

Public Information Meeting

Reconstruction of Rubber Avenue LOTCIP



June 25, 2019



Weston & SampsonSM

HERE TONIGHT

James Stewart, PE - Director of Public Works

Wayne Zirolli, PE - Borough Engineer

Karen Svetz, PE - NVCOG

Scott Bushee, PE - CTDOT

Alan Nafis, PE - Weston & Sampson

Lisa Slonus, PE, PTOE - Weston & Sampson

AGENDA

- Project Area
- LOTCIP
- Existing Conditions - Corridor
- Existing Conditions - Route 63
- Overall Improvements
- Route 63 Roundabout
- Roundabout Benefits
- CTDOT Case Studies
- Q & A
- Wrap-Up

PROJECT AREA



LOTICIP

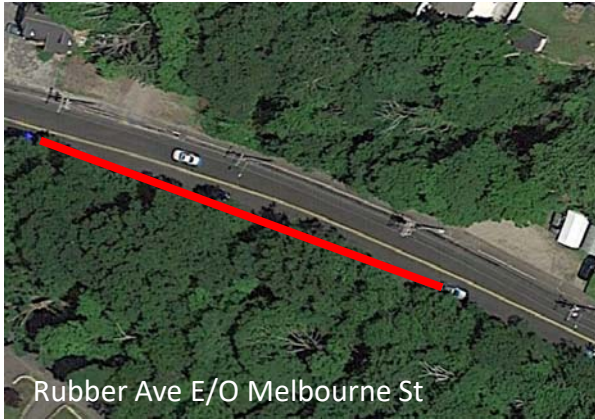
- LOTICIP – Local Transportation Capital Improvement Program
- Commitment of Funds
 - Town funds design
 - State funds construction
 - No Federal funds
- Coordination
 - Borough of Naugatuck
 - Naugatuck Valley Council of Governments
 - Connecticut Department of Transportation



(19 Municipalities)



