

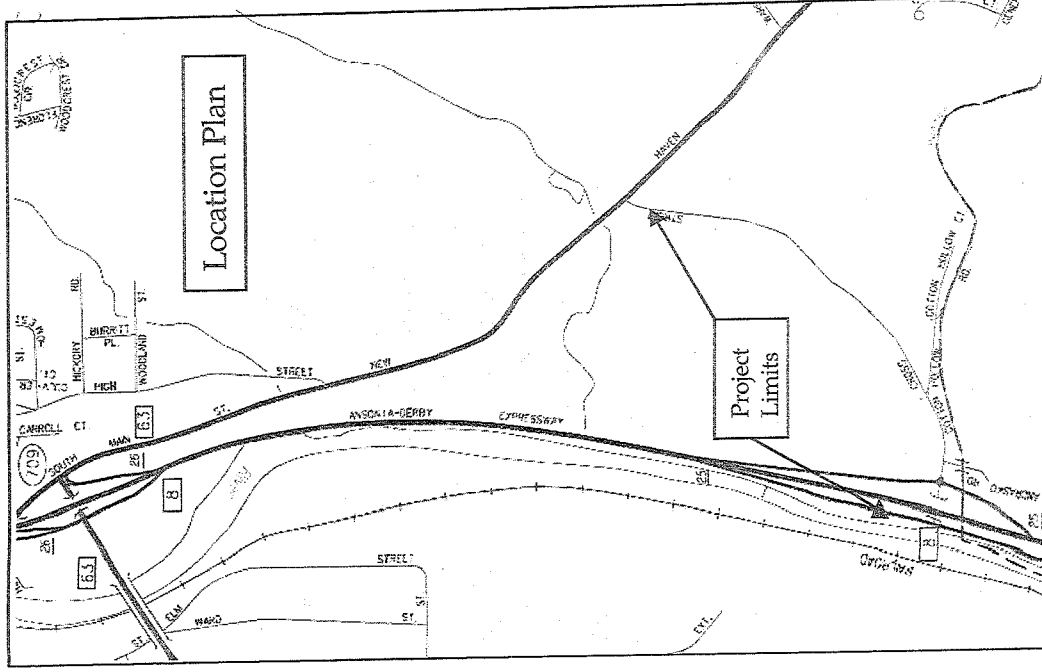
**DEPARTMENT OF TRANSPORTATION
OFFICE OF ENGINEERING
PROJECT DEVELOPMENT UNIT**

PROJECT SUMMARY REPORT (Revised 1/22/2013)

**Project #87-XX01
Major Reconstruction of Cross Street
Borough of Naugatuck**

The Borough of Naugatuck, through the Council of Governments of the Central Naugatuck Valley, has submitted an application for funding under the STP-Urban Program to reconstruct Cross Street from Interchange 25 on Route 8 to its approach to Route 63, which is approximately 4,150 feet in length. Cross Street, a two-lane collector roadway, is a regionally significant roadway since it provides a connection to the Route 8 Expressway for commuter and commercial traffic from the southeast section of Naugatuck and the Town of Bethany.

The roadside development includes primarily residential on the southwesterly section with some commercial property (moderately sized shopping plaza) in the vicinity of Route 63. There also is a middle school, an athletic field, commuter lot and a cemetery located within the project limits.



Existing Conditions

Although Cross Street widens in the vicinity of the commercial area approaching Route 63, its width is predominately 22 feet with no sidewalks. There is an enclosed formal drainage system, which may be hydraulically inadequate. The type of curbing is bituminous concrete.

The section in the vicinity of the middle school has a series of reverse horizontal curves. The minimum horizontal radius on Cross Street is approximately 300 feet. Vertically, the roadway can be characterized as having mostly uniform and moderate grades with the lower elevations near its westerly terminus (adjacent to the Naugatuck River) and with the high elevation at its terminus at Route 63. The length of the verticals curves appear to be adequate for the prevailing speeds. Due to its poor vertical and horizontal alignment and limited sight distance at Cotton Hollow Road, both Cross Street's southwest approach to the intersection and Cotton Hollow Road are stop-sign controlled.

At the commercial driveway for the shopping plaza, the proximity of the concrete retaining wall (supporting the parking area) to the roadway creates sight restrictions for egressing vehicles.

The pavement condition varies from fair to poor depending on the section of roadway. The section from Route 8 to Andrasko Road is in poor condition. The wearing surface in this section exhibits significant alligator cracking in the wheel paths and extensive block cracking. The remaining section of roadway is in fair condition with moderate block cracking and isolated sections of alligator cracking.

The deficiencies noted in the application included: inadequate sight distances in the vicinity of Cross Street School, Cotton Hollow Road & the Plaza driveway; sections of narrow roadway width (22'); inadequate storm drainage system; deteriorating stone retaining wall (supports roadway); deteriorating pavement structure; substandard guiderail and limited pedestrian facilities.

Traffic Data: The posted speed limit is 25 MPH. The most recent average and 85th percentile speeds in the westbound direction were recorded at 28 and 32 MPH, respectively. The most recent average and 85th percentile speeds in the eastbound direction were recorded at 31 and 32 MPH, respectively. The 2012 average daily traffic (ADT) volume on Cross Street varies from 6,100 vehicles per day (VPD) between Cotton Hollow Road and Meadowbrook Place to 9,700 VPD just to the east of the Interchange 25's northbound exit ramp.

In the period between January 1, 2007 and December 31, 2009, there were 11 crashes with 8 injuries recorded within the project limits. Although no accident patterns were present in the data, seven of the 11 collisions occurred between Cotton Hollow Road and the cemetery driveway.

