



Proposed Project 063-0015

Improvements at Intersection of U.S. Route 44 at Main St/High St/Ely St, Hartford

Connecticut Department of Transportation

Tuesday, September 24, 2024

Proposed Project 063-0015

Improvements at Intersection of U.S. Route 44 at Main St/High St/Ely St
City of Hartford

Tuesday, September 24, 6:00 p.m.

Question and Answer session to follow the formal presentation



Project Webpage

<http://portal.ct.gov/DOTHartfordPP063-0015>

Agenda

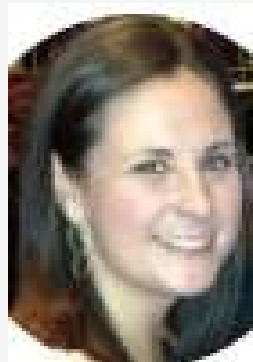
- Welcome, Introductions & Housekeeping
- Presentation (approximately 30 minutes)
- Instructions on how to provide formal comments
- Question and Answer (Q&A) and Feedback



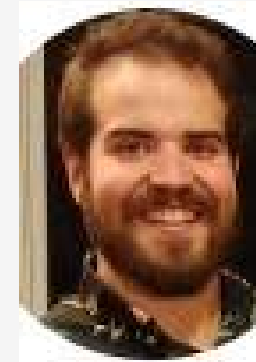
Project Team



Michael
Calabrese, P.E.
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Division of
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CTDOT



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CTDOT



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P.E.
Project Engineer
CTDOT



How to Provide Formal Comments



By Email: info@HartfordMobility.com
Mention Project PP063-0015



By Phone: (860) 594-2020 (voicemail)
Mention Project PP063-0015



Project Webpage:
<https://portal.ct.gov/DOTHartfordPP063-0015>

Note: Comment period is open through [October 8, 2024](#)



<https://hartfordmobility.com>
>>>> Get Involved



Connecticut Department of Transportation Title VI Notice to the Public

Individuals and organizations may file a complaint by completing the Title VI complaint form (<https://railroads.dot.gov/resource-center/title-vi-civil-rights-act-1964/title-vi-complaint-format>). Complaints should be signed and include contact information and should be sent to: Office of Civil Rights Federal Railroad Administration 1200 New Jersey Avenue, SE ROA-10, Mail Stop 5 Washington, DC 20590

The Connecticut Department of Transportation (CTDOT) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the CTDOT.

For more information on the CTDOT's civil rights program, and the procedures to file a complaint, contact the CTDOT Title VI Coordinator at (860) 594-2169, TRS 711; Debra.Goss@ct.gov; or visit our administrative office at 2800 Berlin Turnpike, Newington, CT 06131. For more information, visit www.ct.gov/dot

A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the FTA Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590

A complainant may file a complaint directly with the Federal Highway Administration by filing a complaint with the FHWA Office of Civil Rights, Attention: Title VI Program Coordinator, 8th Floor E81-105, 1200 New Jersey Ave., SE, Washington, DE 20590

如需更多信息或免费语言协助，请致电 (860) 594-2109

Para información adicional, o asistencia lingüística gratuita, por favor llame al (860) 594-2109

Per informazioni aggiuntive o assistenza linguistica gratuita, chiamare il numero (860) 594-2109

Para obter mais informações, ou para auxílio gratuito em outro idioma, ligue para (860) 594-2109

Aby uzyskać dodatkowe informacje lub bezpłatną pomoc tłumacza, proszę dzwonić pod numer (860) 594-2109

Для получения подробной информации или бесплатных услуг перевода звоните по телефону (860) 594-2109

Pou jwenn plis enfòmasyon, oswa asistans ak lang gratis, ranpri rele (860) 594-2109

لمزيد من المعلومات أو للحصول على مساعدة لغوية مجانية، يرجى الاتصال بالرقم (860) 594-2109

Si vous souhaitez en savoir plus ou bénéficier d'une assistance linguistique gratuite, merci de composer le numéro suivant (860) 594-2109

अधिक जानकारी या नि:शुल्क भाषा संबंधी सहायता के लिए कृपया (860) 594-2109 पर कॉल करें।

추가 정보가 필요하거나 무료 언어 지원이 필요하시면 (860) 594-2109로 전화하십시오.

Để có thêm thông tin hoặc hỗ trợ ngôn ngữ miễn phí, vui lòng gọi (860) 594-2109



Vision Statement

*The GHMS vision is to **improve mobility** by planning an integrated, resilient, multi-modal transportation system in the Greater Hartford Region, thereby **enhancing the quality of life, economic vitality, and opportunity in the region.***

