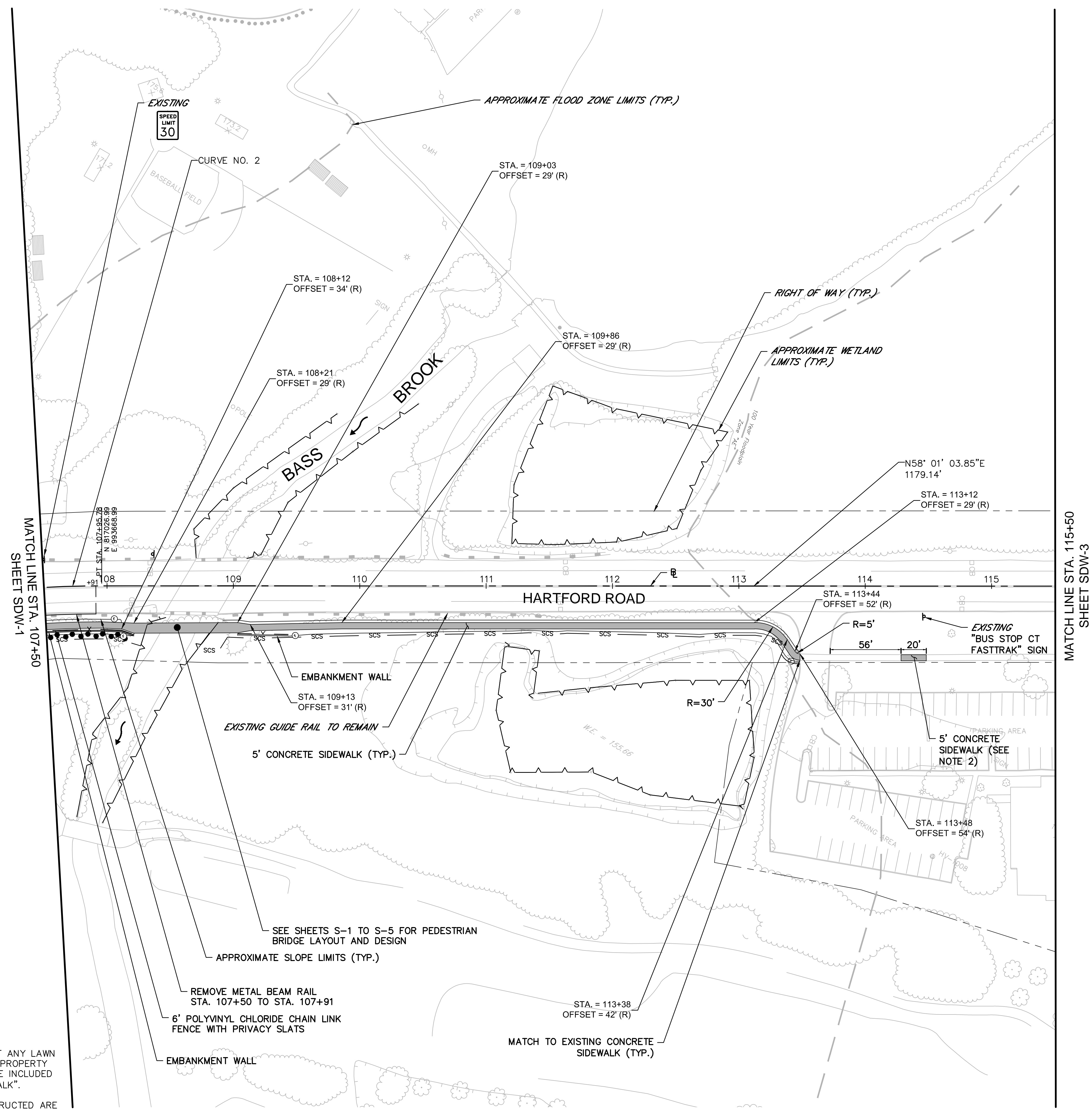
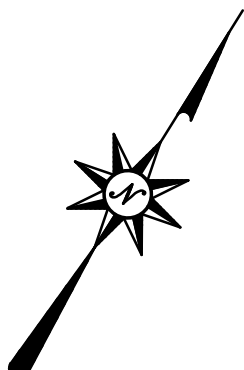
DESIGNED: O.L.C.
DRAWN: O.L.C.
CHECKED: M.J.H.
APPROVED: 1"=40'
PROJECT NO.: 15C5689
DATE: 03/31/2017
CAD FILE: TSDW15C568901

REVISIONS
No. Date Desc.