Utilities: Within the project's limits, the overhead utilities include Northeast Utilities, AT&T Connecticut (SNET) and Comcast Cable. The underground utilities on Cross Street include water distribution by Connecticut Water Company and the Borough's sanitary and storm sewers.

Proposed Improvements

In the town's application, the proposed Cross Street improvements included full-depth reconstruction, horizontal and vertical realignments, widening to a uniform 30-foot roadway width (11-foot lanes with 4-foot shoulders), new storm drainage system, granite/concrete curbing, new retaining walls (as required), 5-foot concrete sidewalk and 5-foot snow shelf (south side of roadway), realignment of the Cross Street and Cotton Hollow Road intersection and guiderail as required.

As noted in the application, the proposed pavement structure would consist of 3" of HMA 0.5 inch Superpave on 6" of HMA 1.5 inch Superpave on 10" gravel base. However, using guidelines for a roadway with an ADT count of 6,100 vehicles per day, the estimate was based on a pavement structure consisting of 3" of HMA 0.5 inch Superpave (two equal courses) on 4" of HMA 1.0 inch Superpave on 12" of Processed Aggregate Base.

Although the application included the construction of a roundabout at Route 8's northbound ramps, it was not determined to be effective at this location and, as a result, has not been incorporated into the project.

The concept plan, which was included in the town's application, proposed significantly enlarging the horizontal curves resulting in more severe property impacts and increased vehicular speeds. However, after the review of recent speed data and it was mutually agreed that minor modifications of the existing horizontal alignments will minimize property impacts and meet a reasonable Design Speed of 35 MPH.

According to town officials, the existing drainage system is hydraulically inadequate. It has been assumed that the existing drainage system will be replaced and the location of the outlets will remain the same.

Design Elements: Cross Street

Roadway Classification: urban collector

Standards Utilized: Connecticut Highway Design Manual - 2003 – Major Reconstruction
(Intermediate)

Posted Speed Limit: 25 MPH

Design Speed: 35 MPH

	Existing	Standards	Proposed
Travel lane width	9' - 11'	11'-12'	11'
Shoulder width	0 - 1'	4' - 8'	4'
Minimum Radius e=4%	300'	345'	345'
Superelevation		4%	4%
SSD	200'	250'	250'

Design Exceptions

A design exception for superelevation transition length may be required.

Impacts

- Environmental – After the Department's Environmental Compliance Unit's Task 100 Environmental review, it was determined that no further investigations are warranted. If the scope of work should change during the design phase, further investigations may be required.
- Environmental Permits – It is anticipated that Storm Water Discharge, Flood Plain Management, Army Corps and Inlands Wetlands permit will be required.
- Utilities – It is anticipated that the overhead utilities will require relocation. Spot relocations of underground utilities due to conflicts with storm drainage installations may be required. Depending on the vertical modifications on section of Cross Street east of Cotton Hollow Road and the depth of the sanitary sewer, a section of sanitary sewers may require relocation. **Borough representatives indicate that gas service may be extended to the town's middle school.** Coordination between representatives from the Department, municipality, Connecticut Natural Gas Corporation and the Designer will be required to ensure the installation of gas service prior or in coordination with the reconstruction of Cross Street.
- R.O.W. – In addition, the proposed width of the town's ROW would be increased from 40 feet to 50 feet. It was envisioned that the ROW would generally increase equidistant on both sides. In its application, it was anticipated that the improvements would necessitate one total

becoming non-conforming due to minimum lot size, a variance will be sought. The estimate for the Right of Way Phase includes the cost of this total acquisition, assuming a variance is denied.

In the application, concrete and granite curb are included in the scope of improvements. The town will be required to show that these types of curb are town standards. If they are not town standards, the town would be required to fund 100% of the cost above the cost for bituminous concrete curbing.

PRELIMINARY COST ESTIMATE

The Project Development Unit has estimated the following phases for the proposed project as follows:

Preliminary Engineering	\$ 600,000
Rights of Way	\$ 500,000
Construction	
Construction Items	\$3,000,000
Contingencies	\$ 300,000
Incidentals to Construction	\$ 750,000
Construction Total	<u>\$4,050,000</u>
Total	<u>\$5,150,000</u>

FUNDING

The funding ratio under the STP-Other Urban Program is 80% federal, 10% state and 10% town for this project. The Council of Governments of the Central Naugatuck Valley's current apportionment is \$3,097,562 (federal) per federal fiscal year (FFY). Including the required matching funds, the yearly apportionment is approximately \$3,871,953 in total. It is expected that the construction phase will be phase-financed over two FFYs.

It is anticipated that the preliminary schedule would include the following:

- FFY 2013 - Preliminary Design Phase
- FFY 2015 - Final Design and ROW Phases
- FFY 2016/17 - Construction Phase

The break down of the phases is as follows:

	Federal	State	Town	Total
Prelim. Engineering	\$ 480,000	\$ 60,000	\$ 60,000	\$ 600,000
Rights of Way	\$ 400,000	\$ 50,000	\$ 50,000	\$ 500,000
Construction	<u>\$ 3,240,000</u>	<u>\$ 405,000</u>	<u>\$ 405,000</u>	<u>\$ 4,050,000</u>
Total	<u>\$ 4,120,000</u>	<u>\$ 515,000</u>	<u>\$ 515,000</u>	<u>\$ 5,150,000</u>

SUBMITTED BY: Thomas E. Borden DATE January 22, 2013

Thomas E. Borden

**CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING AND CONSTRUCTION
ENGINEERING SERVICES
PROJECT DEVELOPMENT UNIT**