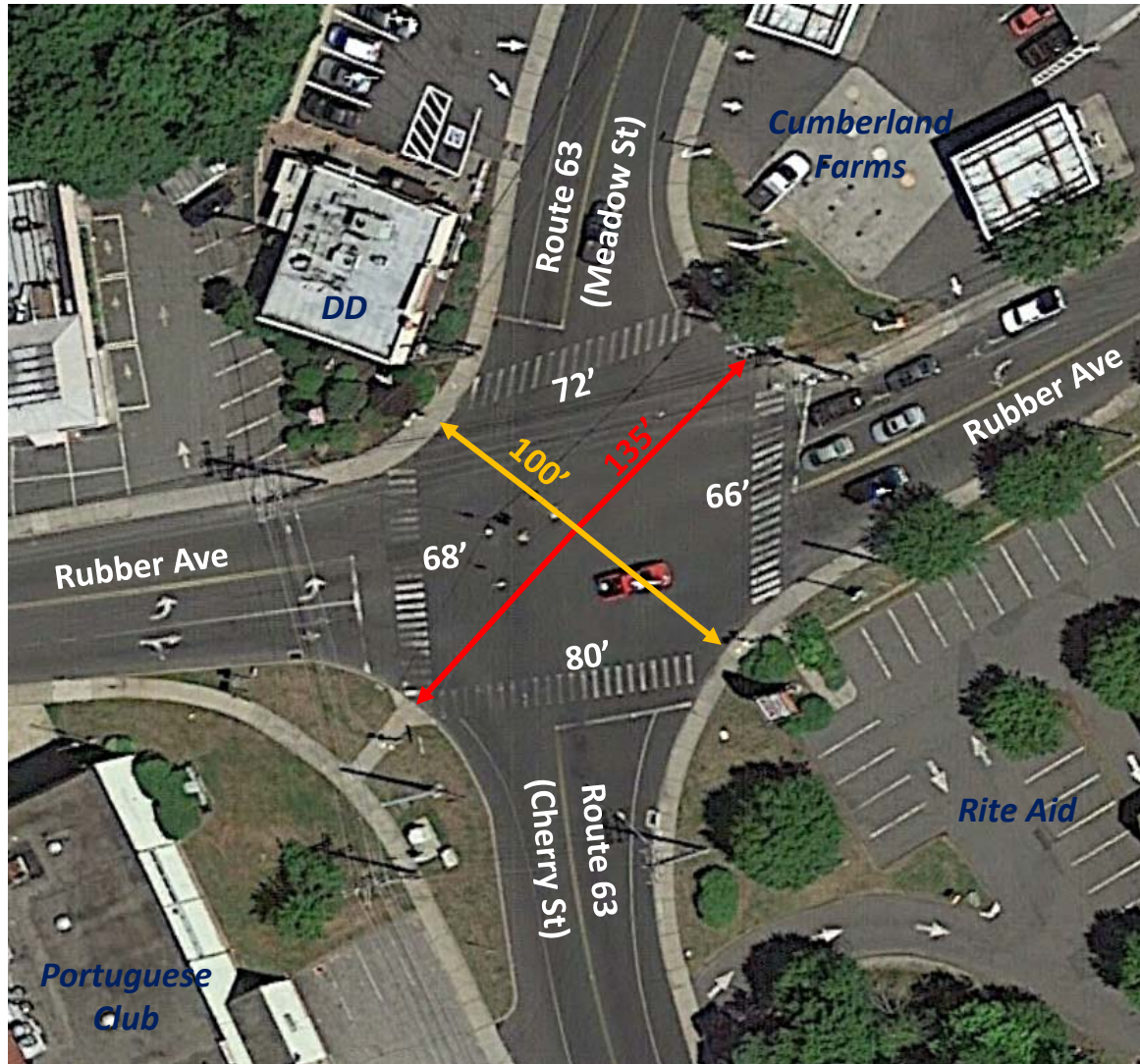
EXISTING CONDITIONS – West



EXISTING CONDITIONS – Aetna & East

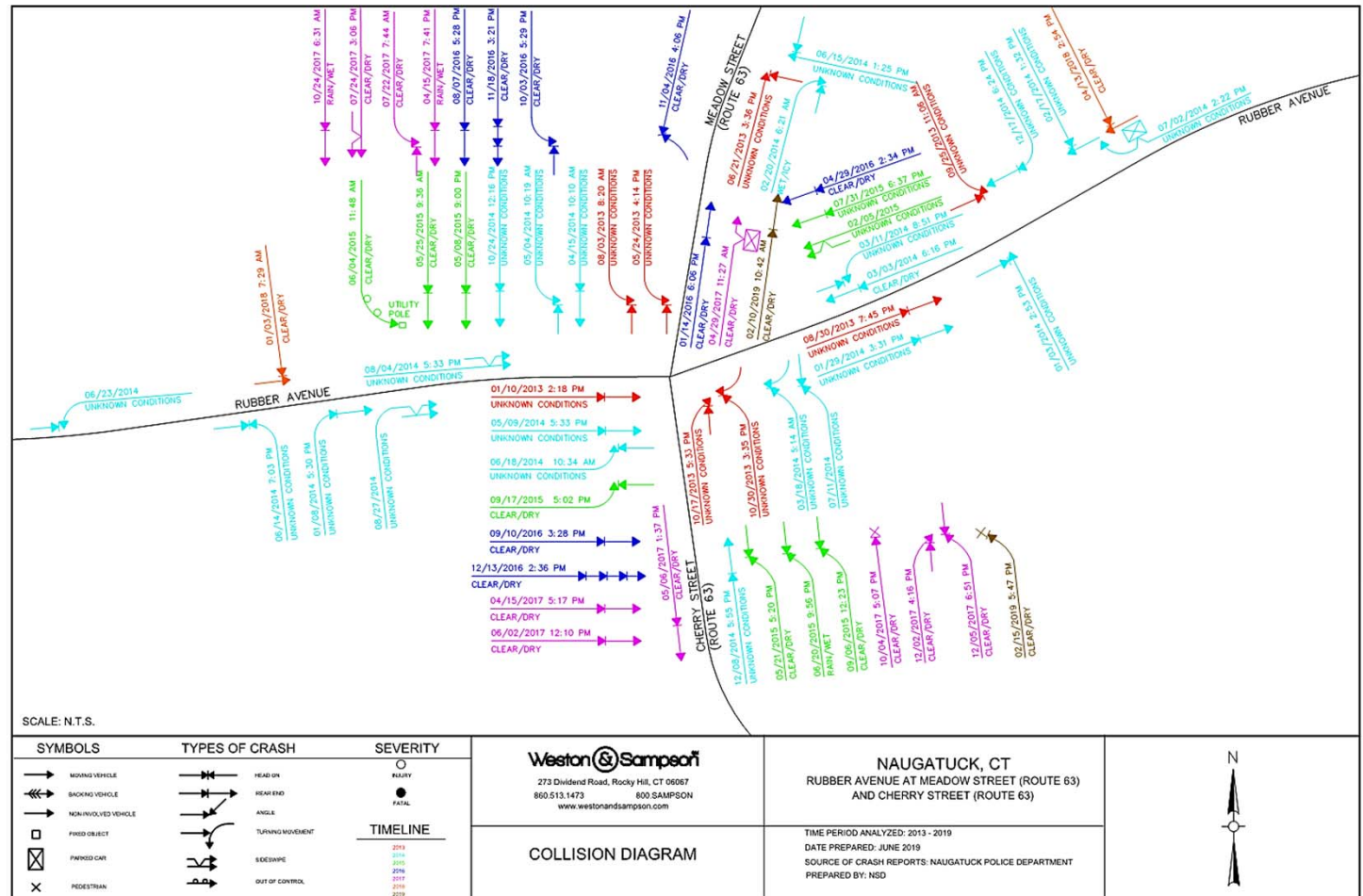


Route 63 (Meadow St/Cherry St)