Title: **SIDEWALK CONSTRUCTION PLAN**

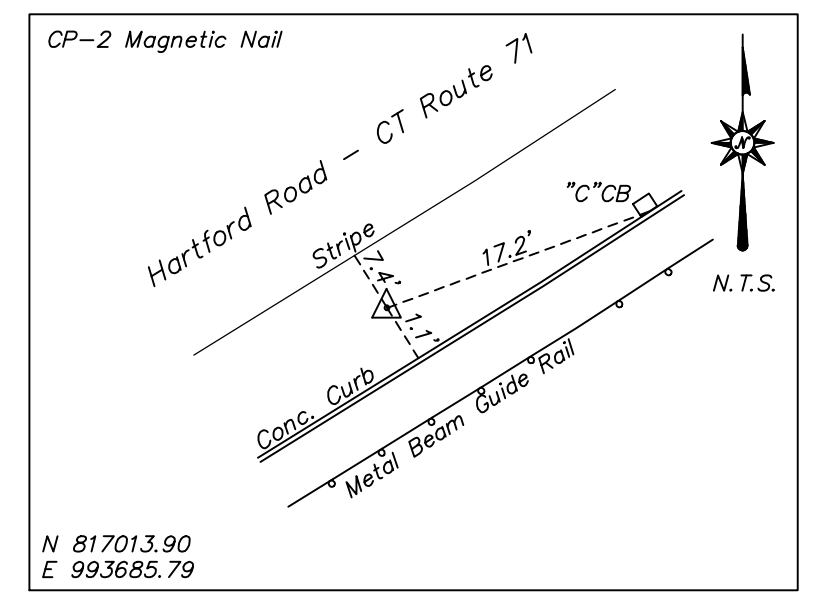
Sheet No.: **SDW-1**

**SIDEWALK IMPROVEMENT
HARTFORD ROAD
NEW BRITAIN, CONNECTICUT**



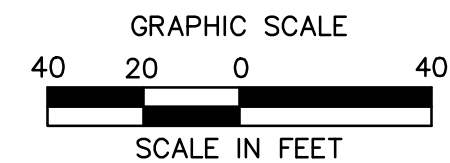
MATCH LINE STA. 107+50
SHEET SDW-1

MATCH LINE STA. 115+50
SHEET SDW-3



SURVEY CONTROL TIE

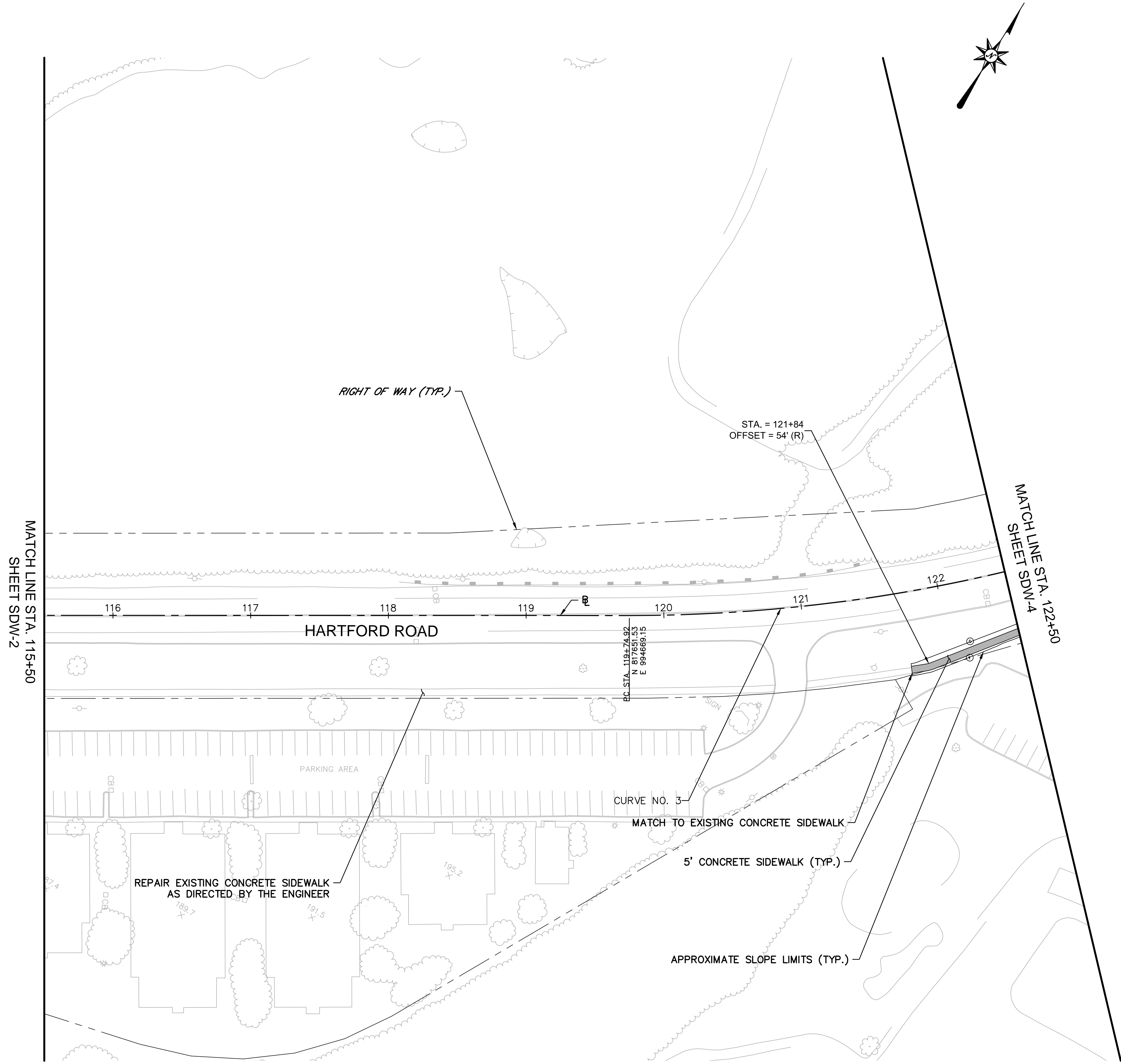
- NOTES:**
- CONTRACTOR SHALL MARKOUT AND PROTECT ANY LAWN IRRIGATION SYSTEMS ON ABUTTING PRIVATE PROPERTY WITHIN THE PROJECT LIMITS. WORK SHALL BE INCLUDED UNDER ITEM "0921001A - CONCRETE SIDEWALK".
 - LIMITS OF CONCRETE SIDEWALK TO RECONSTRUCTED ARE APPROXIMATE AND SHALL BE AS DIRECTED BY THE ENGINEER.



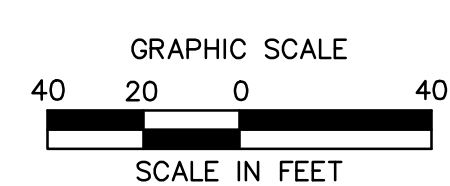
REVISIONS	No.	Date	Desc.
Designed			O.L.C
Drawn			O.L.C
Checked			M.J.H.
Approved			
Scale			1"=40'
Project No.			15C5689
Date			03/31/2017
CAD File:			TSDW15C568901
Title			SIDEWALK CONSTRUCTION PLAN
Sheet No.			SDW-2

SDW-2

SIDEWALK IMPROVEMENT
HARTFORD ROAD
NEW BRITAIN, CONNECTICUT



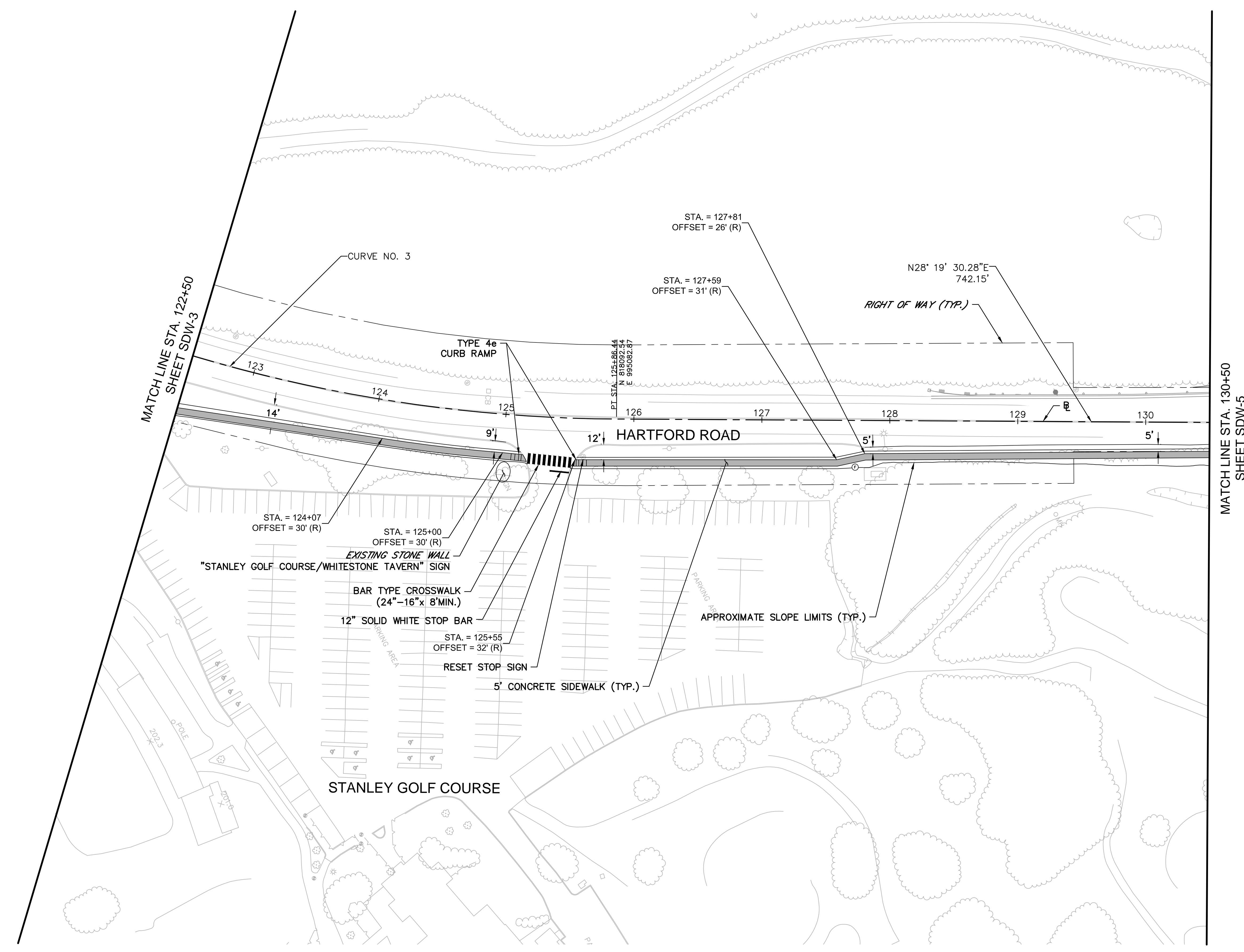
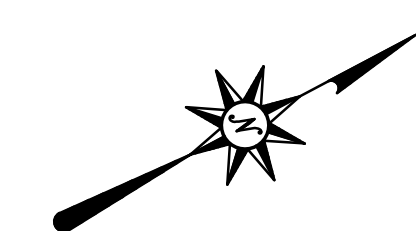
- NOTES:**
- CONTRACTOR SHALL COORDINATE WITH THE CITY TO MARK SPRINKLER HEADS AND ANY RELOCATION OF HEADS OR PIPING SHALL BE INCLUDED IN THE S.F. PRICE OF CONCRETE SIDEWALK.
 - CONTRACTOR SHALL MARKOUT AND PROTECT ANY LAWN IRRIGATION SYSTEMS ON ABUTTING PRIVATE PROPERTY WITHIN THE PROJECT LIMITS. WORK SHALL BE INCLUDED UNDER ITEM "0921001A - CONCRETE SIDEWALK".