Goals



Improve the movement of people and goods



Increase transportation options, accessibility, reliability, and safety



Accommodate future needs and emerging technologies

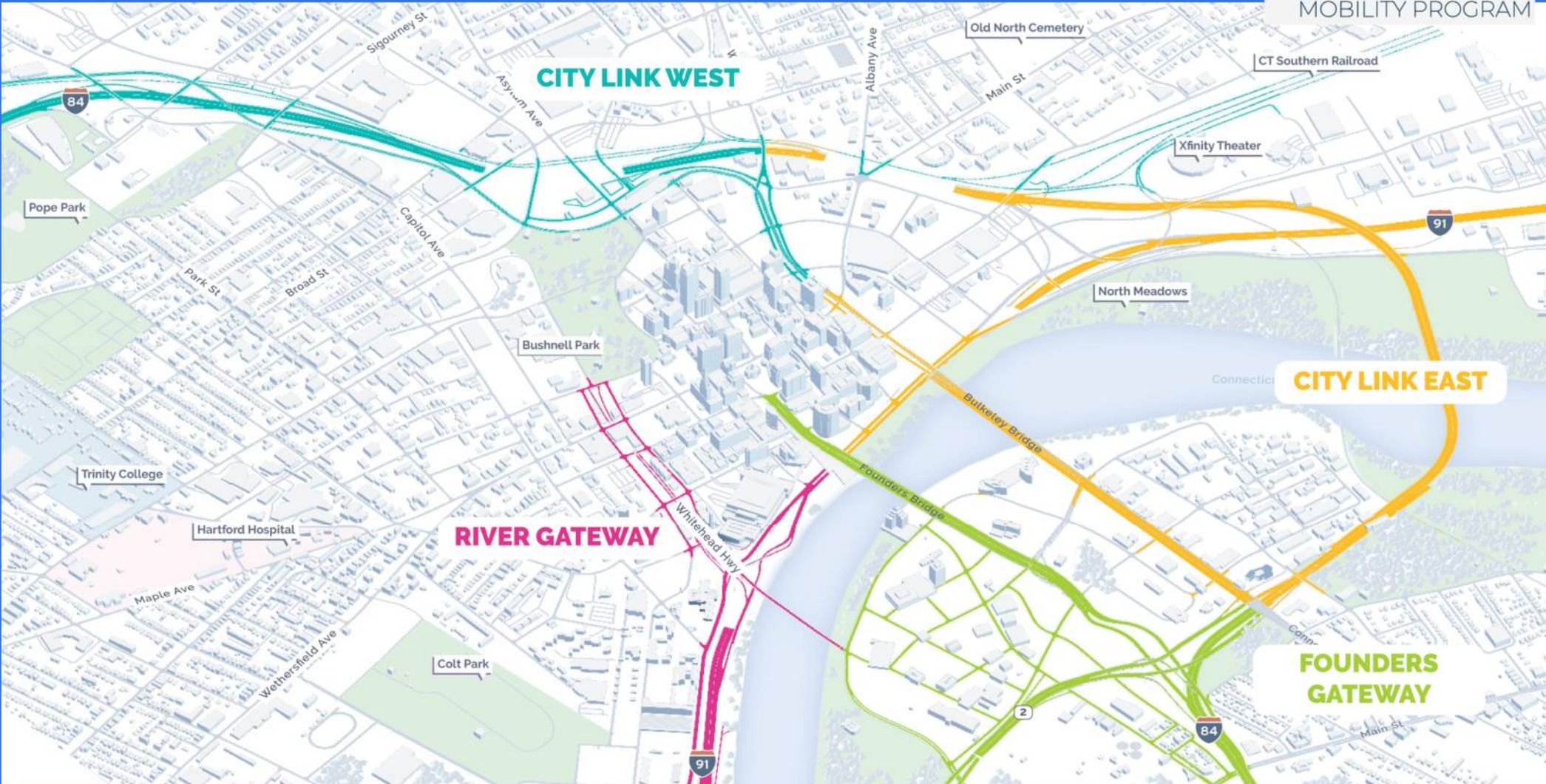


Prioritize social equity



Minimize environmental impacts

Proposed Highway and Bridge Network



Potential Early Action Projects



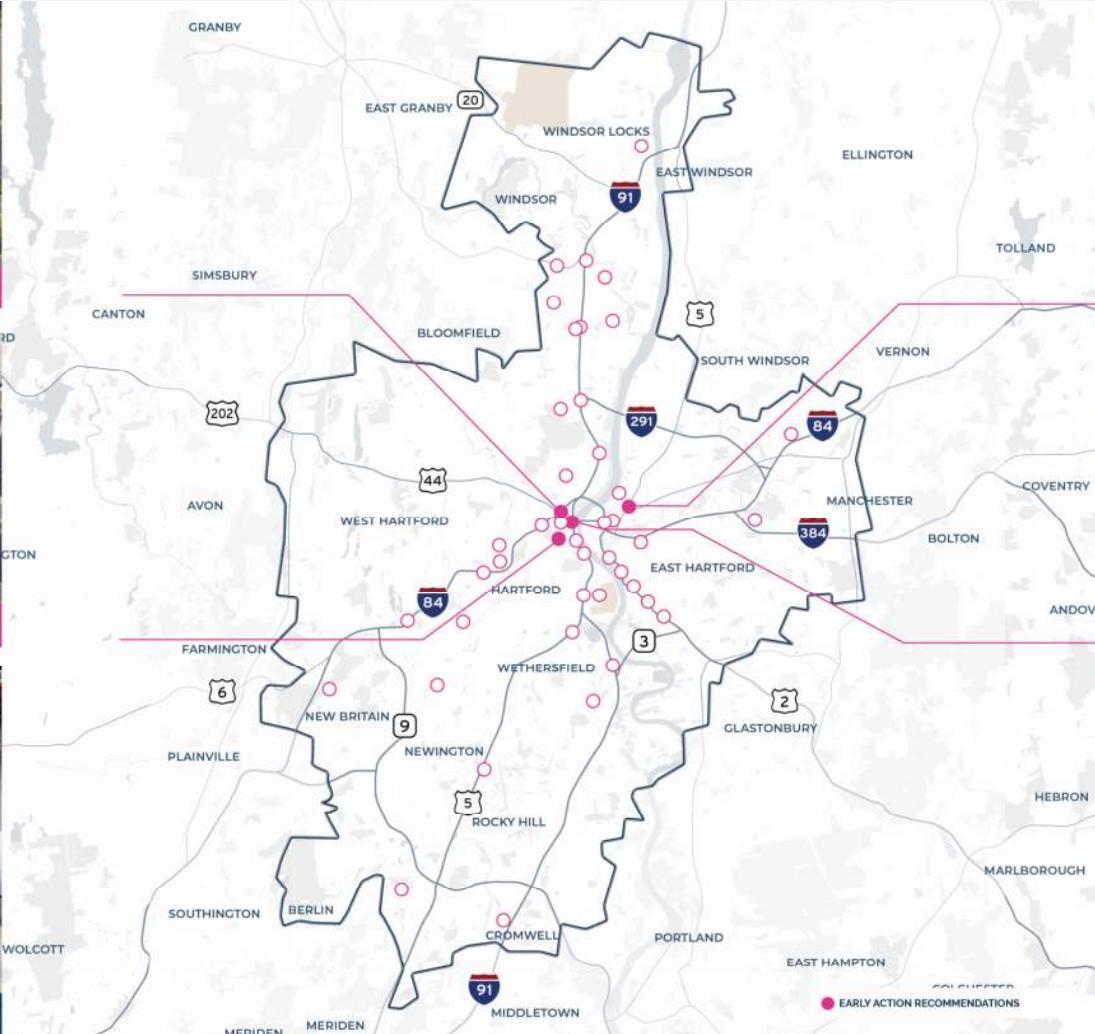
ALBANY AVE & MAIN STREET



PULASKI CIRCLE IMPROVEMENTS



TRANSIT & RAIL IMPROVEMENTS



EAST HARTFORD MAIN STREET IMPROVEMENTS



RIVERLINK



PEDESTRIAN ENHANCEMENTS AT RAMPS



Where we are in the Project Process?



PROJECT SCOPING

Evaluate Existing Conditions
Define Purpose and Need for Project
Develop Proposed Solutions

DESIGN PHASE

3 -4 Years Duration
Continued Opportunities for Public Input
Fully Develop Design

CONSTRUCTION

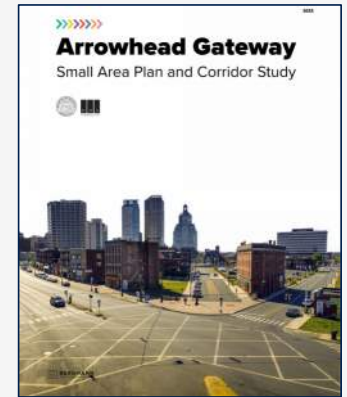
1-2 Years Duration
Construct Improvements
Maintain Traffic during Construction

WE ARE HERE



Background – How we got here?

- Efforts go back nearly 10 years
- 2021: Efforts put on hold until the Arrowhead Gateway Small Area Plan and Corridor Study was completed
- 2023: PDU reevaluated and developed new concepts with monthly coordination meetings with the City of Hartford
 - Department of Development Services
 - Planning & Zoning Division
 - Department of Public Works



Presentation Portion of Meeting

What we will cover during presentation (approx. 30 minutes):

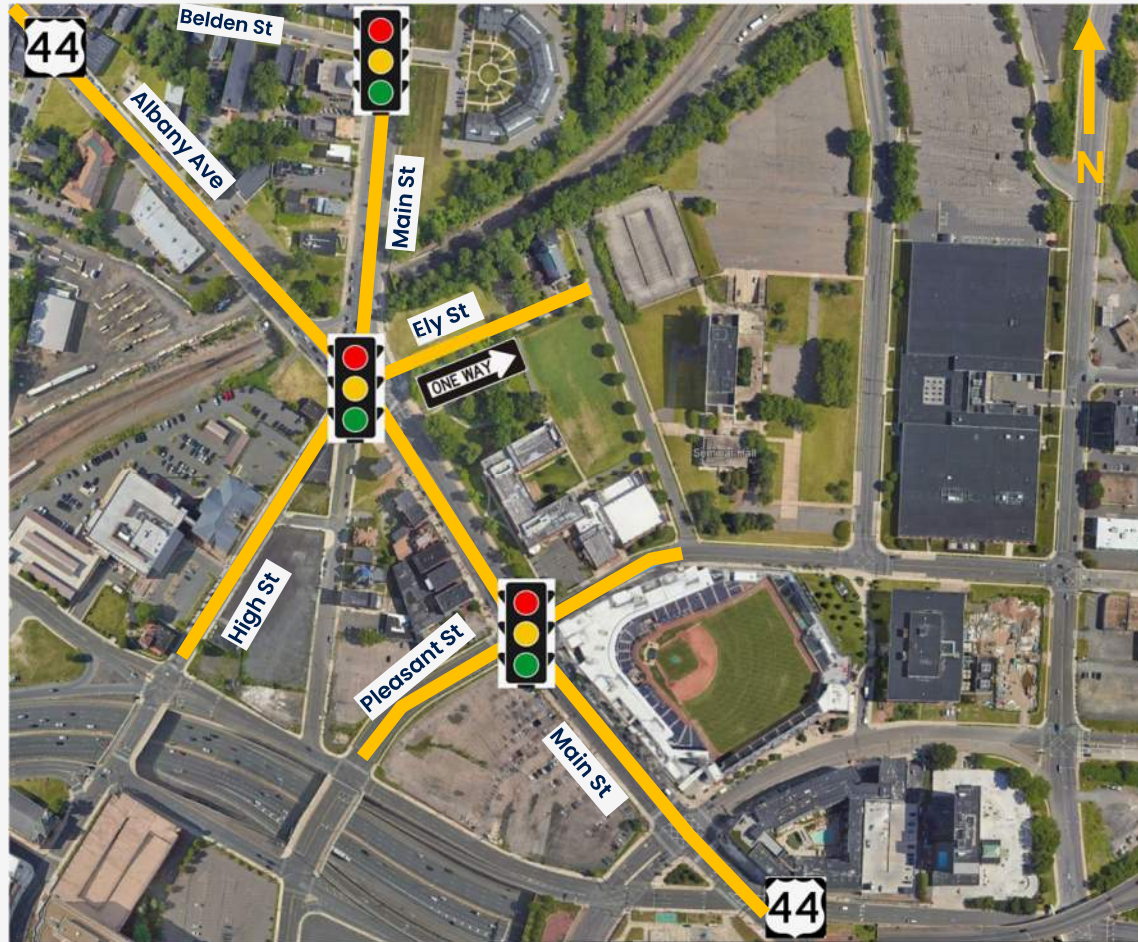
- Project Location
- Existing Conditions
- Purpose & Need of the Project
- Proposed Conceptual Design
- Project Impacts
- Cost