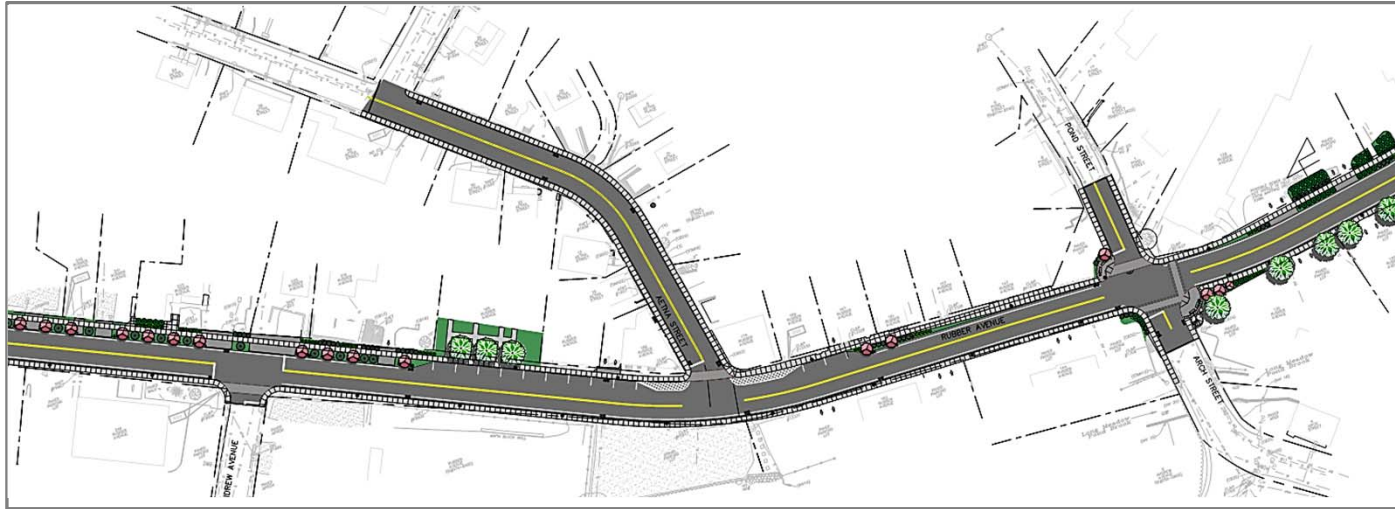


Crash History

2018	2017	2016
2 – Rear-End 2 – Angle 2 – Sideswipe 1 – Unknown 7	7 – Rear-End 4 – Angle 2 – Sideswipe 1 – Pedestrian 