REVISIONS	
No.	Date

Designed	O.L.C
Drawn	O.L.C
Checked	M.J.H.
Approved	
Scale	1"=40'
Project No.	15C5689
Date	03/31/2017
CAD File:	TSDW15C568901
Title	
SIDEWALK CONSTRUCTION PLAN	
Sheet No.	

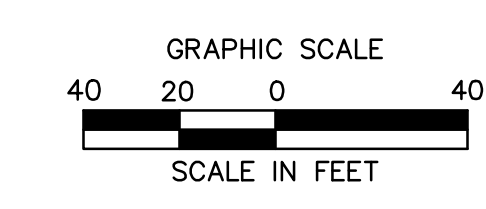
SDW-3



NOTES:

- CONTRACTOR SHALL COORDINATE WITH THE CITY TO MARK SPRINKLER HEADS AND ANY RELOCATION OF HEADS OR PIPING SHALL BE INCLUDED IN THE S.F. PRICE OF CONCRETE SIDEWALK.
- CONTRACTOR SHALL MARKOUT AND PROTECT ANY LAWN IRRIGATION SYSTEMS ON ABUTTING PRIVATE PROPERTY WITHIN THE PROJECT LIMITS. WORK SHALL BE INCLUDED UNDER ITEM "0921001A - CONCRETE SIDEWALK".

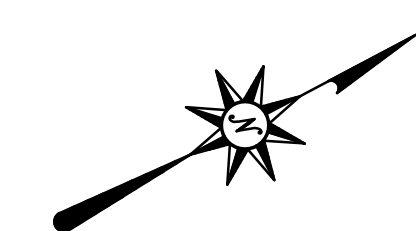
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CURVE NO.		NORTHING	EASTING	Δ	RADIUS	TANGENT	LENGTH
CURVE NO. 3	PC	817651.53	994669.15	N43° 10' 17.06"E	1180.0'	312.79'	611.5'
	PI	817817.20	994934.46				
	PT	818092.54	995082.87				



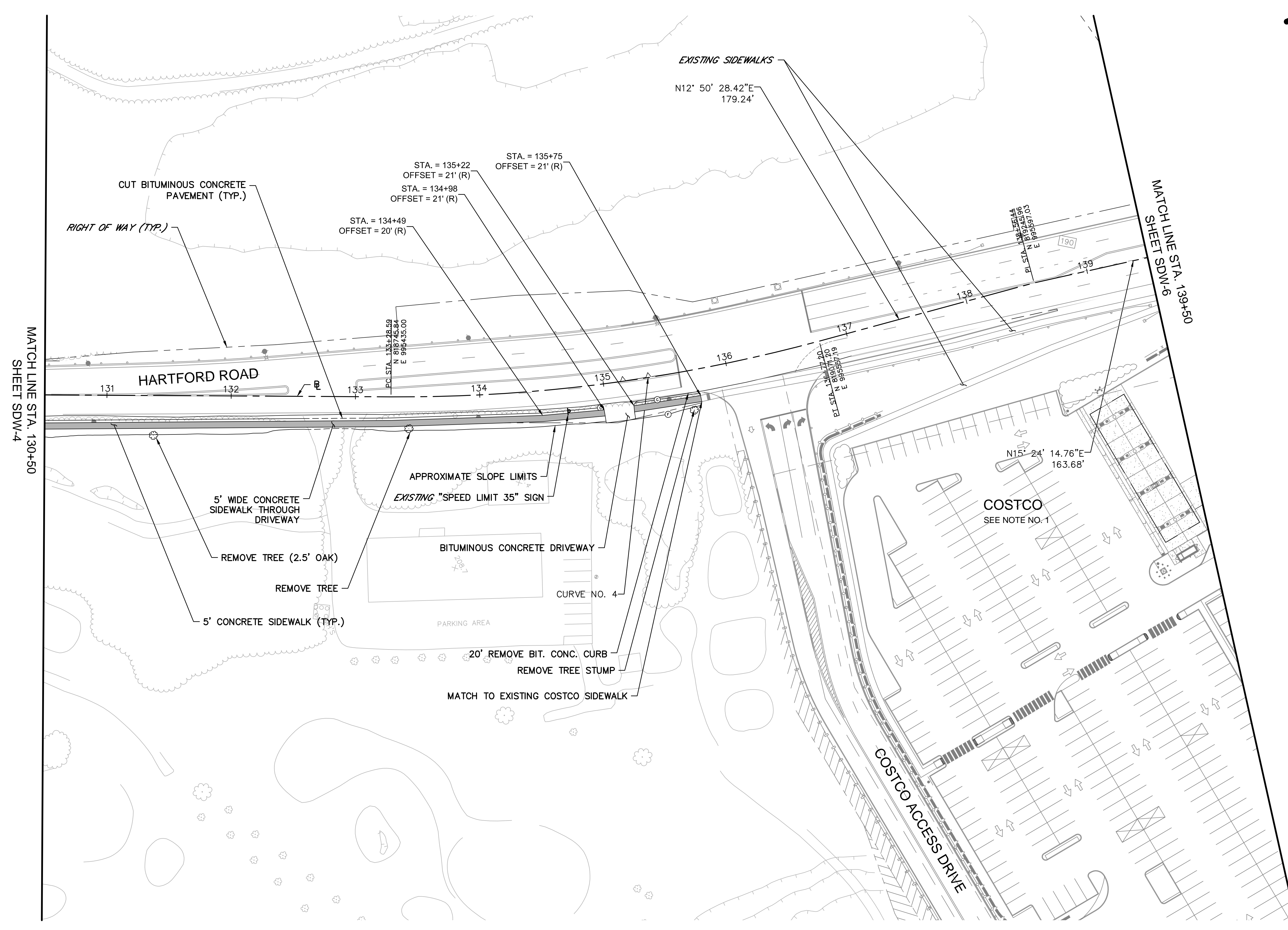
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Xref (G) : B015C568901 ; X15C568901 ; X215C568901 ; X215C568902 ; X215C568902-aerial ; XC11037901

REVISIONS		Designed	O.L.C
No.	Date	Drawn	O.L.C
		Checked	M.J.H.
		Approved	
		Scale	1"=40'
		Project No.	15C5689
		Date	03/31/2017
		CAD File:	TSDW15C568901
		Title	
		SIDEWALK CONSTRUCTION PLAN	
		Sheet No.	

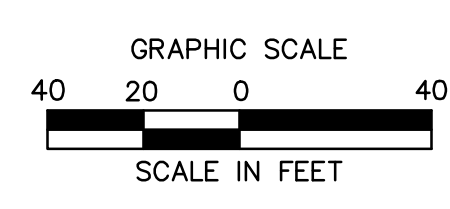


SIDEWALK IMPROVEMENT
HARTFORD ROAD
NEW BRITAIN, CONNECTICUT



- NOTES:**
- ROADWAY IMPROVEMENTS FROM STA. 131+00 TO 150+00 AND SIDEWALK IMPROVEMENTS FROM STA. 135+70 TO 141+25 PART OF COSTCO DEVELOPMENT.
 - REMOVAL OF TREES AND TREE STUMPS TO BE PAID UNDER CLEARING AND GRUBBING.
 - CONTRACTOR SHALL MARKOUT AND PROTECT ANY LAWN IRRIGATION SYSTEMS ON ABUTTING PRIVATE PROPERTY WITHIN THE PROJECT LIMITS. WORK SHALL BE INCLUDED UNDER ITEM "0921001A - CONCRETE SIDEWALK".