REPORT OF MEETING

DATE OF MEETING: January 22, 2013

TOWN: Borough of Naugatuck

LOCATION OF MEETING: Department of Transportation Headquarters, Newington

SUBJECT OF MEETING: Scope Confirmation for the Reconstruction of Cross Street

ATTENDANCE:

James Stewart	Borough of Naugatuck – Public Works Director	(203) 720-7071
Wayne Zirolli	Borough of Naugatuck – Borough Engineer	(203) 720-7005
Keith Rosenfeld	Borough of Naugatuck – Town Planner	(203) 720-7040
Andy Carrier	VHB Consulting – Liaison	(860) 632-1500
Joe Perrelli	COGCNV	(203) 757-0535
Hugh Hayward	DOT – Local Roads	(860) 594-3219
Scott Roberts	DOT – Local Roads	(860) 594-3232
Tony Estanislau	DOT – Local Roads	(860) 594-3230
Edgar Wynkoop	DOT – Planning – Field Coordination	(860) 594-2036
Peter Talarico	DOT Project Development Unit (PDU)	(860) 594-3358
Thomas Borden	DOT Project Development Unit (PDU)	(860) 594-3485

BACKGROUND

The Borough of Naugatuck, through the Council of Governments of the Central Naugatuck Valley (COGCNV), submitted an application for funding under the STP-Urban Program to reconstruct Cross Street from the Route 8 exit (Exit 25) to Route 63. Representatives from the Borough of Naugatuck, COGCNV and the Department of Transportation met previously to develop the scope of the proposed improvements.

TRANSACTIONS:

A brief review of the existing conditions, the proposed improvements, the estimated costs, projected impacts, permitting and funding issues was given. A revised Project Summary Report has been attached for more detailed information on these issues. The revision notes a change in the pavement structure from 4" of HMA 0.5 inch Superpave (two equal courses) on 4" of HMA 1.0 inch Superpave on 12" of processed aggregate base, which was discussed at the meeting, to 3" of HMA 0.5 inch Superpave (two equal courses) on 4" of HMA 1.0 inch Superpave on 12" of Processed Aggregate Base. (The cost estimate was based on the revised pavement structure.)

The following issues were discussed further:

- It was noted that the Connecticut Natural Gas Corporation (CNG) may expand their services to Cross Street. Coordination with CNG officials, the Designer and town officials will be required during the design of the project to ensure the gas main's installation prior to or in coordination with the construction phase of this project. Funding for this work is not participating.

- Town officials clarified that precast concrete curbing is the town standard for curbing. Should they elect to use granite stone curbing rather than the town standard, the town would have to pay the difference in cost. It was agreed not to revise the cost estimate at this point, as it will be revised at the time of the PD review.
- Due to the realignment of Cotton Hollow Road, the property on the southeast corner of the intersection will become non-conforming. The ROW estimate assumes that a variance is denied and a total acquisition will be required. It was noted that if there was a total acquisition of this property, the assumed length of the retaining wall could be shortened.
- The town may elect to resurface and install sidewalks on the remaining section (approximately 250') of Cross Street to Route 63. It was noted that the Designer should avoid impacts to parking in regards to the location of the sidewalks. **A determination regarding the project limits should be finalized prior to holding a public informational meeting.**
- The federal fiscal year (FFY) starts on October 1st and ends September 30th. The fiscal years for both the state and town start on July 1st and end June 30th.
- Under the STP-Urban Program, the funding percentages for all three project phases, Preliminary Engineering (Design), Right of Way and Construction are 80% federal, 10% state and 10% municipal. Funding under the STP-Urban Program is on a reimbursable basis.
- It was noted that the Preliminary Engineering (PE) Phase is now separated into two sub-phases, Preliminary Design (PD) and Final Design (FD). The PD Phase starts once the project is funded and would be utilizing FFY 2013 funds. Town officials may elect to use town funds from their July 2013/June 2014 fiscal year to fully fund their share of the PE Phase. The FD Phase and the ROW Phase start once the design has formally been accepted (Design Approval).
- Since the estimated cost of the Construction Phase (\$4,050,000) exceeds the regional planning agency's STP Urban Program's apportionment (approximately \$3.4M with matching funds), the construction phase will be "phase-financed" over two federal fiscal years (FFY).
- It was noted that the city will be required to administer both the Design and Construction Phases. The Department will administer the Right of Way Phase.
- Town officials noted that they intend to hire consulting firms to perform the design and to inspect the construction phase of the project. It was noted that the town is required to utilize the Qualifications Based Selection (QBS) Process as a basis for selecting firms for the design services and for the inspection services. The same consulting firm should not provide both services.
- The municipality must hold a public informational meeting to make public its intention to reconstruct Cross Street. Prior to the meeting, the municipality must place an article in the predominate paper in municipality (inviting the public to attend or comment) and invite abutting property owners in writing. Town officials plan to schedule the public informational meeting within the next month or so. It was agreed that a link to our informational meeting guidelines will be sent to the town's public works director.

- After the public informational meeting and the two-week comment period, a formal Resolution of Support from the Board of Mayor and Burgesses is to be submitted to the Department. Once the resolution is received, the Department internally generates a Recommended Project Memorandum (RPM) to start the project initiation process. COGCNV and the Department place the project on the TIP and STIP, respectively. The project is formally initiated and funding is allocated to the project.

A general timetable was discussed. It is anticipated that the Preliminary Design Phase would use FFY 2013 funds, Final Design & the Right of Way Phases would use FFY 2015 funds, and the Construction Phase could use FFY 2016 and 2017 funds, depending on property acquisitions and environmental permitting.