1 – Parked Car 15	7 – Rear-End 4 – Angle 1 – Sideswipe 12



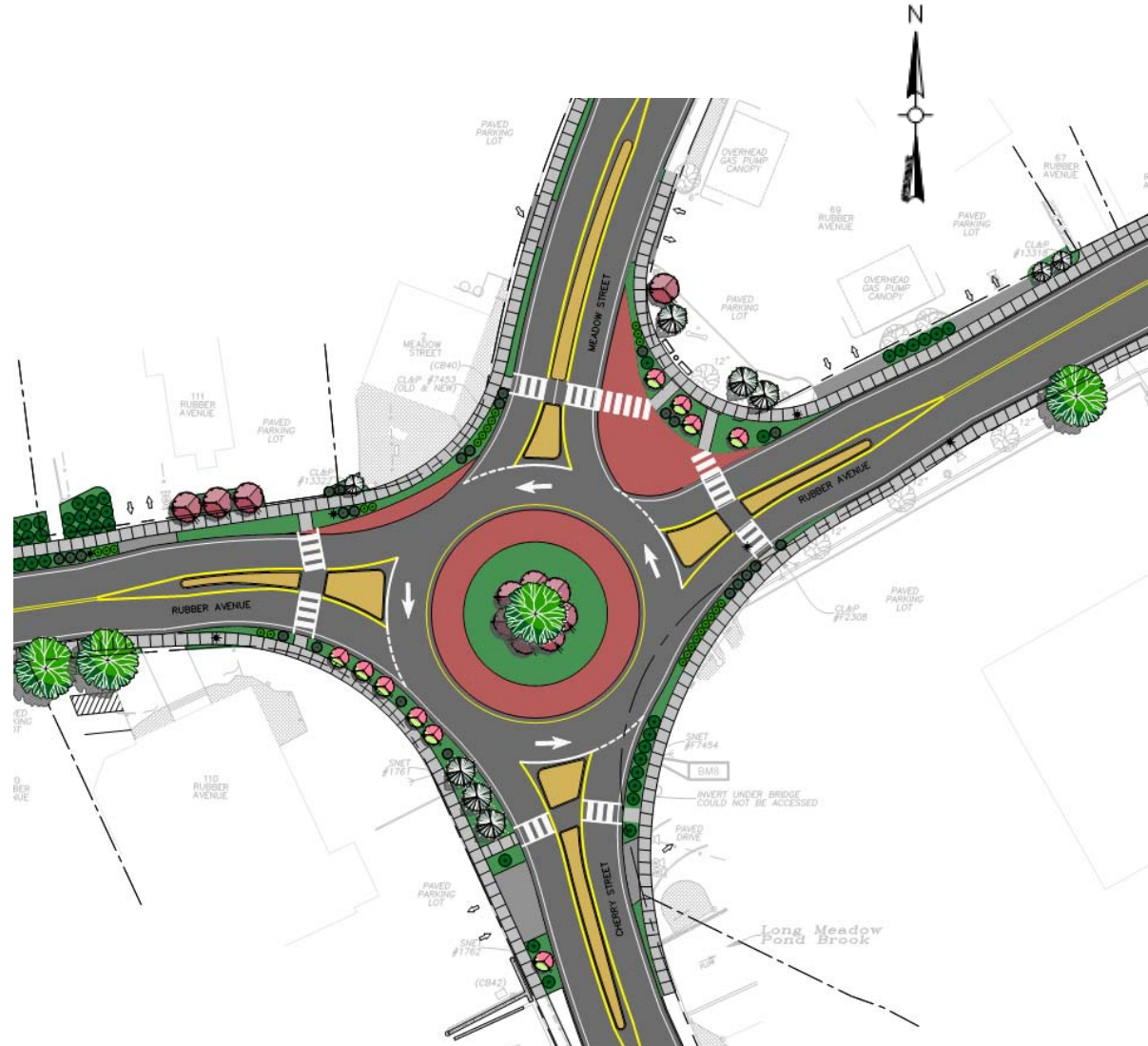
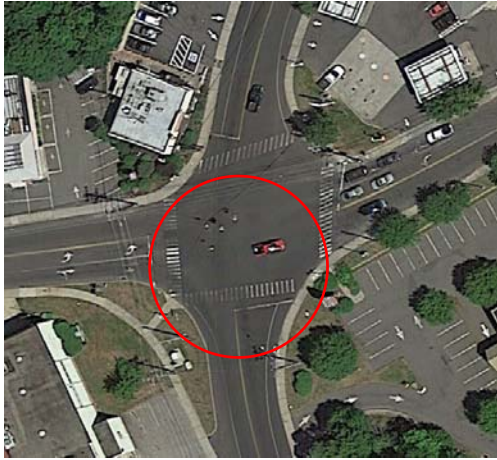
OVERALL IMPROVEMENTS