Project Location



Project Location





Project Area

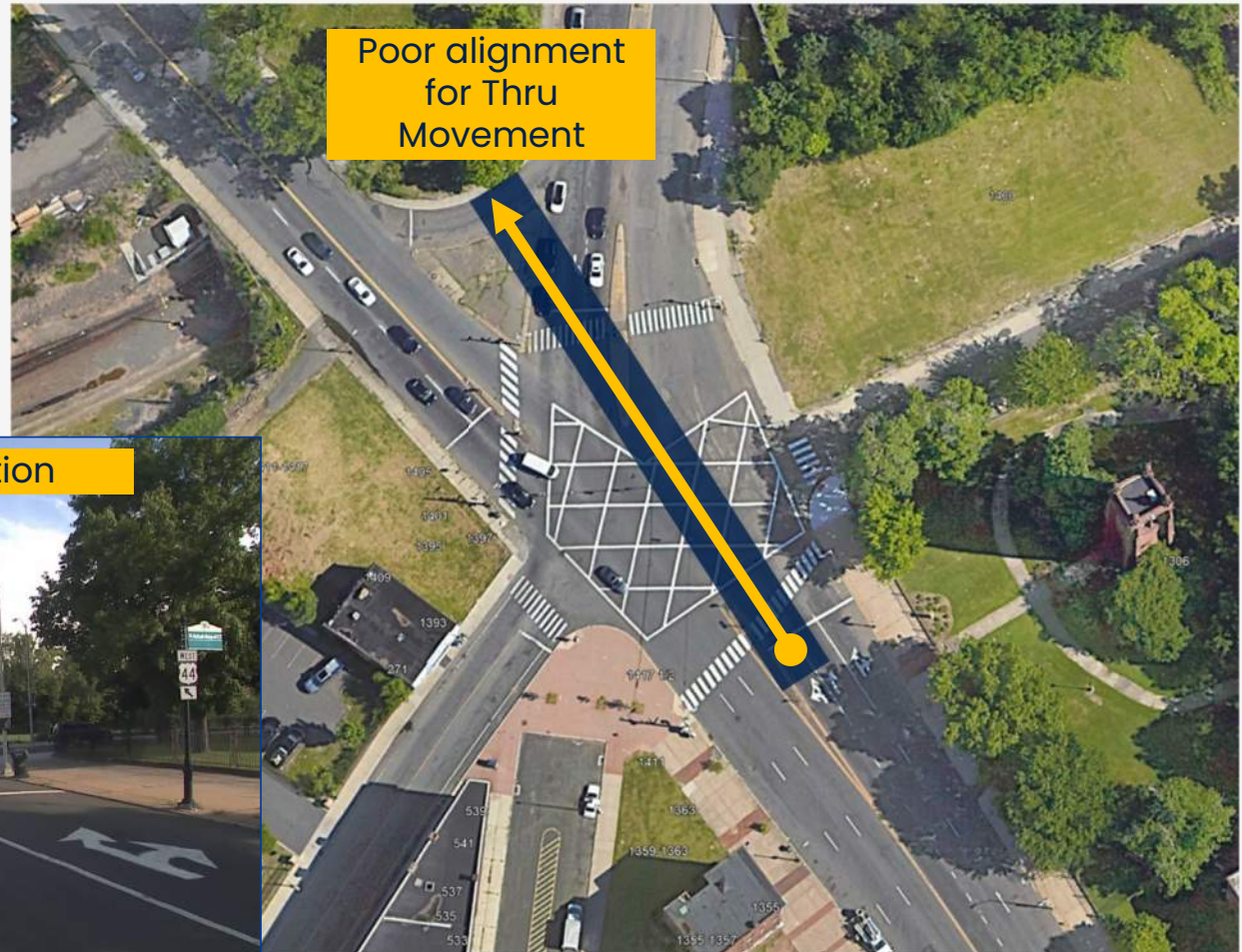
Institutions/Businesses

- Hartford Police Department
- Hartford Fire Department Engine Co. 2
- Keney Tower
- Capital Preparatory Magnet School
- Dunkin Park
- The Arrowhead Block & the Flatiron Building
- Various Businesses along Main St.



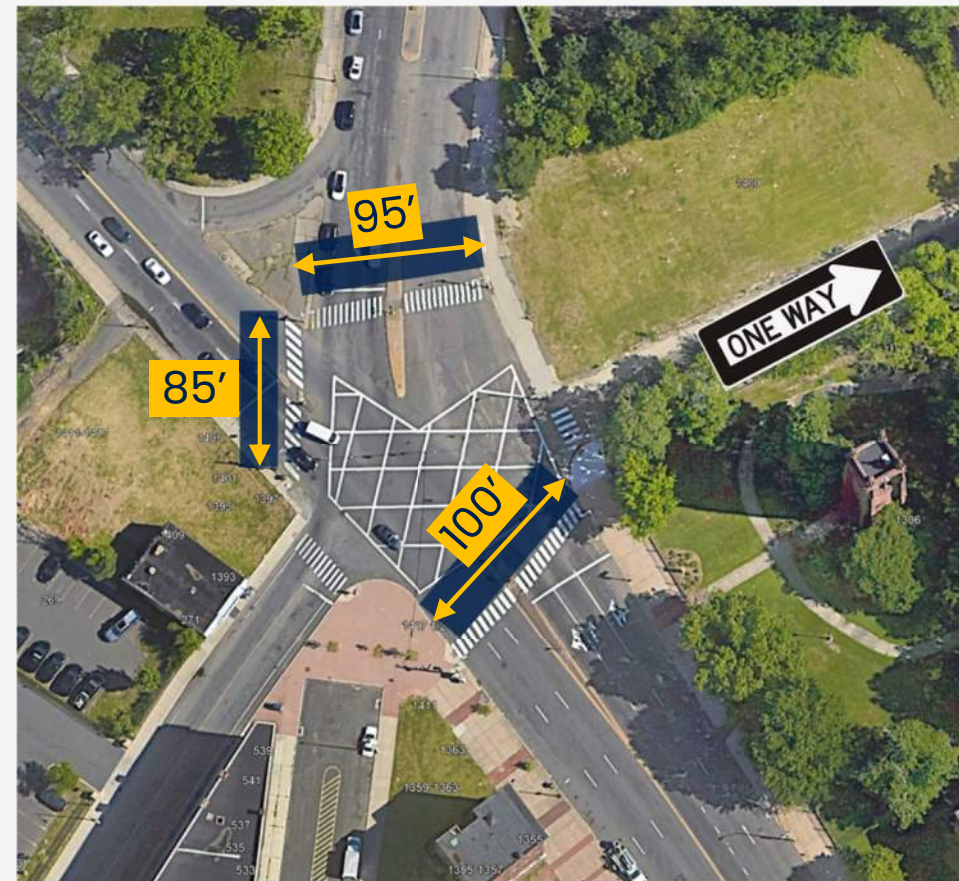
Existing Conditions – Intersection Overview

- Poorly aligned Intersection
- Traffic Signal – reached service life, lacks vehicle detection system & operates poorly



Existing Conditions – Intersection Overview

- Existing sidewalks on all sides of intersection
- Existing crosswalks on all approaches
- Long pedestrian crossing distances



Existing Conditions – Intersection Overview

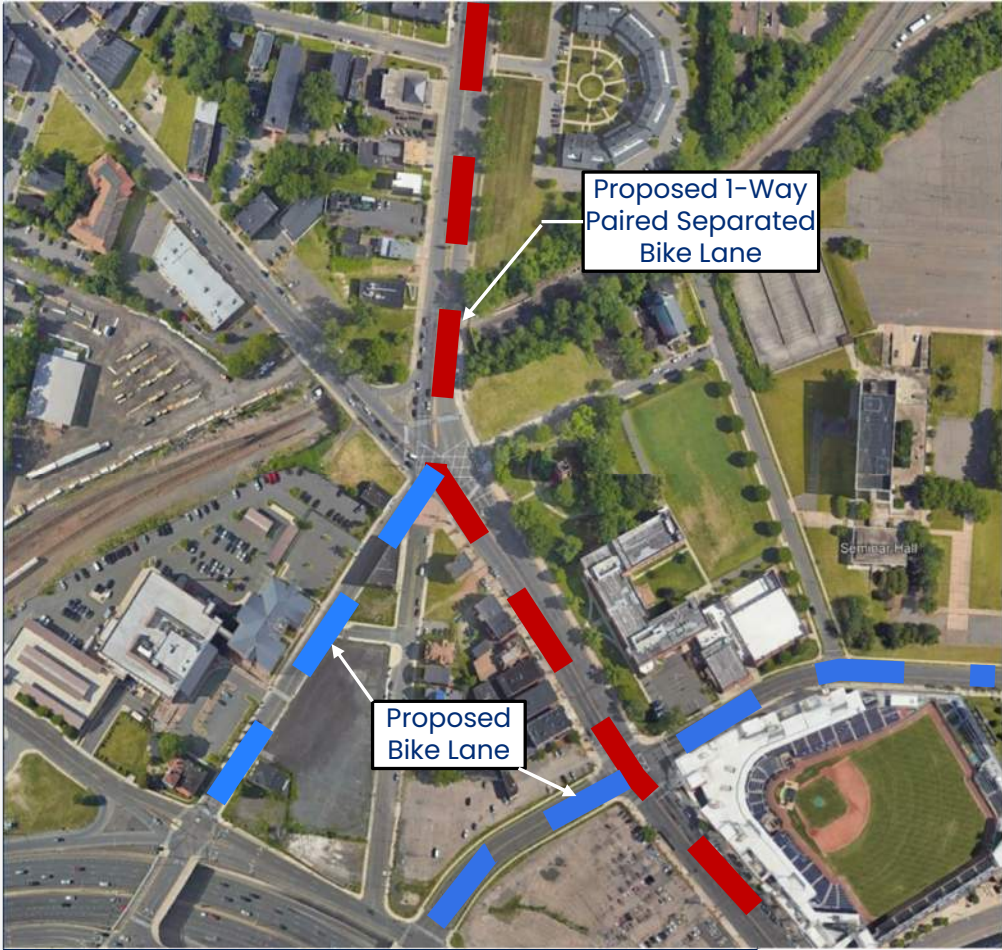
- Pedestrian push buttons only on eastern approach
- Non-ADA (American with Disabilities Act) compliant ramps on some crosswalks



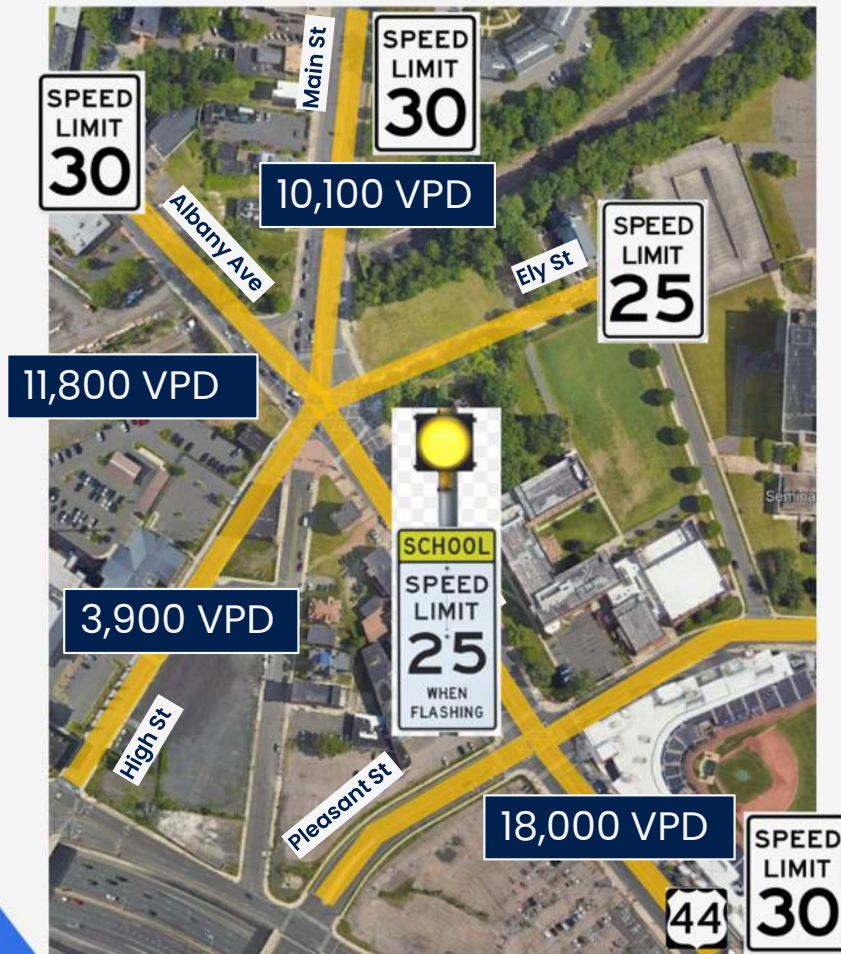
Existing Conditions – Intersection Overview