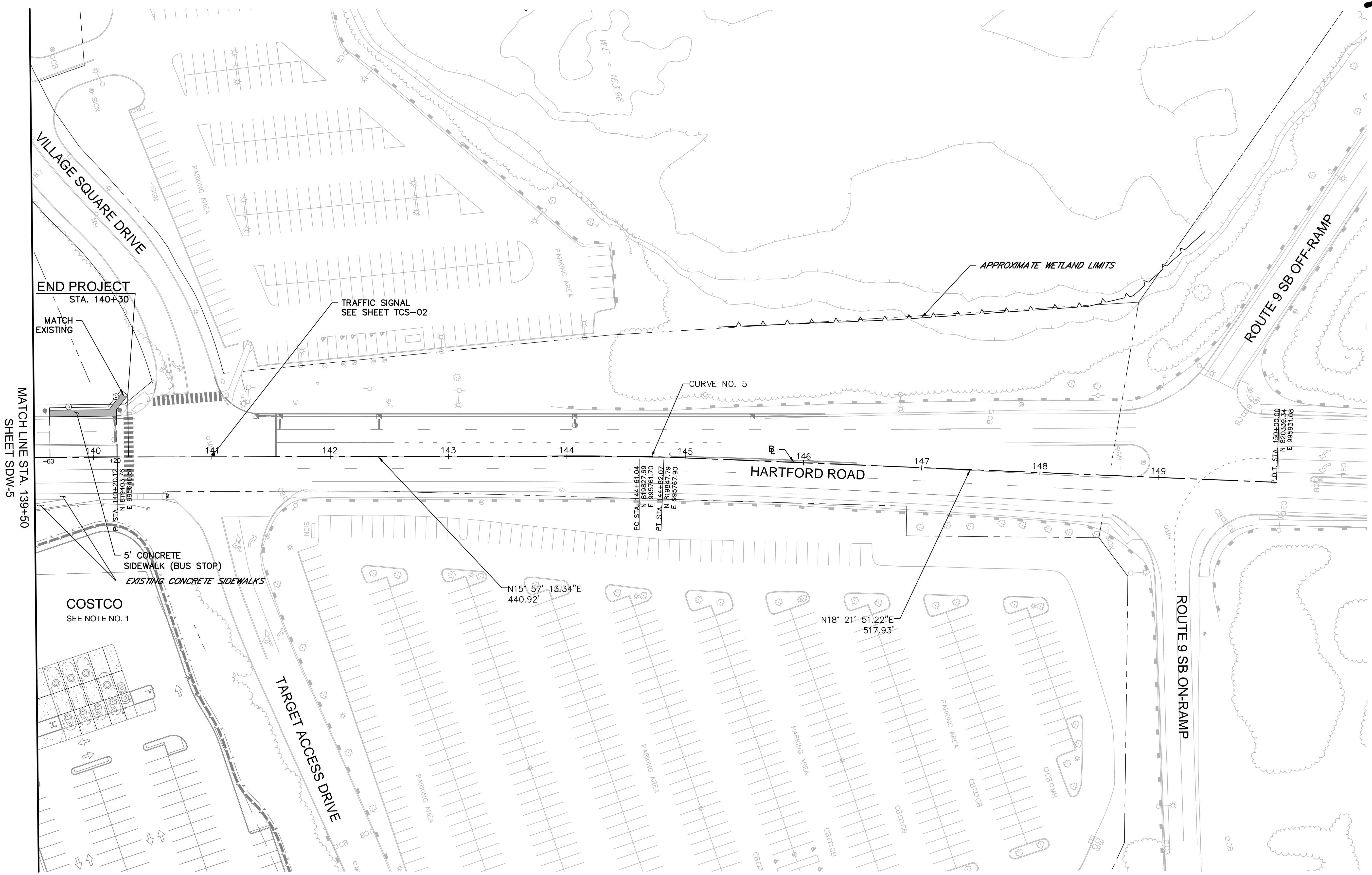
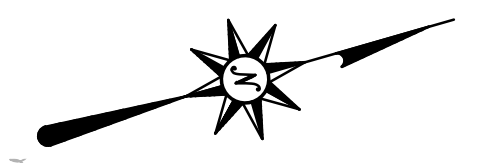
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CURVE NO.		NORTHING	EASTING	Δ	RADIUS	TANGENT	LENGTH
CURVE NO. 4	PC PI PT	818745.84 818900.21 819071.20	995435.00 995518.22 995557.19	N20° 34' 59.35"E	1290.0'	175.38'	348.6'



REVISIONS		Desig.	Date
No.	Date		

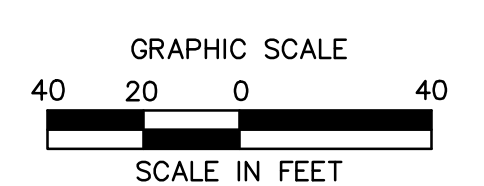
Designed	O.L.C
Drawn	O.L.C
Checked	M.J.H.
Approved	
Scale	1"=40'
Project No.	15C5689
Date	03/31/2017
CAD File:	TSDW15C568901
Title	SIDEWALK CONSTRUCTION PLAN
Sheet No.	SDW-5

SIDEWALK IMPROVEMENT
HARTFORD ROAD
NEW BRITAIN, CONNECTICUT



- NOTES:**
- ROADWAY IMPROVEMENTS FROM STA. 131+00 TO 150+00 AND SIDEWALK IMPROVEMENTS FROM STA. 135+70 TO 141+25 PART OF COSTCO DEVELOPMENT.
 - CONTRACTOR SHALL MARKOUT AND PROTECT ANY LAWN IRRIGATION SYSTEMS ON ABUTTING PRIVATE PROPERTY WITHIN THE PROJECT LIMITS. WORK SHALL BE INCLUDED UNDER ITEM "0921001A - CONCRETE SIDEWALK".

CURVE DATA							
CURVE NO.		NORTHING	EASTING	Δ	RADIUS	TANGENT	LENGTH
CURVE NO. 5	PC	819827.69	995761.70	N17° 09' 32.28"E	500.0'	10.52'	21.0'
	PI	819837.81	995764.59				
	PT	819847.79	995767.90				



4/7/2017, MSHPLEY, G:\0921001A\15C56890\DWG\TSDW15C56890.DWG TSDW-06 24X36 40SC

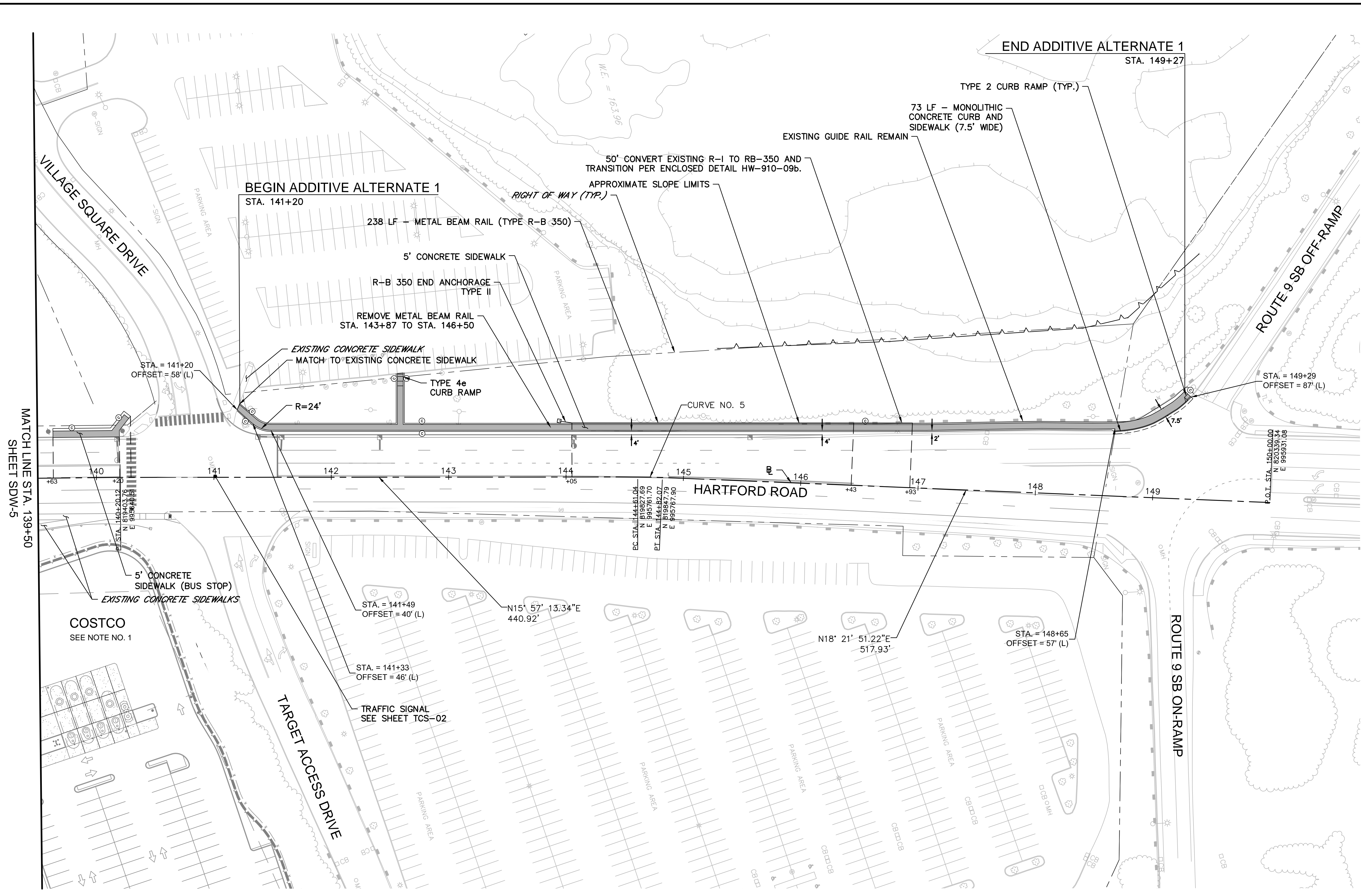
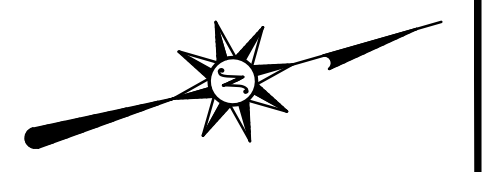
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REVISIONS		Desc.
No.	Date	