RUBBER AVENUE RECONSTRUCTION
BOROUGH OF NAUBATUCK, CT
PROJECT LIMITS

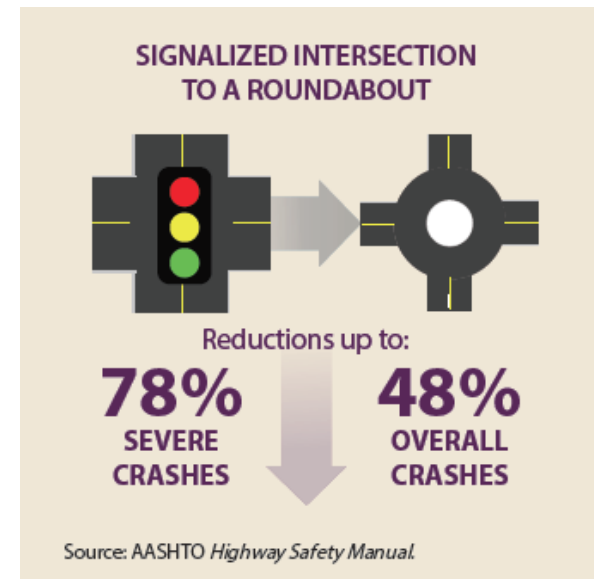
Weston & Sampson
375 Dinosaur Road, Naubuck, CT 06467
860.430.5173 www.westonandsampson.com

Route 63 Roundabout

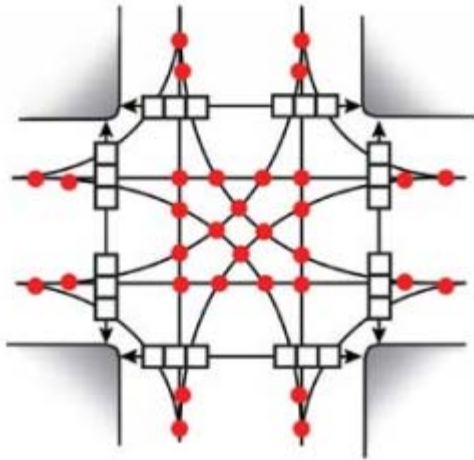


Roundabout Benefits

- SAFER
 - Low speeds
 - No left turns
 - Eliminates angle crashes
 - Reduces overall crashes & crash severity
- MORE EFFICIENT
- AESTHETICS
- ECONOMIC DEVELOPMENT