- No bicycle facilities

PLAN REPORT	
CITY OF HARTFORD BICYCLE MASTER PLAN	
FINAL REPORT	
	Prepared for City of Hartford by IBI Group with FHI February 6, 2019



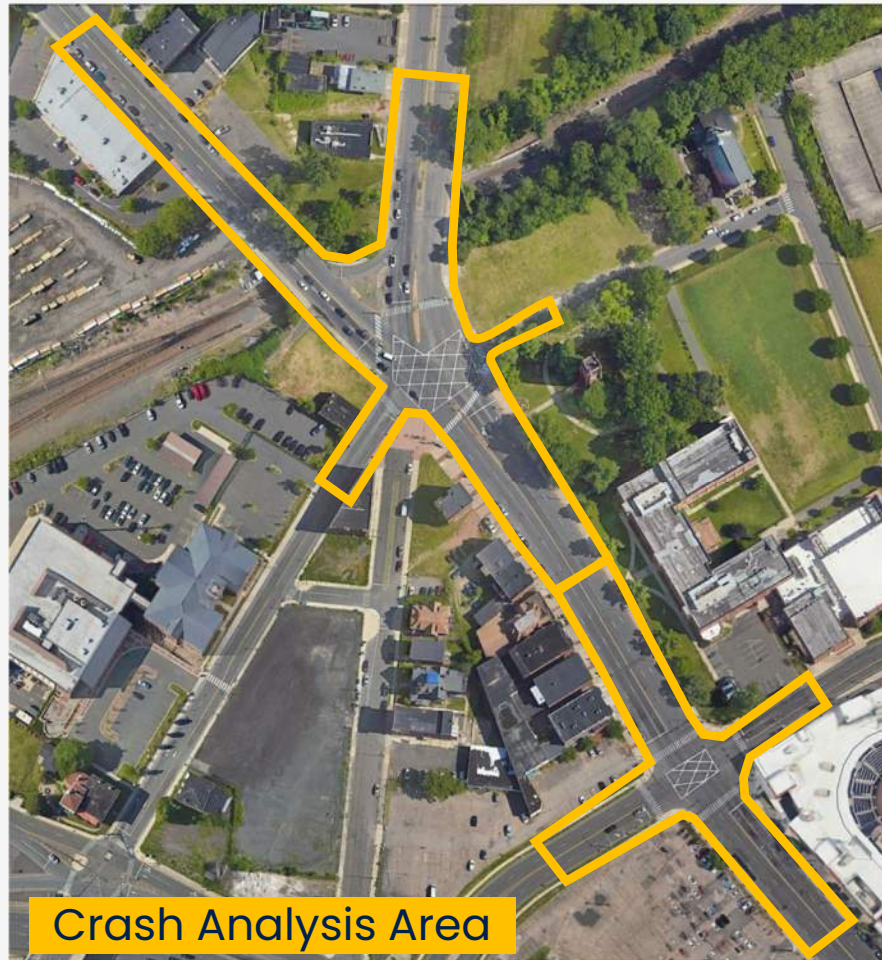
Existing Conditions – Roadway Data



	Average Daily Traffic (VPD)	Speed Limit (MPH)
Route 44 (Main St)	18,000	30
Route 44 (Albany Ave)	11,800	30
Main St	10,100	30
High St	3,900	-
Ely St	-	25



Existing Conditions – Crash Analysis

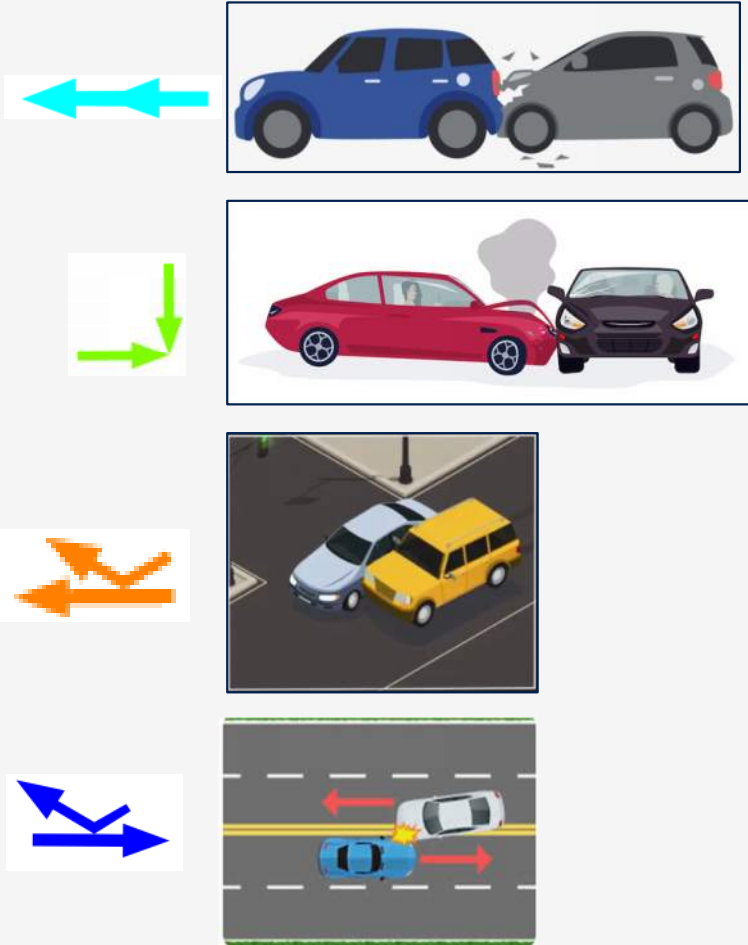


Existing Conditions – Crash Data (2020 – 2022)

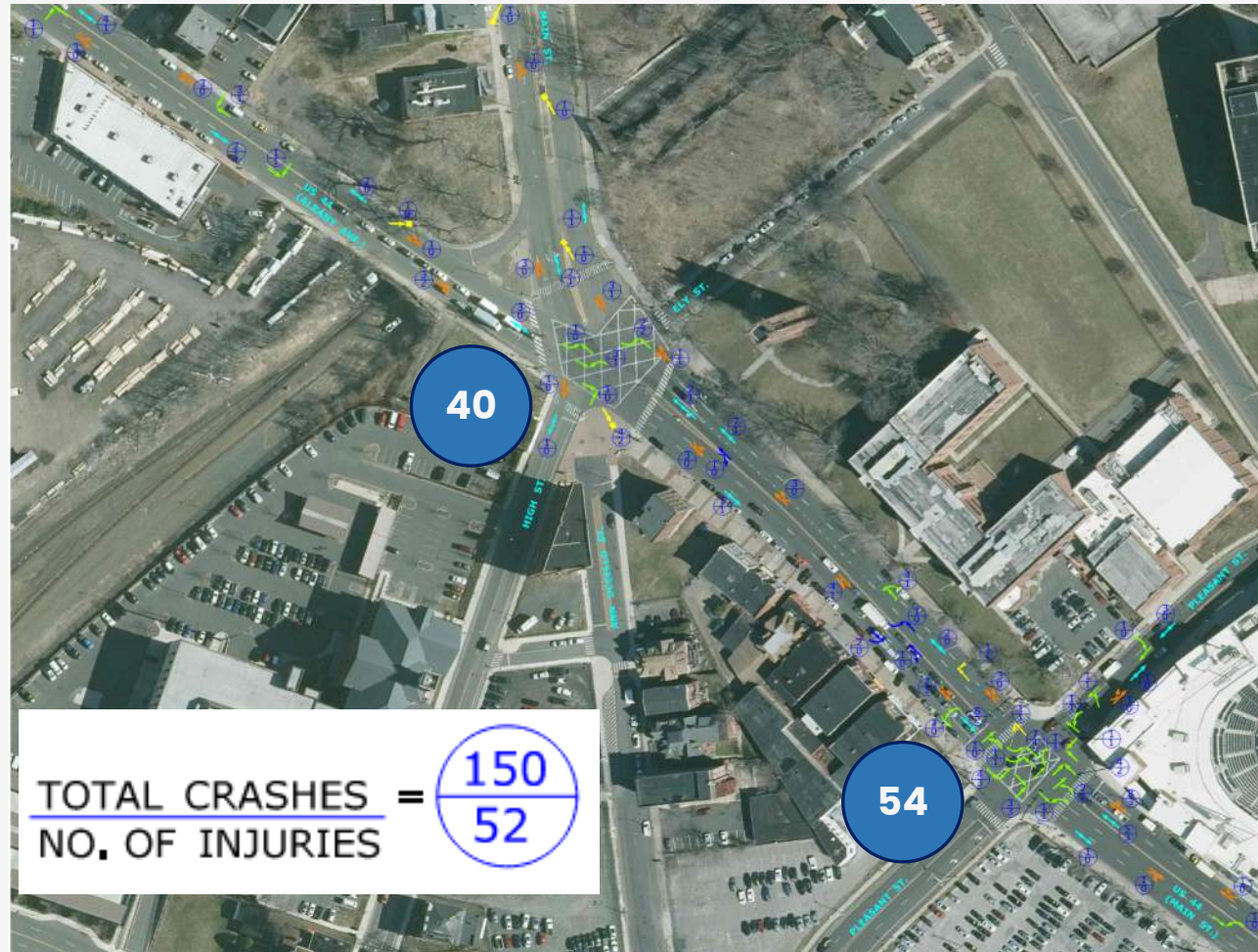
Total Crashes in Project Area

Crash Type	Total (%)	Injuries by Type *				Property Damage Only
		K	A	B	C	
Rear end	45 (30%)	-	-	5	7	33
Angle	47 (31%)	-	2	10	11	24
Sideswipe, same direction	33 (22%)	-	-	6	2	25
Sideswipe, opposite direction	7 (5%)	-	-	-	2	5
Other	18 (9%)	2	1	2	2	11
Total	150 (100%)	2	3	23	24	98