Designed	O.L.C
Drawn	O.L.C
Checked	M.J.H.
Approved	
Scale	1"=40'
Project No.	15C5689
Date	03/31/2017
CAD File:	TSDW15C568901

Title
SIDEWALK CONSTRUCTION PLAN

Sheet No.
SDW-6



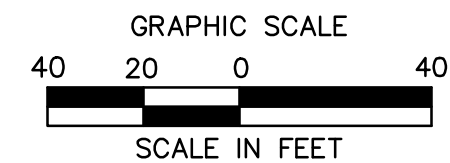
ADDITIVE ALTERNATE 1: ADDITIONAL SIDEWALK (STA 141+25 - 149+29)

1"=40'

- NOTES:**
- ROADWAY IMPROVEMENTS FROM STA. 131+00 TO 150+00 AND SIDEWALK IMPROVEMENTS FROM STA. 135+70 TO 141+25 ARE APPROXIMATE AND PART OF COSTCO DEVELOPMENT.
 - CONTRACTOR SHALL MARKOUT AND PROTECT ANY LAWN IRRIGATION SYSTEMS ON ABUTTING PRIVATE PROPERTY WITHIN THE PROJECT LIMITS. WORK SHALL BE INCLUDED UNDER ITEM "0921001A - CONCRETE SIDEWALK".
 - INFORMATION ON EXISTING UTILITIES AND STORM DRAINAGE SYSTEMS HAVE BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY COMPANY AND MUNICIPAL UTILITIES AND

STORM DRAINAGE SYSTEM RECORD MAPS, AND/OR FIELD SURVEY AND IS NOT GUARANTEED CORRECT OR COMPLETE. THEIR PRESENCE AND THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETERMINING THE ACUTAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES AND STORM DRAINAGE SYSTEMS, INCLUDING SERVICES. PRIOR TO DEMOLITION, OR CONSTRUCTION, THE CONTRACTOR SHALL CONTACT "CALL BEFORE YOU DIG" 72 HOURS BEFORE COMMENCEMENT OF WORK AT 1-800-922-4455 AND VERIFY ALL UTILITY AND STORM DRAINAGE LOCATIONS.

CURVE DATA							
CURVE NO.		NORTHING	EASTING	Δ	RADIUS	TANGENT	LENGTH
CURVE NO. 5	PC	819827.69	995761.70	N17° 09' 32.28"E	500.0'	10.52'	21.0'
	PI	819837.81	995764.59				
	PT	819847.79	995767.90				



DESIGNED: O.L.C.
DRAWN: O.L.C.
CHECKED: M.J.H.
APPROVED: _____
SCALE: 1"=40'
PROJECT NO.: 15C5689
DATE: 03/31/2017
CAD FILE: TSDW15C568901

REVISIONS

No.	Date	Desc.

Sheet No. **SDW-6A**



COMMUNITY
connectivity program

Appendix B



AECOM
Built to deliver a better world



Road Safety Audit

Town: New Britain
RSA Location: Stanily Street and Route 71
Meeting Location: New Britain City Hall, Room 501
Address: 27 West Main Street, New Britain, CT 06051
Date: 4/27/2017
Time: 8:30AM

Participating Audit Team Members

Audit Team Member	Agency/Organization
Audit Team Member	Agency/Affiliation
Stephen Mitchell	AECOM
Brad Sabean	AECOM
Anna Bergeron	CTDOT
Maxine Trout	CTDOT
Steven King	New Britain Police Department
Michael Berry	New Britain Fire Department
Mark Moriarty	New Britain Public Works
Steve Schiller	New Britain Planning Department
Mark Hoffman	Bike New Britain
Rob Trottier	New Britain
CJ Gandza	New Britain



COMMUNITY
connectivity program

Appendix C



AECOM
Built to deliver a better world



Road Safety Audit – New Britain

Meeting Location: New Britain City Hall, Room 501
Park in Badolato Parking Garage, beyond gate at level 3
Address: 27 West Main Street, New Britain, CT 06051
Date: 4/27/17
Time: 8:30 AM

Agenda

- Type of Meeting:** Road Safety Audit – Pedestrian Safety
- Attendees:** Invited Participants to Comprise a Multidisciplinary Team
- Please Bring:** Thoughts and Enthusiasm!!
- 8:30 AM** **Welcome and Introductions**
- Purpose and Goals
 - Agenda
- 8:45 AM** **Pre-Audit**
- Definition of Study Area
 - Review Site Specific Data:
 - Average Daily Traffic
 - Crash Data
 - Geometrics
 - Issues
 - Safety Procedures
- 10:00 AM** **Audit**
- Visit Site
 - As a group, identify areas for improvements
- 12:00 PM** **Post-Audit Discussion / Completion of RSA**
- Discussion observations and finalize findings
 - Discuss potential improvements and final recommendations
 - Next Steps
- 2:30 PM** **Adjourn for the Day – but the RSA has not ended**

Instruction for Participants:

- Before attending the RSA, participants are encouraged to observe the intersection and complete/consider elements on the RSA Prompt List with a focus on safety.
- All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, but are reminded that the synergy that develops and respect for others' opinions are key elements to the success of the overall RSA process.
- After the RSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the RSA completed by the multidisciplinary team.



Audit Checklist

Pedestrians and Bicycles	Comment
<p>Pedestrian Crossings</p> <ul style="list-style-type: none">• Sufficient time to cross (signal)• Signage• Pavement Markings• Detectable warning devices (signal)• Adequate sight distance• Wheelchair accessible ramps<ul style="list-style-type: none">○ Grades○ Orientation○ Tactile Warning Strips• Pedestrian refuge at islands• Other	
<p>Pedestrian Facilities</p> <ul style="list-style-type: none">• Sidewalk<ul style="list-style-type: none">○ Width○ Grade○ Materials/Condition○ Drainage○ Buffer• Pedestrian lighting• Pedestrian amenities (benches, trash receptacles)• Other	



Bicycles <ul style="list-style-type: none">• Bicycle facilities/design• Separation from traffic• Conflicts with on-street parking• Pedestrian Conflicts• Bicycle signal detection• Visibility• Roadway speed limit• Bicycle signage/markings• Shared Lane Width• Shoulder condition/width• Traffic volume• Heavy vehicles• Pavement condition• Other	
--	--