SUBMITTED BY: Thomas E. Borden

DATE

January 25, 2013

Thomas E. Borden



BOROUGH OF NAUGATUCK

Nancy K. DiMeo, Borough Clerk

229 CHURCH STREET
NAUGATUCK, CT 06770
PHONE: 203-720-7008
FAX: 203-720-7099
ndimeo@naugatuck-ct.gov

July 11, 2013

James Stewart
Public Works Director
246 Rubber Avenue
Naugatuck, CT 06770

Dear Mr. Stewart:

Please note the following as recorded in the minutes of the regular meeting of the Board of Mayor and Burgesses held on July 2, 2013:

"Motion by Deputy Mayor Rossi and seconded by Burgess Scully that the Board of Mayor and Burgesses adopt the following resolution for the **Reconstruction of Cross Street from Interchange 25 on Route 8 to its approach to Route 63**, approximately 4,150 feet as recommended by Public Works Director James Stewart, as if read:

WHEREAS, the Borough of Naugatuck has published a legal notice display ad, mailed a news release to a number of officials and agencies, and mailed a preliminary notification letter to abutting property and business owners, announcing a public informational meeting on the proposed transportation project known as Major Reconstruction of Cross Street, Naugatuck, Connecticut; and

WHEREAS, a public informational meeting was held on Thursday May 30, 2013 At 7:00 p.m. at which meeting residents and interested parties had the opportunity to voice their concerns; and

WHEREAS, the Central Naugatuck Valley Council of Governments has selected this project as a regional priority and to utilize federal funds for design, right-of-way and construction activities; and

WHEREAS, the project is located on a municipally owned road, all phases (preliminary engineering, right-of-way and construction) will be performed by the Borough of Naugatuck or its consultant utilizing 80% federal funds, 10% state funds and 10% Borough of Naugatuck funds for all phases; and

WHEREAS, the Board of Mayor and Burgesses has considered the concerns of the residents from the public information meeting and finds that the proposed Major Reconstruction of Cross Street is in the best interest of the Borough of Naugatuck, and will promote the health, safety and general welfare of its residents and provide for convenience and safety of the motoring public.

NOW, THEREFORE, BE IT RESOLVED that the Borough of Naugatuck based on the above information, and by virtue of this resolution, hereby fully support the proposed Major Reconstruction of Cross Street project.

ROLL CALL VOTE:

FOR:

Mayor Mezzo

T. K. Rossi

M. Bronko

M. Ciacciarella

C. Emsky

L. Jackson

R. San Angelo

P. Scully, Sr.

OPPOSE:

None

ABSTAIN

None

Motion carried 8-0-0"

Sincerely,

Nancy K. DiMeo

Nancy K. DiMeo
Borough Clerk

cc: File

**Borough of Naugatuck, CT
Department of Public Works**

**Report of Public Involvement Meeting for
Major Reconstruction of Cross Street**

Meeting Date: Thursday May 30, 2013 at 7:00 pm

Meeting Location: Hall of Burgesses at the Naugatuck Town Hall, 229 Church Street, Naugatuck CT

Representing Applicant: James R. Stewart PE & LS Director of Public Works

Public Officials in attendance:

Name	Affiliation	Phone #
Tom Borden	CT DOT Project Concept Section	860-594-3485
Peter Talarico	CT DOT Project Concept Section	860 594-3358
Mike Lynch	Naugatuck Board of Education	860-836-8757
Joe Perrelli	Council of Governments Central Naugatuck Valley	203-757-0535

Public in attendance:

Approximately 15 resident and interested parties attended the meeting. The sign in sheet is attached.

Presentation and Discussion:

The meeting began at shortly after 7:00 with a presentation of both Tom Borden and Peter Talarico from the Connecticut Department of Transportation. Tom Borden described the project and discussed the following: a brief overview of the project initiation and design process, the purpose of the public meeting, existing conditions, purpose and need of the improvements, property impacts, anticipated schedule, funding issues and estimated costs.

Residents had the following comments and concerns:

1. More traffic will use Cross Street when the Peter Paul industrial site is developed.
2. If the Intersection of Cross Street is not controlled at the intersection of Cotton Hollow Road traffic from Cotton Hollow Road will have a very difficult time entering Cross Street. *Traffic control will be reviewed during the design.*
3. The proposed road widening will increase traffic speeds and exacerbate other safety concerns.
4. Residents were interested in limiting truck traffic and traffic noise.
5. A resident was interested in providing measures to slow traffic.
6. Mike Lynch from the Board of Education was interested in providing an extra exit from the Cross Street School to prevent the back up of vehicles. *An additional access driveway will be provided.*

7. A resident requested that a crosswalk be installed in the vicinity of the Cross Street School due to heavy traffic volumes and feels it is a safety concern.
8. Cotton Hollow Road residents would like to see additional drainage that would address the ponding of water on Cotton Hollow Road.
9. Some residents would like to see the road shifted toward the cemetery properties and away from the residential properties.
10. Some residents would like the intersection of Cotton Hollow moved to the west away from the home that is proposed to be significantly impacted.
11. A resident was interested if the utility lines could be relocated underground.

There was overall support for the proposed improvements from those in attendance.

During the 14 day comment period, the town received additional comments regarding the project scheduled and the possibility of installing decorative lighting. The associated emails are attached.