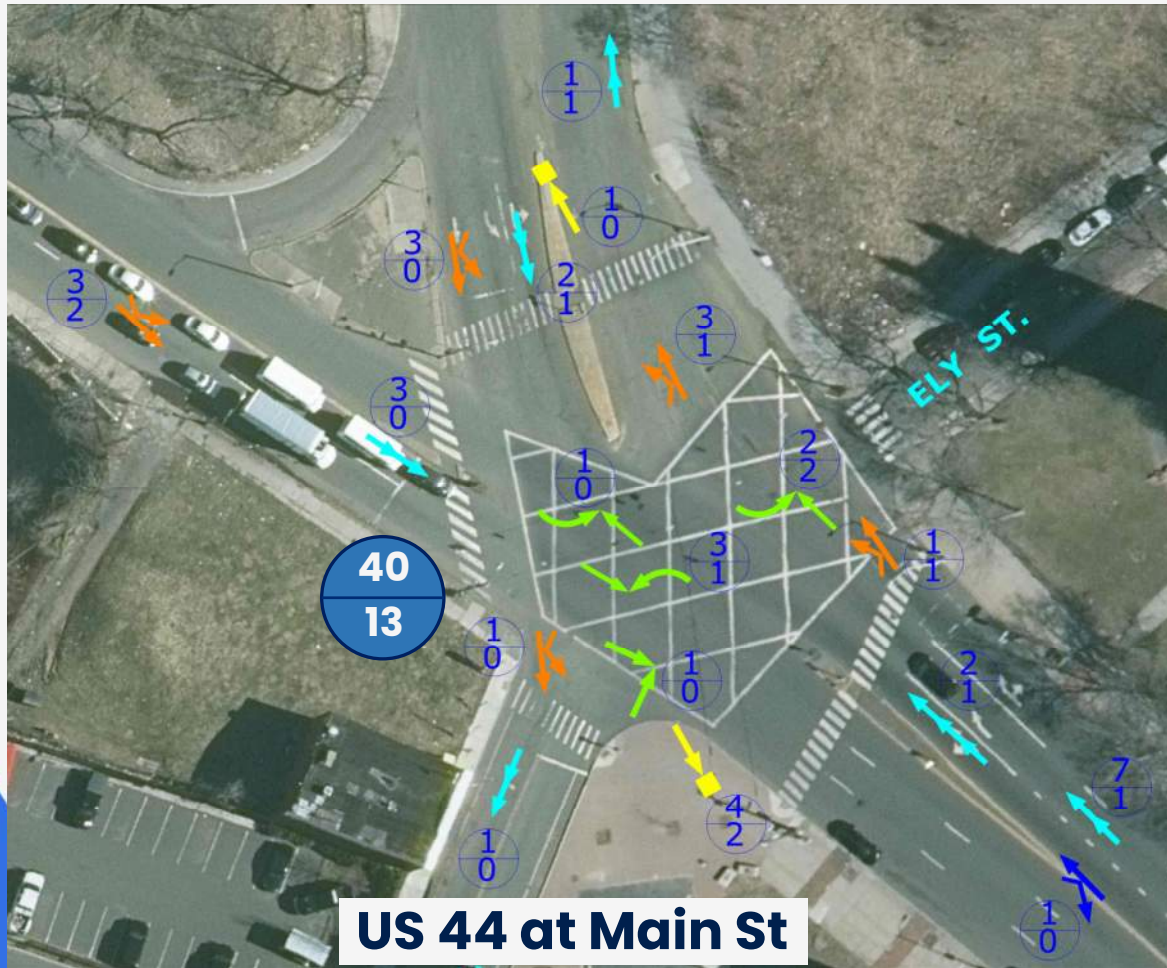
*K = Fatal Injury
 A = Suspected Serious Injury
 B = Suspected Minor Injury
 C = Possible Injury



Existing Conditions – Crash Data (2020 – 2022)



Existing Conditions – Crash Data (2020 – 2022)

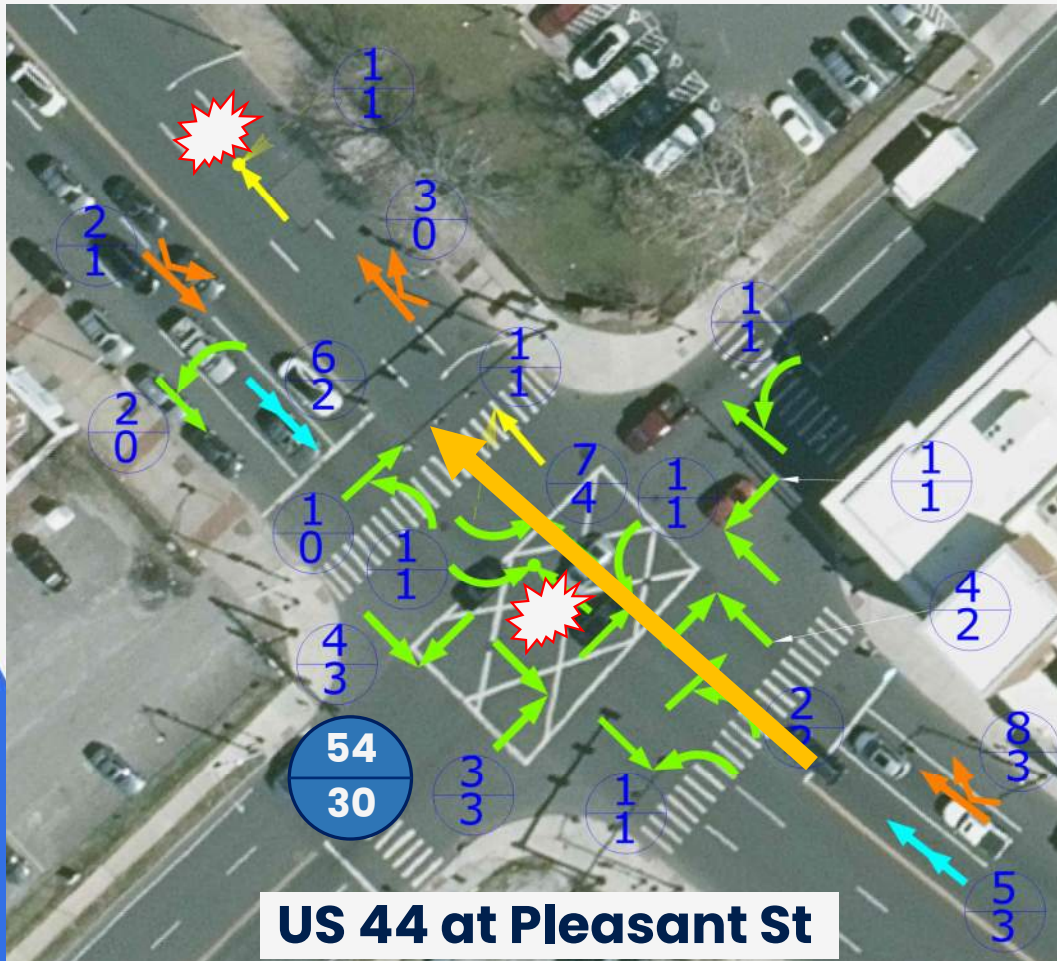


Crash Type	Total (%)
Rear end	16 (40%)
Sideswipe	12 (30%)
Angle	7 (17%)
Other	5 (13%)
Total	40 (100%)

- 33% Crashes Involved Injury



Existing Conditions – Crash Data (2020 – 2022)



Crash Type	Total (%)
Angle	28 (52%)
Sideswipe	13 (24%)
Rear end	11 (20%)
Other	2 (4%)
Total	54 (100%)