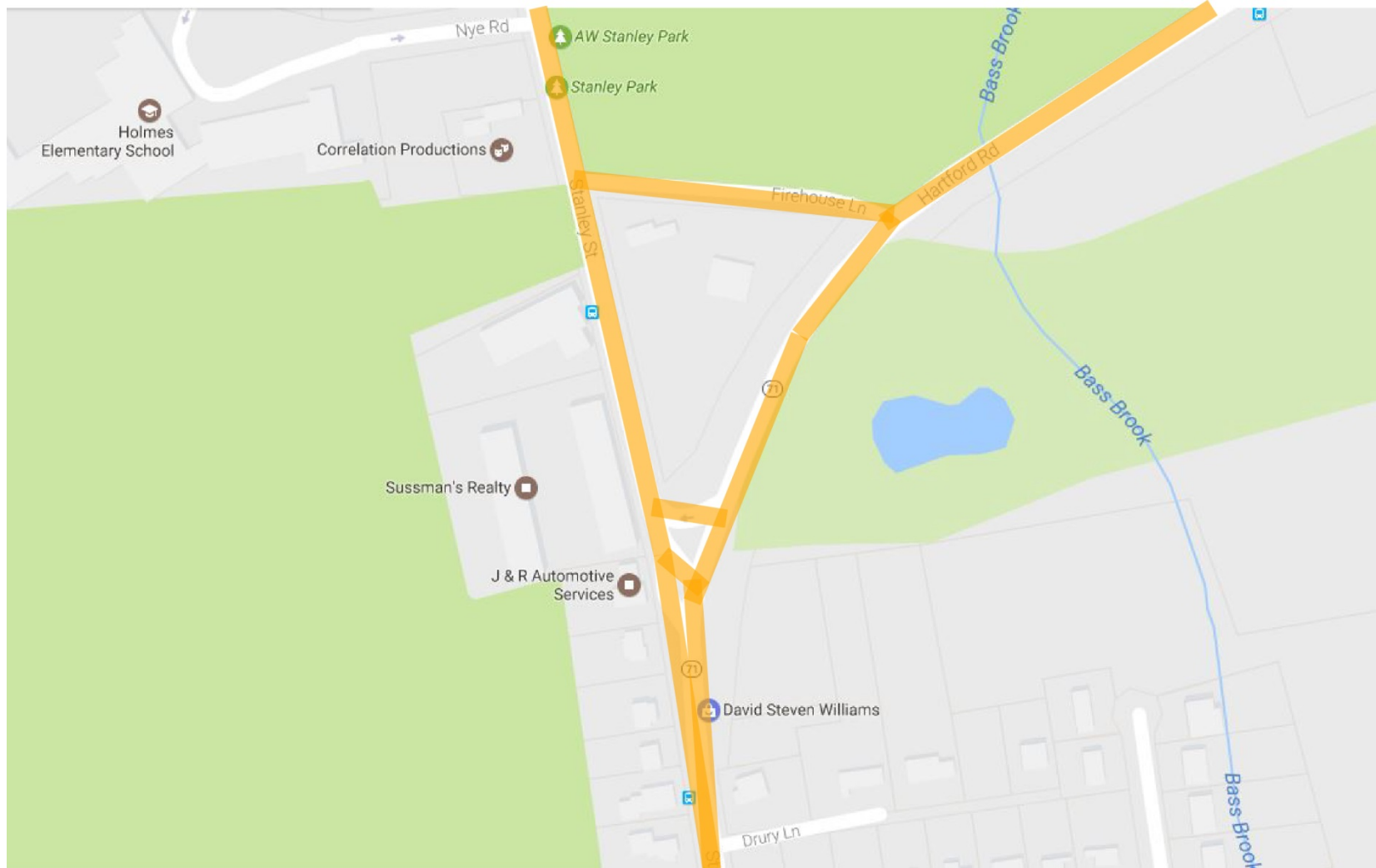
Roadway & Vehicles	
<ul style="list-style-type: none">• Speed-related issues<ul style="list-style-type: none">○ Alignment;○ Driver compliance with speed limits○ Sight distance adequacy○ Safe passing opportunities	
<ul style="list-style-type: none">• Geometry<ul style="list-style-type: none">○ Road width (lanes, shoulders, medians);○ Access points;○ Drainage○ Tapers and lane shifts○ Roadside clear zone /slopes○ Guide rails / protection systems	

<ul style="list-style-type: none">• Intersections<ul style="list-style-type: none">○ Geometrics○ Sight Distance○ Traffic control devices○ Safe storage for turning vehicles○ Capacity Issues	
--	--

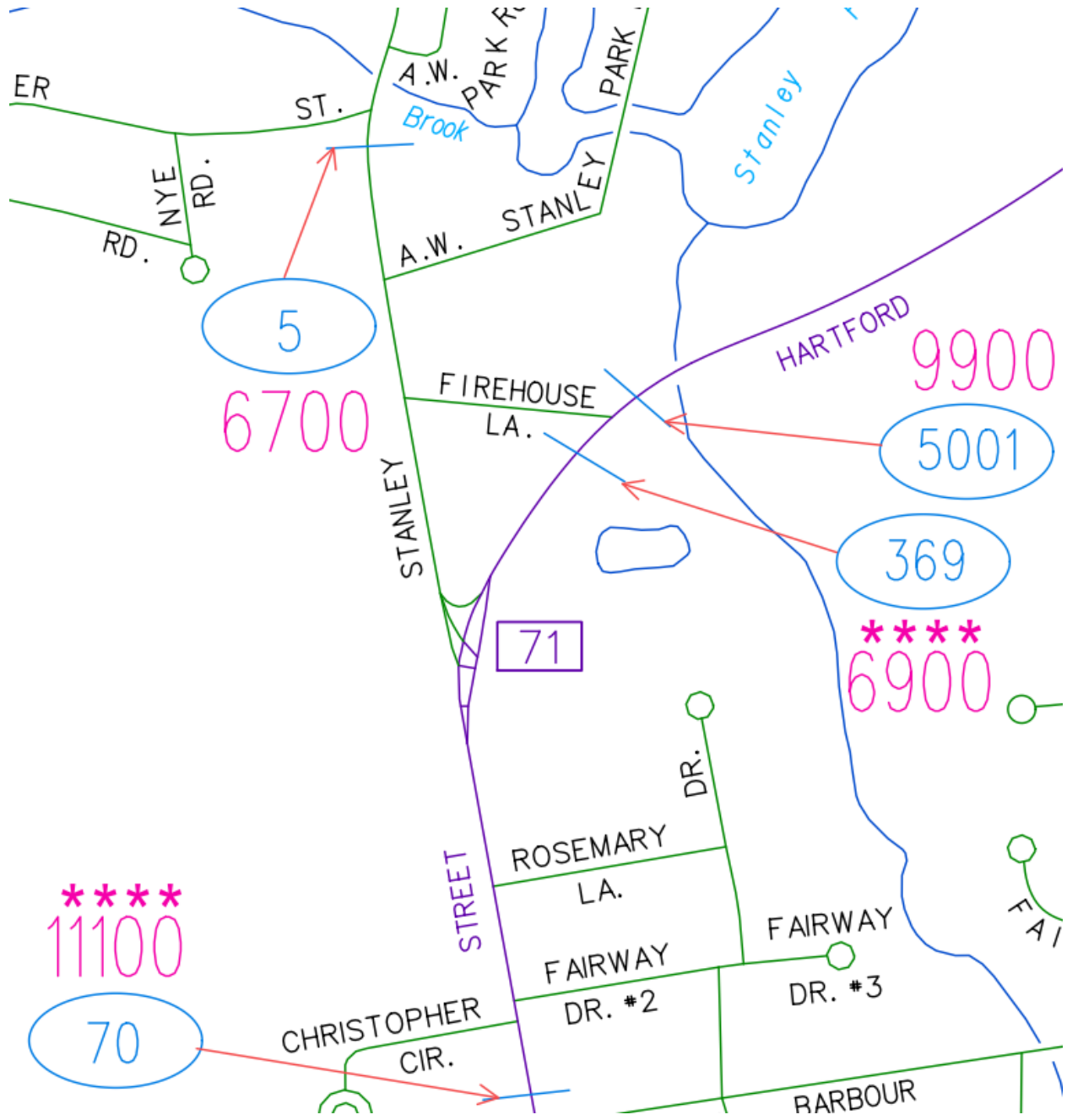


<ul style="list-style-type: none">• Pavement<ul style="list-style-type: none">○ Pavement Condition (excessive roughness or rutting, potholes, loose material)○ Edge drop-offs○ Drainage issues• Lighting Adequacy	
<ul style="list-style-type: none">• Signing<ul style="list-style-type: none">• Correct use of signing• Clear Message• Good placement for visibility• Adequate retroreflectivity• Proper support	
<ul style="list-style-type: none">• Signals<ul style="list-style-type: none">○ Proper visibility○ Proper operation○ Efficient operation○ Safe placement of equipment○ Proper sight distance○ Adequate capacity	
<ul style="list-style-type: none">• Pavement Markings<ul style="list-style-type: none">○ Correct and consistent with MUTCD○ Adequate visibility○ Condition○ Edgelines provided	
<ul style="list-style-type: none">• Miscellaneous<ul style="list-style-type: none">○ Weather conditions impact on design features.○ Snow storage	