Public Involvement Documentation:

Attached is the following documenting the Public Involvement Program including:

1. Public involvement meeting signup sheet
2. Copy of the Meeting advertisement in the Waterbury Republican American
3. Copy of letter that was sent to the area property Owners
4. List of officials and area residents that were notified about the Public Meeting



Name	Address	Phone	E-mail
Luke Marshall		203-729-2228 x23	
Chris Wray	24 Mendenbrook	203-723-1068	ChrisWray@ad.com
Mr. & Mrs. Paul Hebert		203-720-2392	
Self Hanson	9 Cotton Hollow Ct	203-729-2801	SAH87756@gmail.com
Edward Hanson	9 Cotton Hollow Ct	203-723-0551	edwardhanson@comcast.net
Bill Evans	7 Cotton Hollow Ct	203-729-7186	
Mike Lynch	41 Coventry Lane (Naugatuck Public Schools)	(860-836-8757)	lynchm@naugatuck.net
Philip Hynes	177 Cross St.	203-720-9313	shughes07@snct.net
Frank Finkle	10 Cotton Hollow Rd	203-729-7893	f.finkle@hotmail.com
Anita Finkle	"	"	itzneat@shglobal.net
Clie McCips	30 Cotton Hollow Rd	203-545-2859	clivelld@comcast.net
Adam Taylor	38 Cotton Hollow Rd	203-723-4967	Sensckess@comcast.net
Michelle Taylor	"	"	Ginnysmom@comcast.net
Mary Jane Whine	102 Bacon Valley Rd	203-723-2654	winnetech@comcast.net
Joao P. Lopes	39 West Hill Terrace	(203) 763-5183	B3praz@net
Joe Petrelli	6601 44th Street W. Hwy	(203) 757-0535	jpetrelli@net
Ellen Dorosh	179 Cross St Naurg	(203) 723-5944	ellendorosh@gmail.com

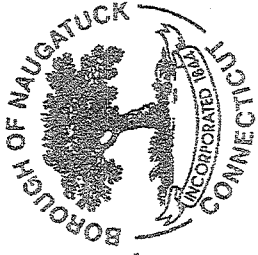
Jim Stewart

From: Wendy Hozer
Sent: Wednesday, June 19, 2013 8:54 AM
To: Jim Stewart
Subject: FW: RepublicanAmerican News eEdition Article
Attachments: article.jpg

-----Original Message-----

From: No Reply [<mailto:noreply@newsmemory.com>]
Sent: Tuesday, June 18, 2013 4:07 PM
To: Wendy Hozer
Subject: RepublicanAmerican News eEdition Article

rzam@rep-am.com sent you this article.
LEGAL NOTICE CROSS ST. RECONSTRUCTION
Greater Waterbury 05/15/2013, Page C05



BOROUGH OF NAUGATUCK

ENGINEERING DEPARTMENT

229 CHURCH STREET
NAUGATUCK, CT 06770-4145
203 / 720-7006
FAX 203 / 720-7041

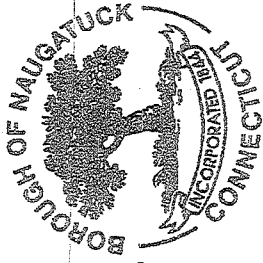
NEWS RELEASE Borough of Naugatuck, CT Cross Street Reconstruction

NAUGATUCK, CONNECTICUT - the Borough of Naugatuck has a proposed project for the reconstruction of Cross Street. The project is in the concept stage and may be recommended for construction under the Surface Transportation Program administered by the Connecticut Department of Transportation. This project, if supported by the community and Borough of Naugatuck officials, will be designed by the Borough of Naugatuck.

It is the Borough of Naugatuck's and the State's policy to keep persons informed and involved when such projects are undertaken. It is important that the community share its concerns to assist in the project's development. The Borough of Naugatuck will conduct an informational meeting on Thursday, May 30, 2013 at 7:00 P.M. in the Town Hall 229 Church Street, Naugatuck, CT 06770, 4th Floor, Commissioners Corner.

It is planned to reconstruct Cross Street from Exit 25 on Route 8 to its approach to Route 63, New Haven Road, which is approximately 4150 feet in length. The project will include full-depth reconstruction, horizontal and vertical realignments, widening to a uniform 30-foot roadway width, new storm drainage system, curbing, retaining walls, sidewalks, guide rails and the realignment of the Cross Street and Cotton Hollow Road intersection.

Based upon a preliminary assessment, the construction cost will be approximately \$5,150,000.00. It is anticipated that the Federal Highway Administration will provide 80% of the cost with the State providing 10% and the City or Town providing 10% for all phases. Information concerning the project is available on the Borough of Naugatuck's web site for review <http://www.naugatuck-ct.gov>. Anyone interested in obtaining further information or providing input may do so by contacting James R. Stewart P.E. & L.S., Director of Public Works, at 203-720-7071 or jstewart@naugatuck-ct.gov.



BOROUGH OF NAUGATUCK

ENGINEERING DEPARTMENT

229 CHURCH STREET
NAUGATUCK, CT 06770-4145
203 / 770-7006
FAX 203 / 770-7041

May 17, 2013

Re: Cross Street Reconstruction Project

To: Property Owners in the Cross Street Reconstruction Project Area

Dear: Property Owner,

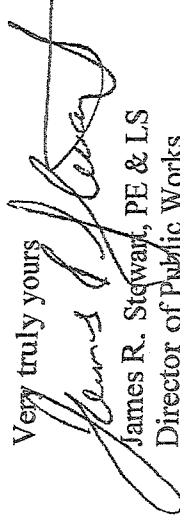
The Borough of Naugatuck will be holding a Public information meeting for the proposed reconstruction of Cross Street. The project is in the concept stage and may be recommended for construction under the Surface Transportation Program administered by the Connecticut Department of Transportation.