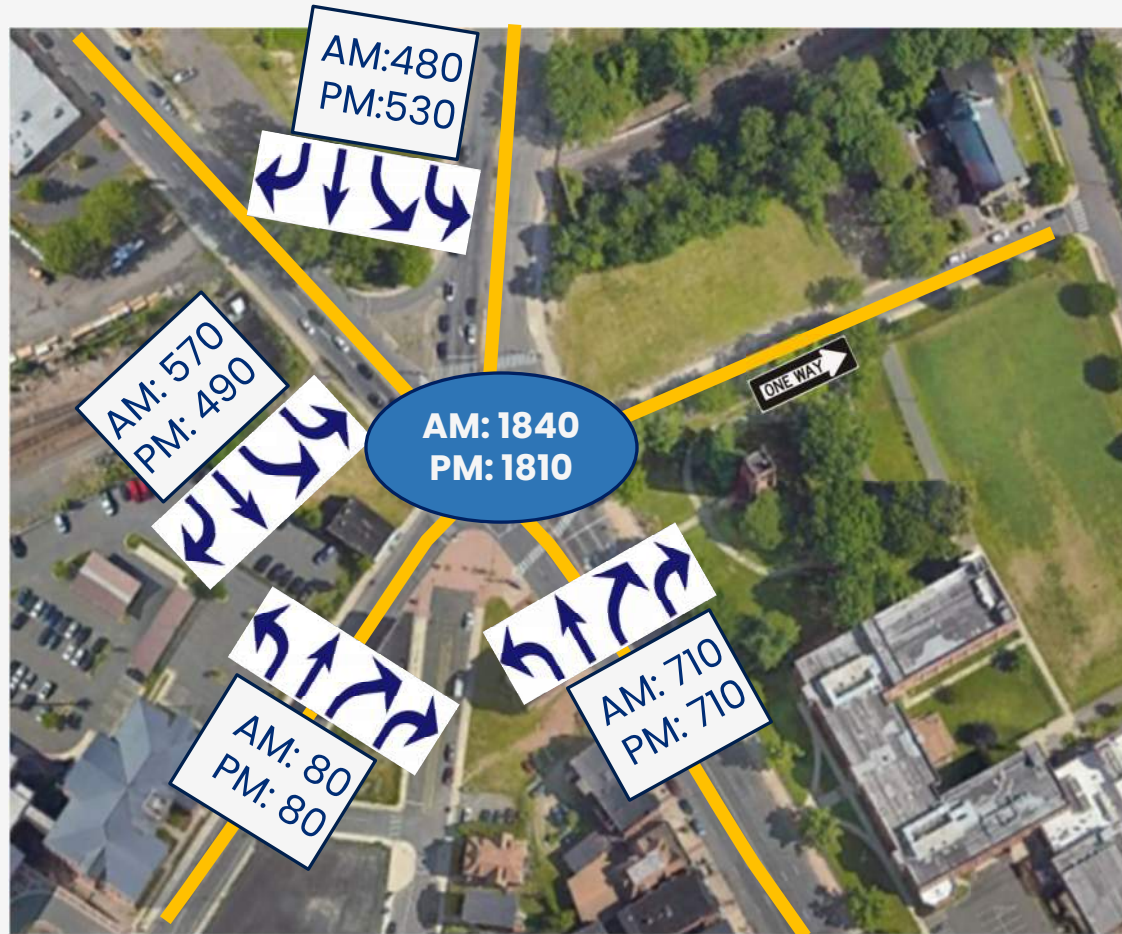
- 56% Crashes Involved Injury
- 2 Fatal Crashes



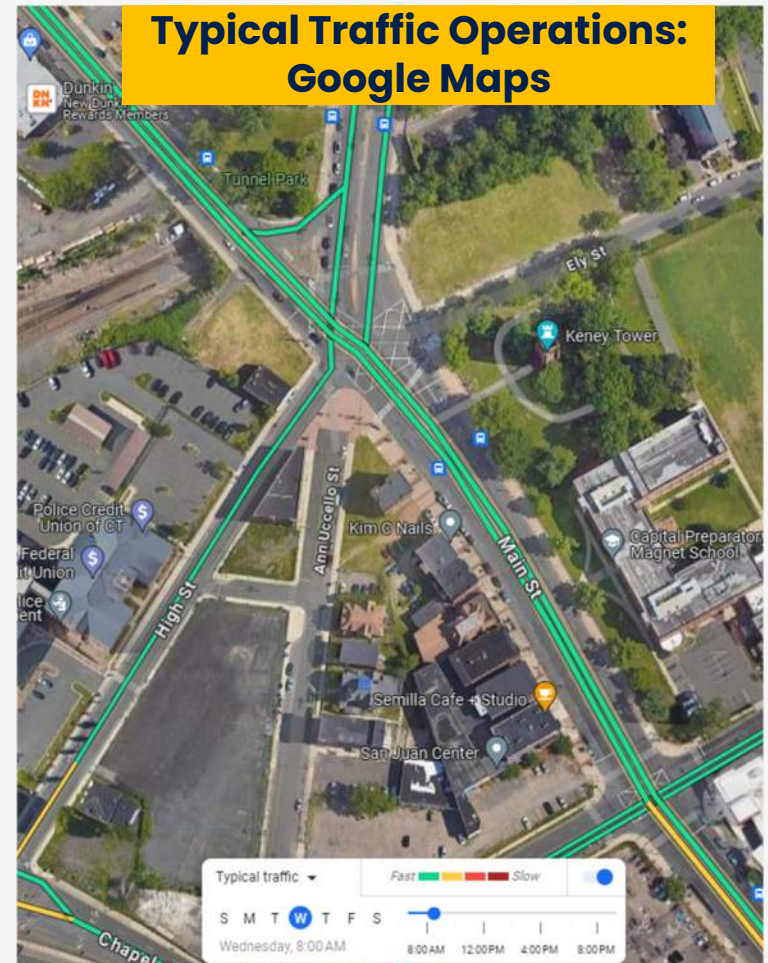
No Protected Left Turn Phase



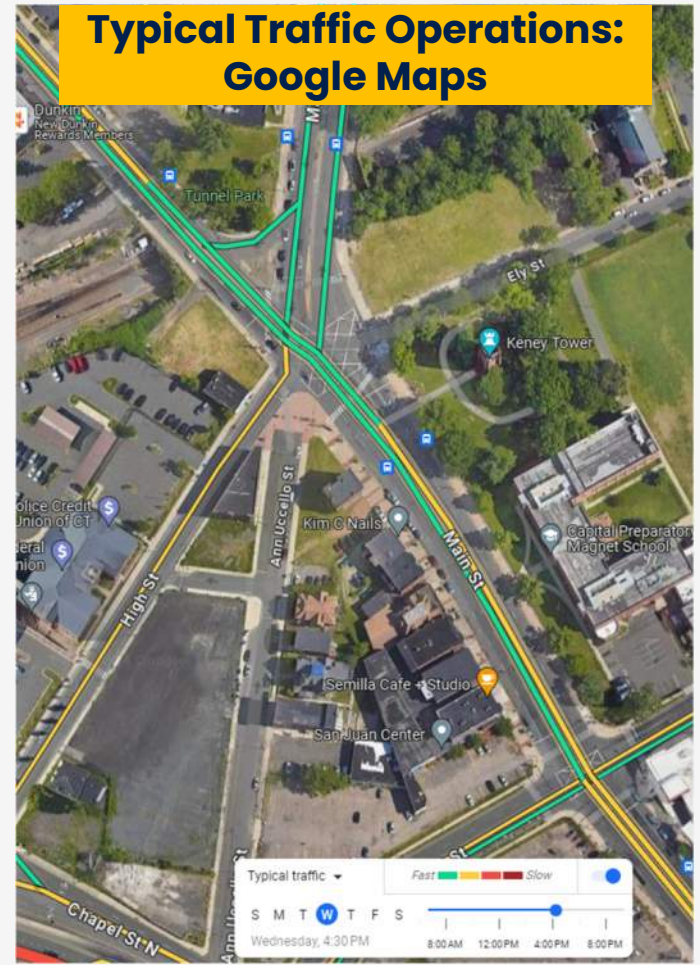
Existing Conditions – Turning Movement Counts (AM & PM)



Existing Conditions – Existing Traffic Operations



Existing Conditions – Existing Traffic Operations



Existing Conditions – Traffic Analysis

Traffic Analysis Procedure:

- Collect Traffic Volume Data
- Collect Existing Conditions Information (Lane Widths, Type of Traffic Control, etc.)
- Perform Existing Traffic Operations Analysis
- Develop Conceptual Layouts based on results of Existing Traffic Operations Analysis
- Analyze Conceptual Layouts to evaluate the effectiveness of the proposed concepts



Purpose & Need

The primary purpose of the project is to address vehicular & pedestrian safety concerns and improve traffic operations at the intersection of US 44 at Main St/High St/Ely St in Hartford.

- Modify traffic signal at the intersection of US 44 & Pleasant Street to address safety concerns.
- Replace traffic signal at the intersection of Main Street & Belden Street to provide pedestrian crossing & upgrade signal equipment.