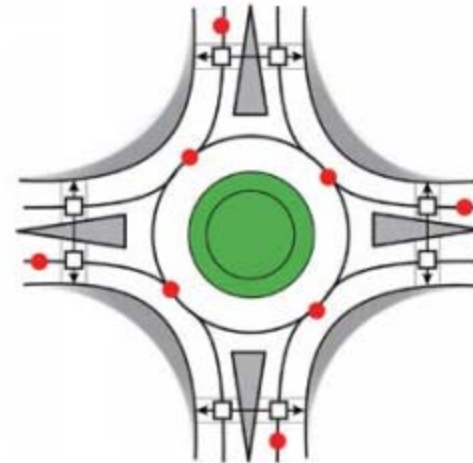


Conflict Points



Conventional Intersection

- 32 vehicle-to-vehicle conflict points
- 24 vehicle-to-person conflict points

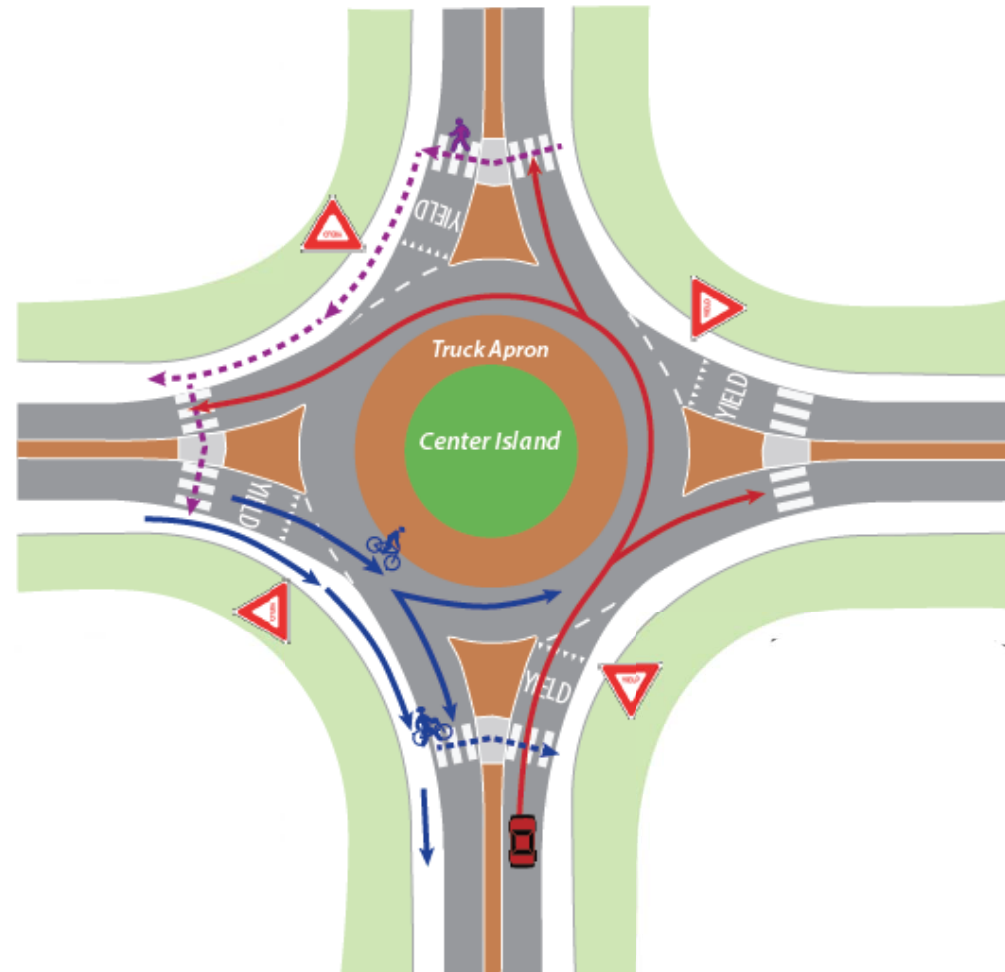


Roundabout

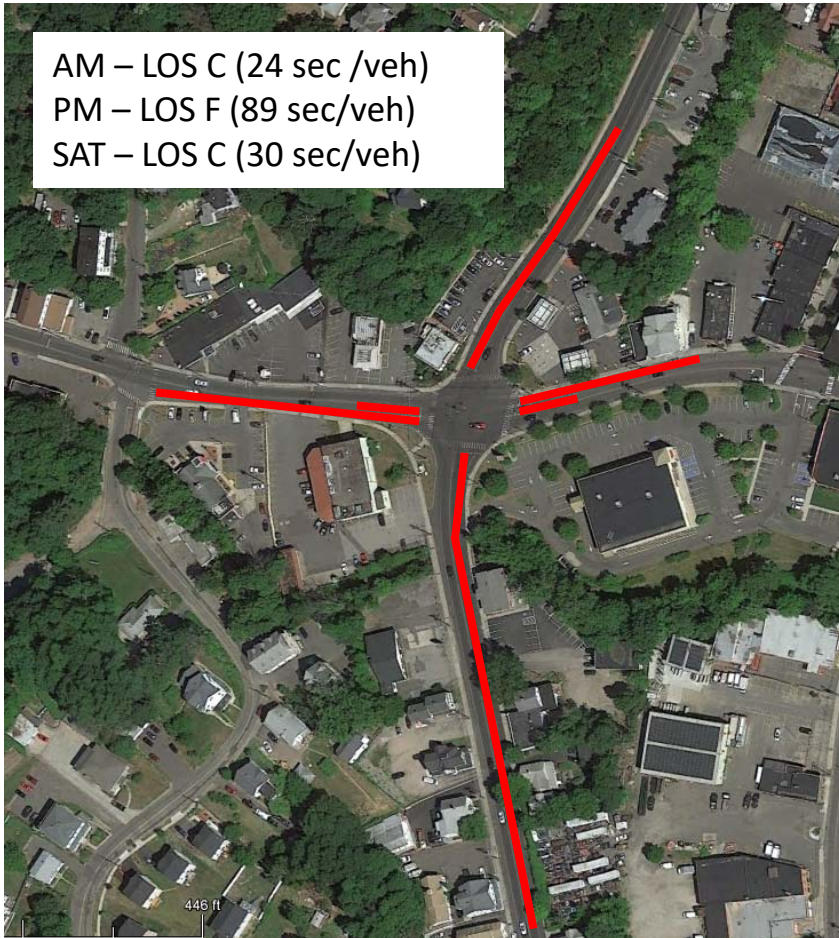
- 8 vehicle-to-vehicle conflict points
- 8 vehicle-to-person conflict points