Location Map



ADT Map



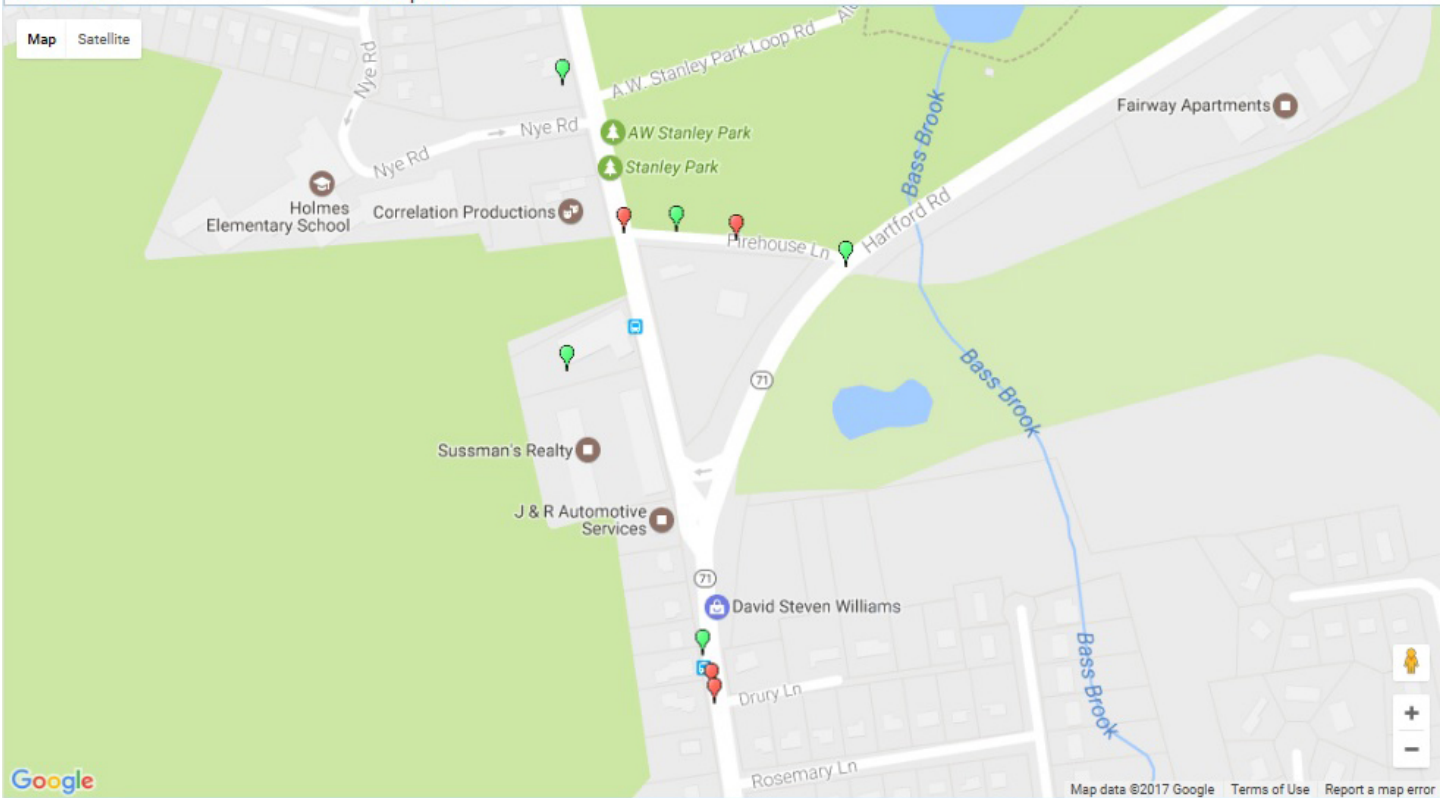
2015/2016 Crashes

UCONN

Connecticut Crash Data Repository

Search Criteria:

Dataset: mmucc
Towns: New Britain
Crash Severity: Injury of any type (Serious, Minor, Possible), Fatal (Kill), Property Damage Only
Case Status: Complete



Markers Heatmap Crashes By Route Select & Query
Query Selection View Vehicle Vectors

Select All
Deselect All

Injury of any type (Serious, Minor, Possible) Fatal (Kill)
 Property Damage Only
Route Segment Scale
0 0



Road Safety Audit – New Britain

Crash Summary

Data: 3 years (2012-2014)

There was 1 crash that involved pedestrians.

There were no crashes involving bicyclists.

Severity Type	Number of Crashes	
Property Damage Only	10	45%
Injury (No fatality)	12	55%
Fatality	0	0%
Total	22	

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	0	0%
Sideswipe-Same Direction	1	5%
Rear-end	10	44%
Turning-Intersecting Paths	1	5%
Turning-Opposite Direction	0	0%
Fixed Object	2	9%
Backing	0	0%
Angle	2	9%
Turning-Same Direction	2	9%
Moving Object	2	9%
Parking	0	0%
Pedestrian	1	5%
Overtake	0	0%
Head-on	1	5%
Sideswipe-Opposite Direction	0	0%
Miscellaneous- Non Collision	0	0%
Total	22	



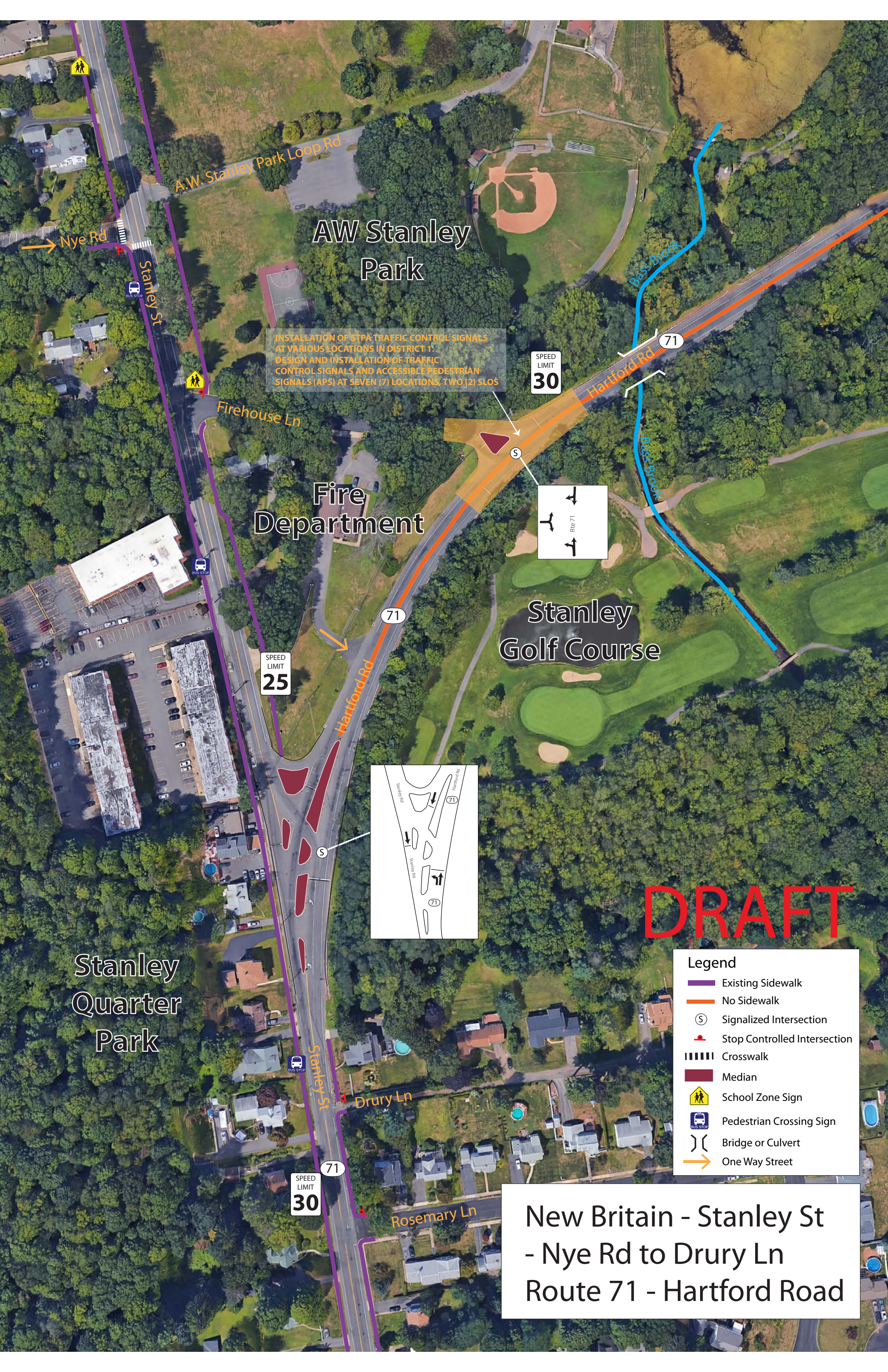
Weather Condition	Number of Crashes	
Snow	1	5%
Rain	1	5%
No Adverse Condition	20	90%
Unknown	0	0%
Blowing Sand, Soil, Dirt or Snow	0	0%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
Total	22	