Development of Proposed Alternatives



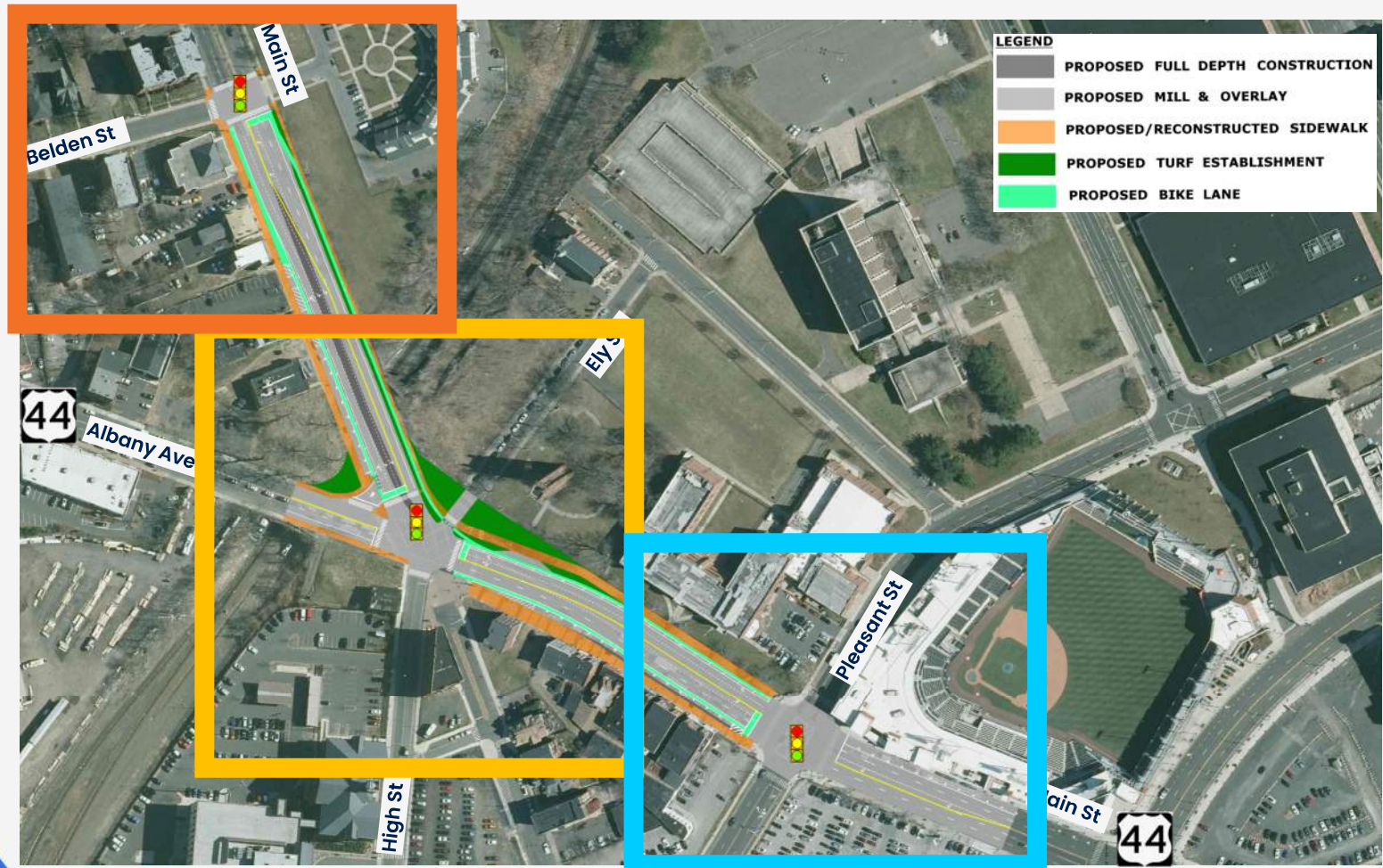
Development of Proposed Alternatives



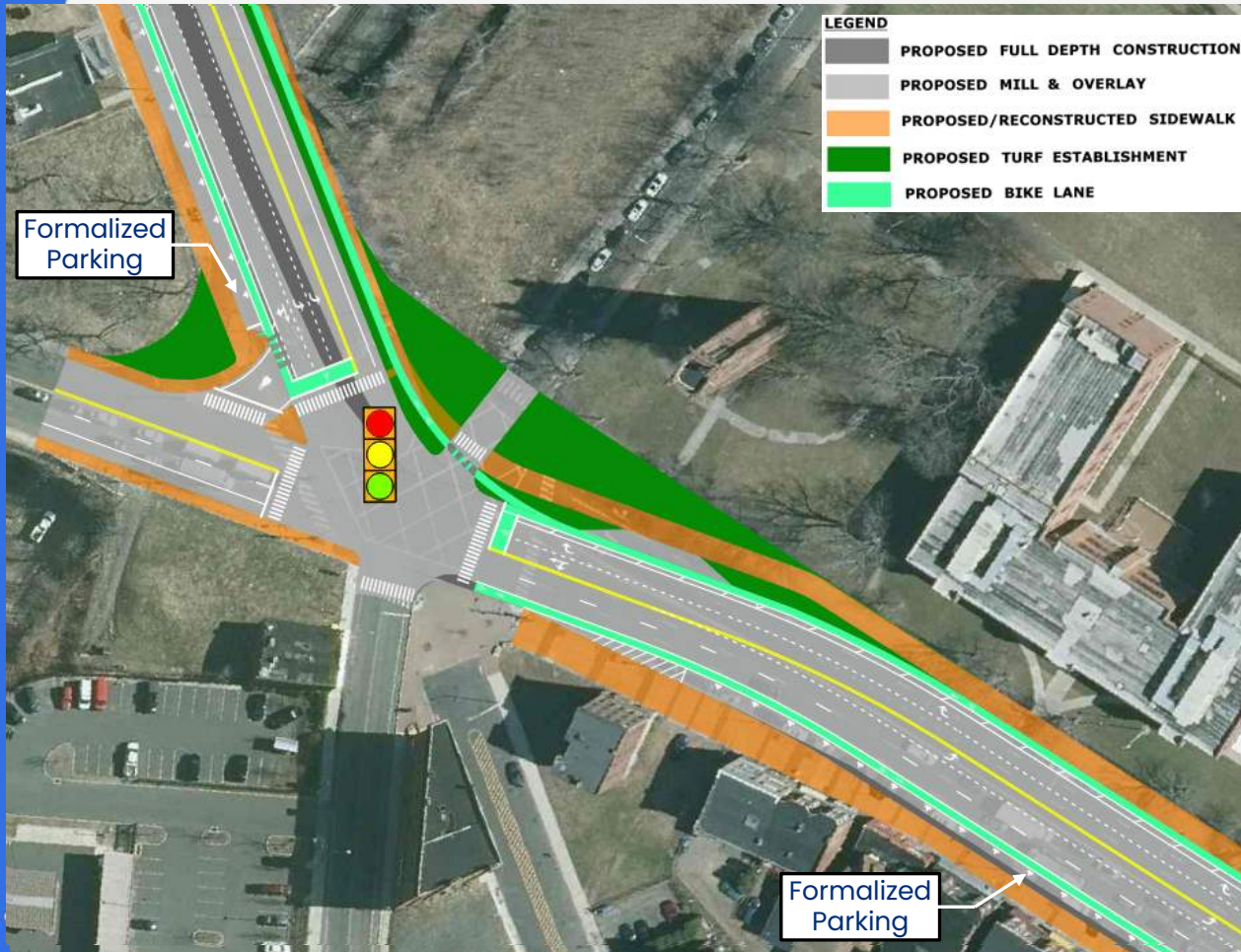
Roundabout Option

- Queue from the Pleasant Street signal extend into the roundabout during peak hours causing breakdown in roundabout operation.
- The roundabout gridlock will extend queue on Main Street past the Fire Department
- Concerns regarding emergency vehicle access during backups
- Difficult for pedestrians & bicycles to navigate roundabout crossings

Proposed Intersection Improvement – Overall Plan



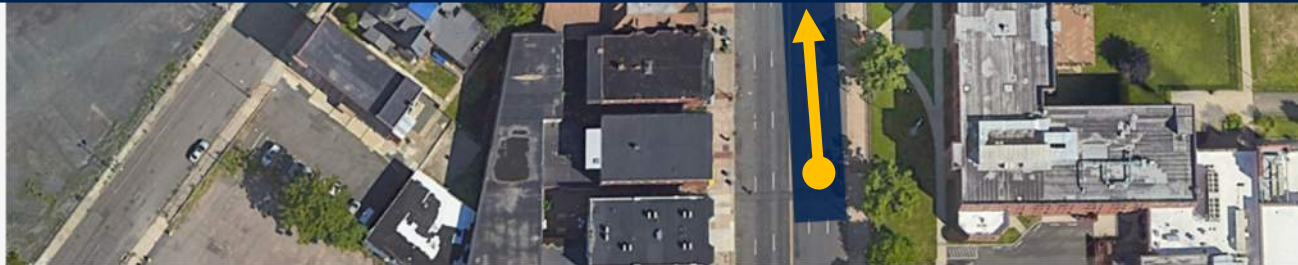
Proposed Intersection Improvement – US 44 at Main St



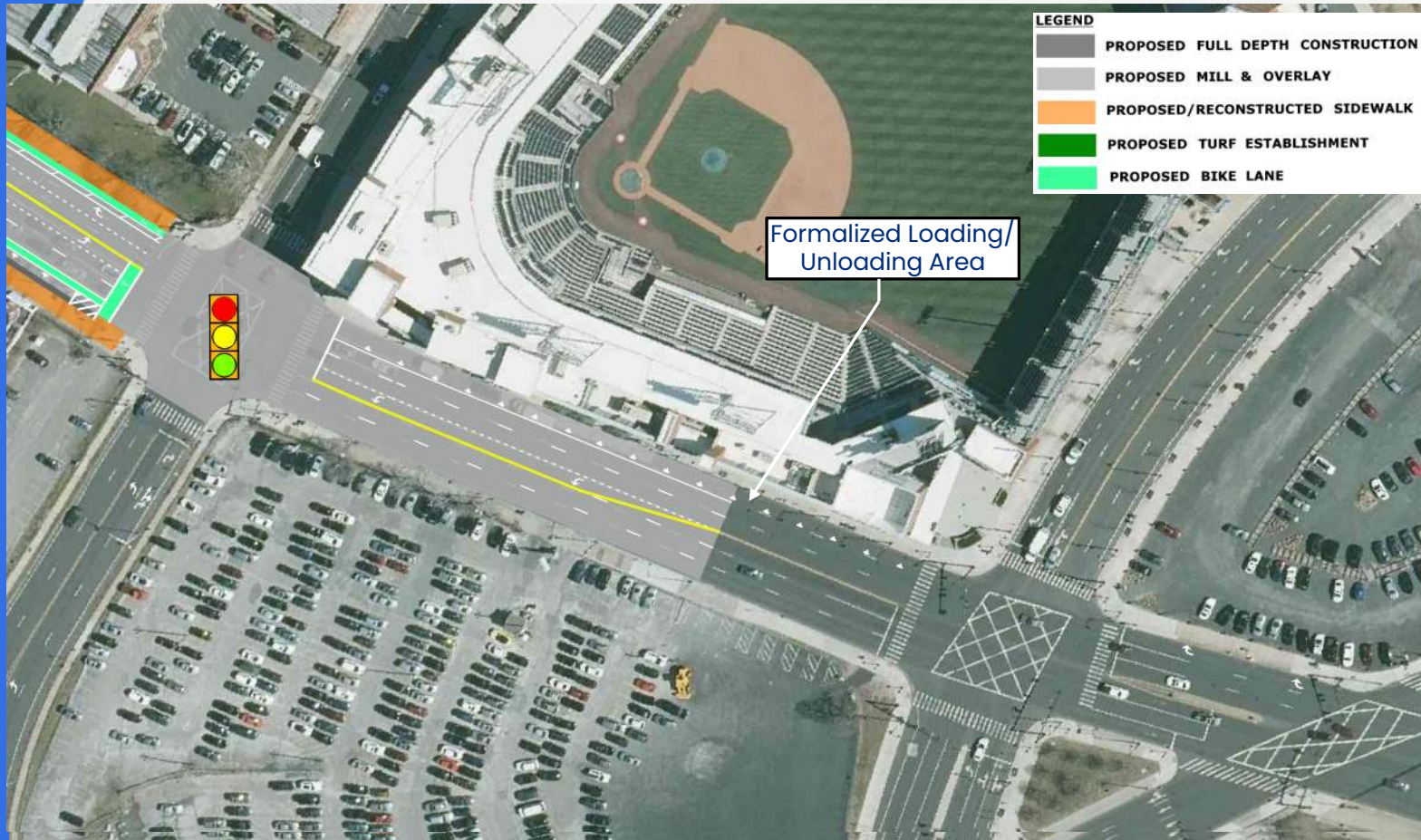
Realignment of US 44 with revised lane configuration