It is planned to reconstruct Cross Street from Exit 25 on Route 8 to its approach to Route 63, New Haven Road, which is approximately 4,150 feet in length. The project will include full-depth reconstruction, horizontal and vertical realignments, widening to a uniform 30-foot roadway width, new storm drainage system, curbing, retaining walls, sidewalks, guide rails and the realignment of the Cross Street and Cotton Hollow Road intersection.

It is the Borough of Naugatuck's and the State's policy to keep persons informed and involved when such projects are undertaken. It is important that the community share its concerns to assist in the project's development. The Borough of Naugatuck will conduct an informational meeting on:

Thursday, May 30, 2013 at 7:00 P.M. ±
Fourth Floor, Commissioners Corner
Town Hall 229 Church Street
Naugatuck, CT 06770

Very truly yours



James R. Stewart, PE & LS
Director of Public Works

Honorable Christopher Murphy
U.S. Senator
1 Constitution Plaza, 7th Floor
Hartford, CT 06103

Honorable Joseph Crisco, Jr.
St. Senator, 17th District
Legislative Office Building
Room 2804
Hartford, CT 06106

Honorable Joan Hartley
15th District
Legislative Office Building
Room 1805
Hartford, CT 06106

Mr. Don Shubert
CT Construction Industries
912 Silas Deane Highway
Wethersfield, CT 06109

Mr. Kipen Kolesinskan
State Conservationist
Nat. Resources Conservation
344 Merrow Road, Suite A
Tolland, CT 06084

Mr. Bradley Keazer
Division Administrator
Federal Highway
628-2 Hebron Ave., Suite 303
Glastonbury, CT 06033-5007

Crompton Manufacturing Co.
Benson Road
Middlebury, CT 06749

Calvin Fordham
100 Beacon Valley Road
Beacon Falls, CT 06403

David & Mary Jane Winne
102-104 Beacon Valley Road
Beacon Falls, CT 06403

Gerard Smith
163 Lasky Road
Beacon Falls, CT 06403

Honorable Richard Blumenthal
U.S. Senator
90 State House Sq., 10th Floor
Hartford, CT 06103

Honorable Rosa Rebinbas
St. Representative, 70th District
Legislative Office Building
Room 3502
Hartford, CT 06106

Mr. Robert Smith, Chief
Bureau of Water Management
CT Dept. of Environmental
Administration Protection
79 Elm Street, 2nd Floor
Hartford, CT 06103

Mr. Raymond Jordan
Senior Community Builder
U.S. Department of HUD
1 Corporate Center, 19th Floor
Hartford, CT 06103

U.S. Dept. of the Interior
Environmental Project Review
Custom House, 3rd Floor
200 Chestnut Street
Philadelphia, PA 19106

CT Council
Environmental Quality
79 Elm Street
Hartford, CT 06103

Crompton Manufacturing Co.
Benson Road
Middlebury, CT 06749

Donald & Susan Taylor
106 Beacon Valley Road
Beacon Falls, CT 06403

John Delafield
840 South Main Street
Beacon Falls, CT 06403

Dennis S. Teves
57 Cotton Hollow Road
Beacon Falls, CT 06403

Honorable Rosa DeLauro
U.S. Congress, 3rd District
59 Elm Street
New Haven, CT 06510

Honorable David Labriola
131st District
Legislative Office Building
Room 4084
Hartford, CT 06106

U.S. Army Corps of Engineers
New England District
696 Virginia Road
Concord, MA 01742-2751

CT Dept. of Economic Develop.
505 Hudson Street
Hartford, CT 06106

Mr. John Shannahan
St. Historic Preservation Officer
Historical Commissioner
59 South Prospect Street
Hartford, CT 06106

Department of Transportation
Office of Communications
P.O. Box 317546
2800 Berlin Turnpike
Newington, CT 06111