Light Condition	Number of Crashes	
Dark-Not Lighted	1	5%
Dark-Lighted	5	23%
Daylight	16	72%
Dusk	0	0%
Unknown	0	0%
Dawn	0	0%
Total	22	

Road Surface Condition	Number of Crashes	
Snow/Slush	1	5%
Wet	1	5%
Dry	20	90%
Unknown	0	0%
Ice	0	0%
Other	0	0%
Total	22	



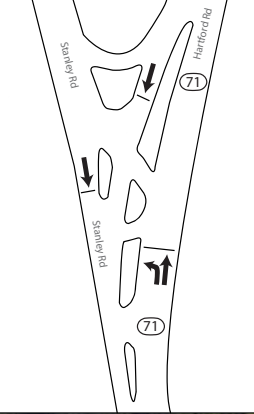
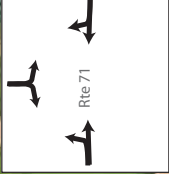
Time		Number of Crashes	
0:00	0:59	0	0%
1:00	1:59	0	0%
2:00	2:59	0	0%
3:00	3:59	1	5%
4:00	4:59	0	0%
5:00	5:59	1	5%
6:00	6:59	1	5%
7:00	7:59	1	5%
8:00	8:59	0	0%
9:00	9:59	0	0%
10:00	10:59	0	0%
11:00	11:59	0	0%
12:00	12:59	2	9%
13:00	13:59	3	12%
14:00	14:59	1	5%
15:00	15:59	4	18%
16:00	16:59	4	18%
17:00	17:59	0	0%
18:00	18:59	0	0%
19:00	19:59	0	0%
20:00	20:59	2	9%
21:00	21:59	0	0%
22:00	22:59	0	0%
23:00	23:59	2	9%
Total		22	



INSTALLATION OF STPA TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS IN DISTRICT 1. DESIGN AND INSTALLATION OF TRAFFIC CONTROL SIGNALS AND ACCESSIBLE PEDESTRIAN SIGNALS (APS) AT SEVEN (7) LOCATIONS, TWO (2) SLOS

SPEED LIMIT 30

SPEED LIMIT 25



DRAFT

- Legend**
- Existing Sidewalk
 - No Sidewalk
 - Signalized Intersection
 - Stop Controlled Intersection
 - Crosswalk
 - Median
 - School Zone Sign
 - Pedestrian Crossing Sign
 - Bridge or Culvert
 - One Way Street

New Britain - Stanley St - Nye Rd to Drury Ln
Route 71 - Hartford Road

Stanley Quarter Park

AW Stanley Park

Fire Department

Stanley Golf Course

A.W. Stanley Park Loop Rd

Nye Rd

Stanley St

Firehouse Ln

Hartford Rd

Hartford Rd

Stanley St

Drury Ln

Rosemary Ln

Bass Brook

Bass Brook

Stanley Quarter Park



Post-Audit Discussion Guide

Safety Issues

- Confirmation of safety issues identified during walking audit

Potential Countermeasures

- Short Term recommendations

- Medium Term recommendations

- Long Term recommendations

Next Steps

- Discussion regarding responsibilities for implementing the countermeasures (including funding)



Road Safety Audit – New Britain

Fact Sheet

Functional Classification:

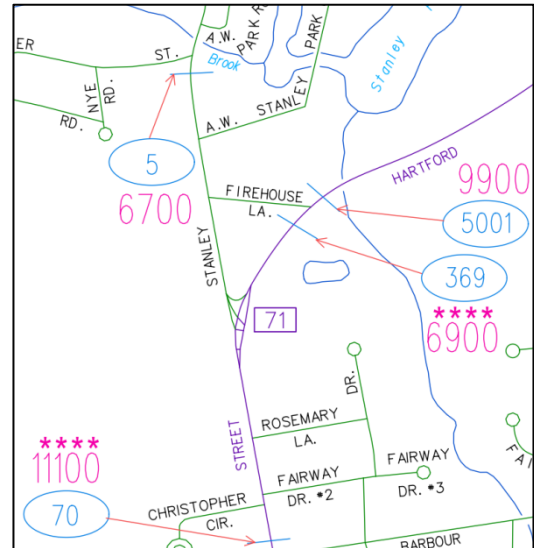
- Stanley Street is classified as a Collector
- Hartford Road is classified as a Minor Arterial
- Firehouse Lane is classified as a local road

ADT

- ADT on Hartford Rd is 6,900-11,1000
- ADT on Stanley St is 6,700

Population and Employment Data (2014):

- Population: 73,095
- Employment: 25,153

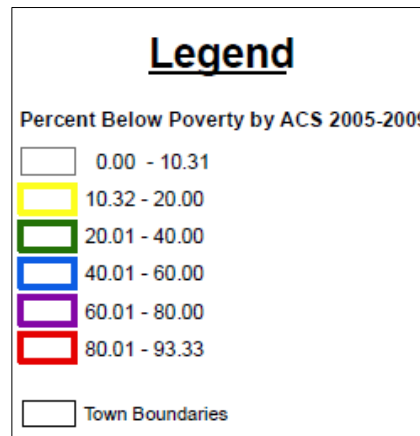
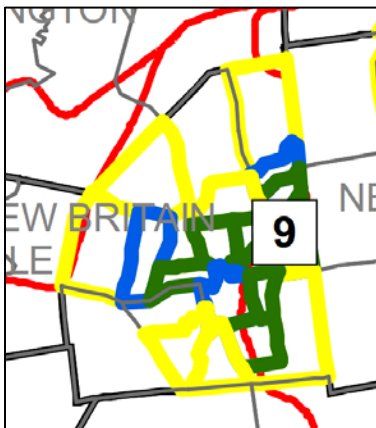


Urbanized Area

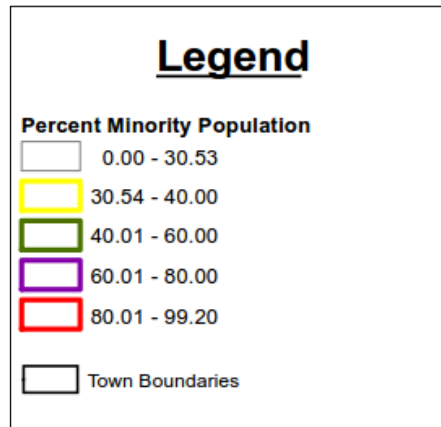
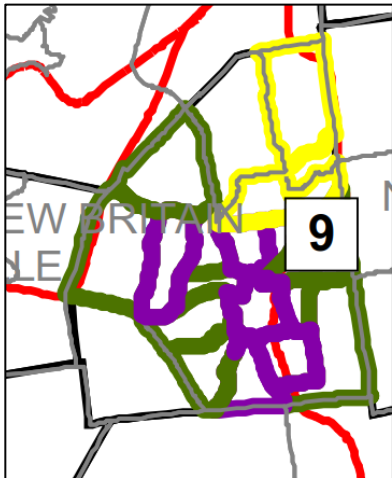
- New Britain is in the Hartford Urbanized Area

Demographics

- The statewide average percentage below the poverty line is 10.31%. Within the vicinity of Stanley Street and Route 71 up to 60% of residents are below the state poverty level.



- The statewide average percentage minority population is 30.53%. Within the vicinity of Stanley Street and Route 71 up to 80% of residents are minorities.



Air Quality

- New Britain's CIPP number 218
- New Britain is within the Greater CT Marginal Ozone Area
- New Britain is within a CO Attainment Area