- Realign US 44 to provide smooth alignment for the thru traffic movement
- Shorter pedestrian crossing distances compared to existing
- New Traffic Signal Equipment with vehicle detection, pedestrian push buttons, & emergency vehicle preemption
- Bicycle Accommodation on 2 legs
- Sidewalk Reconstruction
- Formalized Parking Spaces

Proposed Improvements – US 44 between Main St & Pleasant St



Proposed Intersection Improvement – US 44 at Pleasant St



Signal Modification with revised lane configuration

- Modify Signal to provide Protected+Permitted Left Phase



- Exclusive Left Turn Lanes on all approaches
- Formalized Loading/Unloading Area in front of Dunkin Park

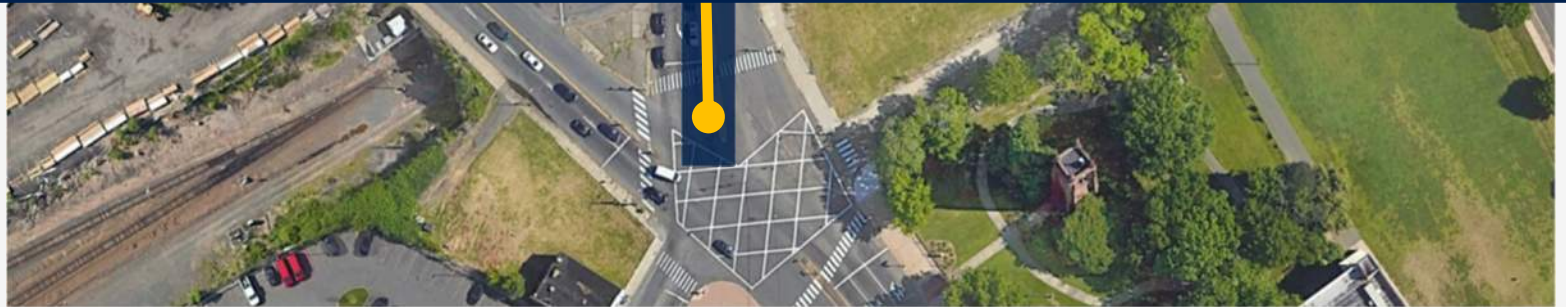
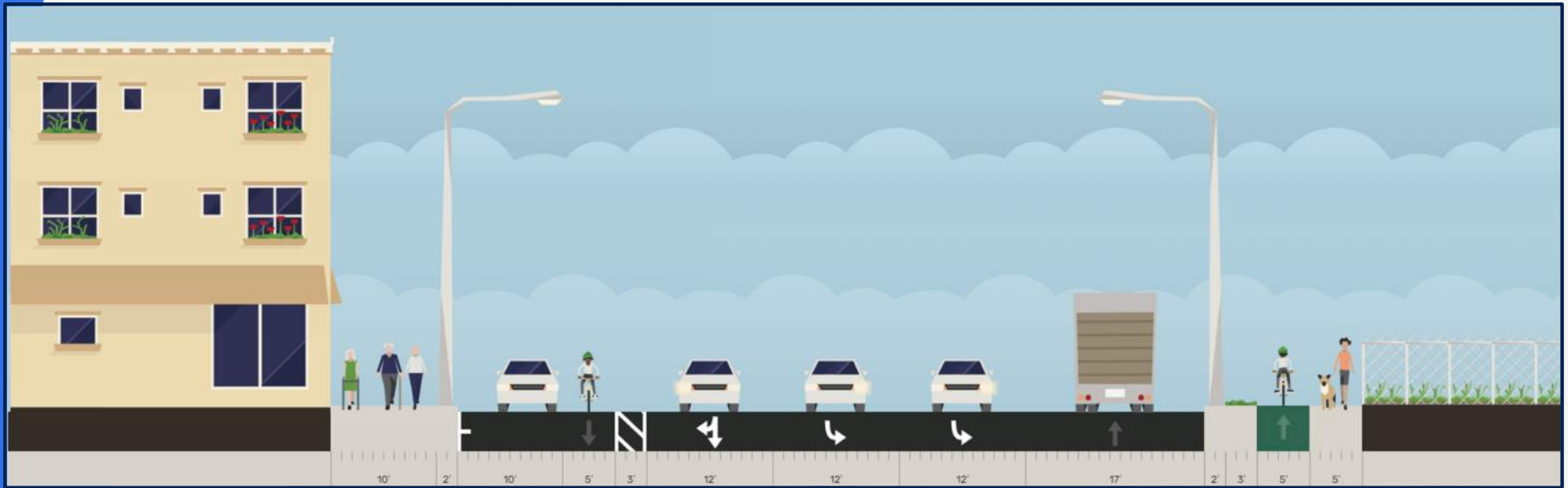
Proposed Intersection Improvement – Main St at Belden St



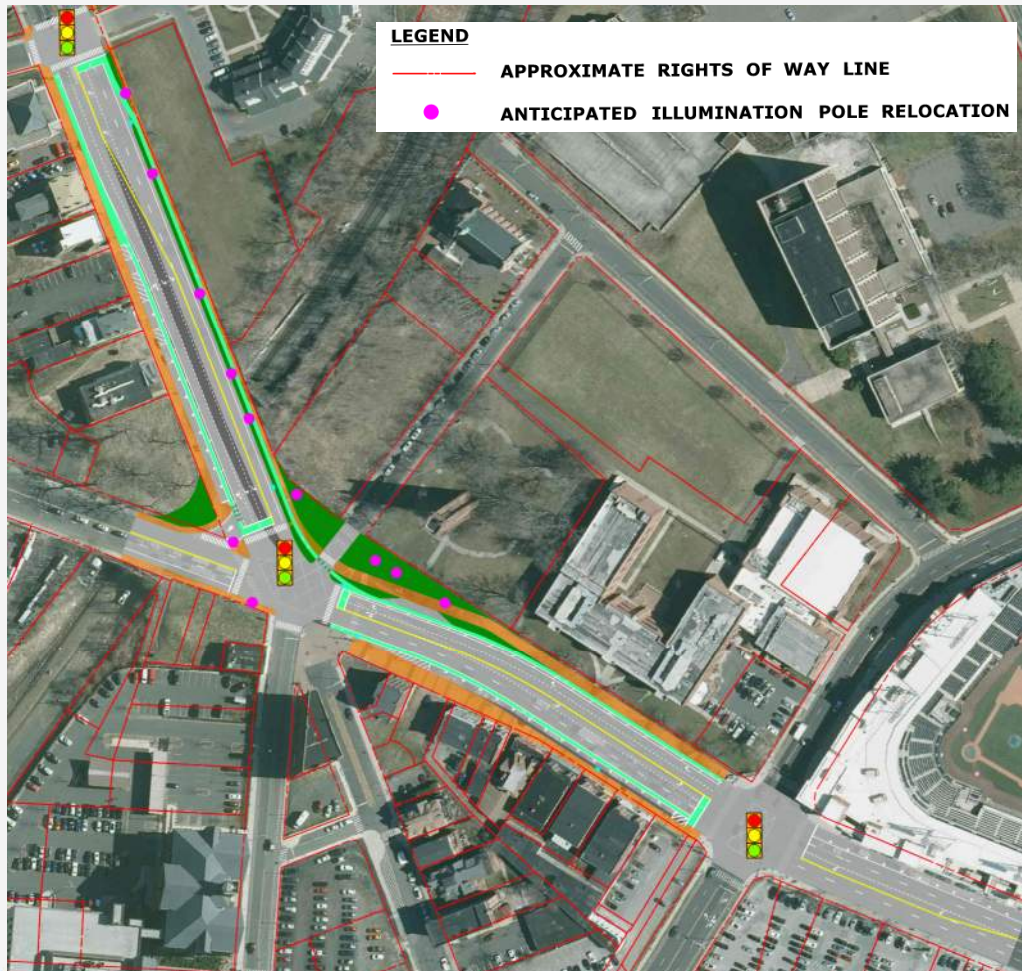
Signal Replacement & Bike/Ped Accommodation

- New Traffic Signal Equipment with vehicle detection, pedestrian push buttons, & emergency vehicle preemption
- New Crosswalks
- Bicycle Accommodation on southern leg
- Sidewalk Reconstruction
- Formalized Parking Spaces

Proposed Improvements – Main St between US 44 & Belden St



Proposed Alternative – Impacts



- No Rights of Way impacts anticipated
- 11 Illumination Poles will require relocation
- Staging and sequencing of construction will be decided during Design Phase in coordination with the City
- Access to residences/ businesses will be provided at all times

Estimated Project Cost

Total Construction Cost	\$7,500,000
Preliminary Engineering	\$1,500,000
Total Project Cost (estimate)	\$9,000,000

Funding Source: Federal/State

PROJECT SCOPING

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Define Purpose and Need for Project
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DESIGN PHASE

3 -4 Years Duration
Continued Opportunities for Public Input
Fully Develop Design

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1-2 Years Duration
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