Sandra Mickewicz, ET AL
67 Fernwood Drive
Simsbury, CT 06070

Hickory Builders
5601 Cypress Gardens
Winter Haven, FL 33880

David Pirrello
51 Cotton Hollow Road
Beacon Falls, CT 06403

Claude E. Horton
59 Cotton Hollow Road
Beacon Falls, CT 06403

Chemtura Corporation
199 Benson Road
Middlebury, CT 06749

Steven Paul Zajac
10 Cotton Hollow Court
Naugatuck, CT 06770

John Delafield
P.O. Box 595
Oxford, CT 06478

Jeffery Hanson
9 Cotton Hollow Court
Naugatuck, CT 06770

Roy and Sharon Yoder
8 Cotton Hollow Court
Naugatuck, CT 06770

William, Jr. and Dolores Evans
7 Cotton Hollow Court
Naugatuck, CT 06770

Frank and Anita Finkle
10 Cotton Hollow Road
Naugatuck, CT 06770

Donald and Adam Taylor
38 Cotton Hollow Road
Naugatuck, CT 06770

Lee Desrosiers
2 Cotton Hollow Road
Naugatuck, CT 06770

April Cummings
6 Cotton Hollow Court
Naugatuck, CT 06770

Christine Taylor
5 Cotton Hollow Court
Naugatuck, CT 06770

Mark and Donna Ferrari
650 Whittemore Road
Middlebury, CT 06762

Helen Gazdik
4 Cotton Hollow Court
Naugatuck, CT 06770

Barbara Scott
P.O. Box 822
Naugatuck, CT 06770

John Delafield
P.O. Box 595
Oxford, CT 06478

Olive Higgins
30 Cotton Hollow Road
Naugatuck, CT 06770

Peter Nieves
55 Meadowbrook Place
Naugatuck, CT 06770

Diane Milano
240 Cross Street
Naugatuck, CT 06770

Peter and Martha Gorton
47 Meadowbrook Place
Naugatuck, CT 06770

Hunter and Jennifer Merrill
63 Meadowbrook Place
Naugatuck, Ct 06770

Alejandro Ocampo
39 Meadowbrook Place
Naugatuck, CT 06770

Alfred and Ann Carrington
226 Cross Street
Naugatuck, CT 06770

Catholic Cemeteries Assoc.
Riverside Drive
Naugatuck, CT 06770

Rochelle Jewett
245 Cross Street
Naugatuck, CT 06770

Joseph and Margaret Sheehy
31 Meadowbrook Place
Naugatuck, CT 06770

Nancy Sardo
Cross Street
Naugatuck, CT 06770

Paul and Margaret Hrebik
23 Meadowbrook Place
Naugatuck, Ct 06770

Ronald Campanelli
15 Meadowbrook Place
Naugatuck, CT 06770

Alfred and Ann Carrington
Cross Street
Naugatuck, CT 06770

Christopher Weady
24 Meadowbrook Place
Naugatuck, Ct 06770

Jean and Marie Thiersaint
9 Meadowbrook Place
Naugatuck, CT 06770

Roman Catholic Cemeteries
700 Middletown Avenue
North Haven, CT 06473

James Harlamon
16 Meadowbrook Place
Naugatuck, CT 06770

Anthony and Ryma Ancheta
8 Meadowbrook Place
Naugatuck, Ct 06770

Sandra Gesner
177 Cross Street
Naugatuck, CT 06770

Jeffrey and Ellen Dorosh
Cross Street
Naugatuck, CT 06770

Daivon Perry
173 Cross Street
Naugatuck, CT 06770

Harun Qureshi
171 Cross Street
Naugatuck, CT 06770

Jagdish and Sangita Patel
169 Cross Street
Naugatuck, CT 06770

O & J Inc.
c/o Branford Motel.
470 E. Main Street
Branford, CT 06405

Catholic Cemeteries Assoc.
700 Middletown Avenue
North Haven, CT 06473

Crosspointe Plaza, LLC
10 Middle Street, 17th Floor
Bridgeport, CT 06604

GD Holdings, LLC
778 New Haven Road
Naugatuck, CT 06770

RZ Enterprises, LLC
774 New Haven Road
Naugatuck, CT 06770

Kenneth Mcleod
782 New Haven Road
Naugatuck, CT

Debra Massicotte
776 New Haven Road
Naugatuck, CT 06770

O & J Inc.
c/o Branford Motel
470 E. Main Street
Branford, CT 06405

Supernova, LLC
820 New Haven Road
Naugatuck, CT 06770

Grove Cemetery Assoc.
Cross Street
Naugatuck, CT 06770

Richard Elderkin
286 White Avenue
Middlebury, CT 06762

Crosspointe Plaza, LLC
444 Park Avenue South
New York, NY 10016

Alfred and Ann Carrington
Cross Street
Naugatuck, CT 06770

Borough of Naugatuck
Mayor's Office
229 Church Street
Naugatuck, CT 06770

Planning Commission
Chairman Tony Whelan
229 Church Street
Naugatuck, CT 06770

Zoning Commission
Chairman Diana Raczkowski
229 Church Street
Naugatuck, CT 06770

Zoning Board of Appeals
Chairman Charles Marino
229 Church Street
Naugatuck, CT 06770

Inland Wetland Commission
Chairman Mary Davis
229 Church Street
Naugatuck, CT 06770

Chief Christopher Edson
Police Department
211 Spring Street
Naugatuck, CT 06770

Chief Ken Hanks
Fire Department
41 Maple Street
Naugatuck, CT 06770

Jim Stewart

From: Borden, Thomas E. [Thomas.Borden@ct.gov]
Sent: Thursday, June 06, 2013 9:03 AM
To: Jim Stewart
Cc: Talarico, Peter E
Subject: RE: fiscal

Good morning Jim,

Funding for the various phases of the Cross Street reconstruction project (Design, Rights of Way & Construction) is from the following sources: 80% federal, 10% state and 10% municipal.

During our public informational meeting, we discussed our intention of utilizing federal funds (STP-Urban Program) in federal fiscal year (FFY) 2013 for the initial design phase which we refer to as the Preliminary Design Phase. Our reason is that the Council of Governments of the Central Naugatuck Valley (which Naugatuck is a member municipality) has available funding remaining in FFY 2013. One of roles of my unit (DOT) is to help fully utilize available federal funding.

The federal fiscal year starts on October 1st and ends September 30th. The state and municipal fiscal years start on July 1st and ends June 30th.

Once the design of the project starts, (likely later this year or early next year-calendar year), I would expect that it will take approximately 9 to 12 months to submit the Preliminary Design (PD) for review. The Final Design Phase and the Right of Way Phase will not start until the PD has been approved by the FHWA. The Right of Way process will likely take approximately 18 months to complete. I would expect the construction phase to take 1.5 to 2 construction seasons.

If you have any other questions or concerns, please contact me.

Tom

*Thomas E. Borden
Project Concept Section
Office of Engineering
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546
e-mail: thomas.borden@ct.gov
Phone (860) 594-3485
Fax (860) 594-2494*

From: Jim Stewart [<mailto:jstewart@naugatuck-ct.gov>]
Sent: Wednesday, June 05, 2013 1:34 PM
To: Borden, Thomas E.
Subject: FW: fiscal

Tom

What is your fiscal year?
Jim

From: Finkle, Frank [<mailto:frank.finkle@yale.edu>]
Sent: Wednesday, June 05, 2013 11:16 AM

To: Jim Stewart
Subject: fiscal

Good morning Jim,

One question that quickly comes to mind. When the state mentioned fiscal FY 13, when does that period end. Does this mean that there is a slight possibility—once approved from the board—the state/town will be looking to purchase property prior to, or shortly after receiving funds from the state, which could be sometime this year? Is there any way to pass along the state's developers email address?