Geometry & Speed

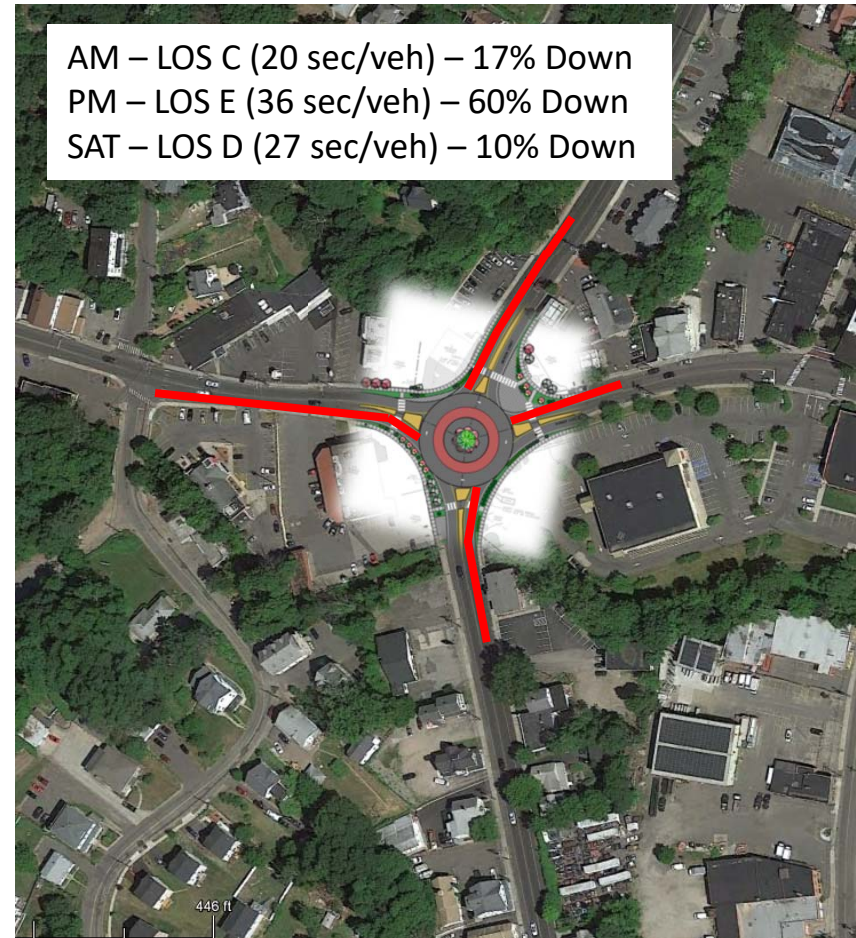
- Circular Shape
- YIELD at entry
- Deflection at entry



Operations



Signalized Intersection



Roundabout

Gateway & Aesthetic Opportunities



Gateway & Aesthetic Opportunities



Gateway & Aesthetic Opportunities



The traffic roundabout along New Britain's Columbus Boulevard. (Don Stacom / Hartford Courant)



Virginia



Rotunda Do Infante - Madeira, Portugal



Letchworth, England

Economic Development

MYTH:

Drivers will avoid the roundabout, thereby reducing traffic volume and business activity.

MYTH:

Roundabouts prevent traffic from stopping, which decreases the impact of business signage.

MYTH:

Roundabouts will confuse potential customers, making them less likely to stop at a business.

FACT:

The reality is that **roundabouts process traffic efficiently** and this has a positive effect on traffic flow. Multiple research studies have shown that drivers will actively avoid commonly congested or unsafe intersections due to delays and associated lack of convenience.

FACT:

Roundabouts can improve visibility as all vehicles move at a slower, consistent speed. In addition, the removal of signal heads, posts, and unnecessary signing can improve the visibility of business signage.

FACT:

This perception is unfounded. In fact, **documented research indicates the opposite.** Results of a survey conducted by KTRAN ¹ show the overall feeling of business owners about the roundabouts near their location to be positive.

¹ Survey results are included in "A Study of the Impact of Roundabouts On Traffic Flows and Business," Kansas Transportation Research and New Developments Program, Dec. 2011.

Case Studies – Roundabouts Work

Slides from Scott

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What's Next?

- LOTCIP Application – July 2019
- Commitment of Funds – August 2019
- Preliminary Design – September 2019
- Public Information Meeting – Fall 2019
- Final Design – Fall/Winter 2019/2020
- Out to Bid – Spring 2020
- Construction Completion – Fall 2021

Q & A

Weston & SampsonSM

transform your environment

thank you
westonandsampson.com