Thank you.

Frank Finkle
Facilities Manager
Saint Thomas More
The Chapel and Center at Yale University

Tel:203-777-5537 x117
Fax:203-777-0144
Cell:203-465-2928

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Jim Stewart

From: woodeye35@prodigy.net
Sent: Friday, June 14, 2013 2:21 PM
To: Jim Stewart
Subject: Re: Cross St.

Thanks Jim. Too bad re the wires. It would be nice to see the decorative light poles. Lets's hope we can find a way to install them. Can it be done separate from the grant if they will not approve it? Sally Brouillet

From: Jim Stewart <jstewart@naugatuck-ct.gov>
To: woodeye35@prodigy.net
Sent: Friday, June 14, 2013 12:05 PM
Subject: RE: Cross St.

Sally

We discussed burying the electric and utility lines in the ground with the Ct Department of transportation. Unfortunately the Grant would not cover the cost of the work therefore the town would be responsible for 100% of the cost instead of 10%. Also it is extremely expensive to put lines in the ground and the utility company will not fund it. I will ask if the project could incorporate the decorative light poles, that would me nice to see although I don't know if it is eligible either.

Thanks for the Input.

Jim

From: woodeye35@prodigy.net [mailto:woodeye35@prodigy.net]
Sent: Friday, June 14, 2013 11:25 AM
To: Jim Stewart
Subject: Cross St.

Hi Jim, hope all is well. Been reading about the Cross St. redo, and was wondering: will the electric company, etc. be putting all wires underground eliminating the telephone poles? And will we be able to have decorative lighting posts as we have on Church St. thereby keeping our New England look?? Best Regards Sally Brouillet

Jim Stewart

From:

Jim Stewart

Sent:

Tuesday, May 14, 2013 11:57 AM

To:

'lmarshall@mycitizensnews.com'; 'amalik@rep-am.com'; 'paul.singley@patch.com'
Cross Street Reconstruction Project Summary Report.pdf; NEWS RELEASE Cross Street

Attachments:

Reconstruction 5-2013.doc

Good Afternoon;

Attached is a news Release and a Project Summary Report for the Cross Street Reconstruction Project. The Borough will be holding a public information meeting on Thursday, May 30, 2013 at 7:00 P.M. in the Town Hall 229 Church Street Naugatuck CT 06770, fourth floor Commissioners Corner. Your assistance in publishing this information is greatly appreciated. If you have any questions please do not hesitate to contact me.

Thanks

Jim

James R. Stewart P.E. & L.S.
Director of Public Works

jstewart@naugatuck-ct.gov

Borough of Naugatuck
246 Rubber Avenue
Naugatuck, CT 06770

P (203) 720-7071
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**CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING AND CONSTRUCTION
OFFICE OF ENGINEERING
PROJECT DEVELOPMENT UNIT**

REPORT OF MEETING

DATE OF MEETING: May 10, 2012

TOWN: Borough of Naugatuck

LOCATION OF MEETING: Naugatuck – Director of Public Works Office

SUBJECT OF MEETING: Application Review for the Proposed Reconstruction of Cross Street

ATTENDANCE:

James Stewart	Borough of Naugatuck – Public Works Director	(203) 720-7071
Peter Dorpalen	COG of the Central Naugatuck Valley (COGCNV)	(203) 757-0535
Joe Perrelli	COGCNV	(203) 757-0535
Thomas Borden	DOT Project Development Unit (PDU)	(860) 594-3485

BACKGROUND

The Borough of Naugatuck, through the Council of Governments of the Central Naugatuck Valley (COGCNV), submitted an application for funding under the STP-Urban Program to reconstruct Cross Street from the Route 8 (Exit 25) to Route 63. Cross Street is functionally classified as an urban collector roadway.

TRANSACTIONS:

Prior to discussing the Borough of Naugatuck's application, the following brief overview of project initiation process was given:

- Development of a mutually agreed scope of improvements, identification of all potential property and environmental impacts and an updated estimate of construction (and possibly Right of Way) costs.
- Scope confirmation meeting will be held at the DOT Headquarters in Newington with town, regional and Department representatives to formally agree on the proposed scope of improvements. The proposed improvement will be reviewed along with it anticipated impacts and estimated costs. Scheduling and funding issues for the required project phases will be discussed.
- Public outreach – It is required that the municipality make public its intention to reconstruct Cross Street. The municipality must hold a public informational meeting. Prior to the meeting, the municipality must place an article in the predominate paper in the municipality (inviting the public to attend or comment) and invite abutting property owners in writing.
- Formal municipal endorsement – After the public informational meeting and the 2-week comment period, a formal Resolution of Support from the Board of Mayor and Burgesses is to be submitted to the Department.
- The Department internally generates a Recommended Project Memorandum (RPM) to start the project initiation process.
- COGCNV and the Department place the project on the TIP and STIP, respectively.
- The project is formally initiated.

Application Overview

The borough has proposed reconstructing approximately 4,150 LF of Cross Street from Route 8 at Interchange 25 to Route 63. Due to the length and estimated costs of the project, it was assumed that the project would be completed in two phases. The first phase would include the section from Cotton Hollow Road northerly to Route 63. The second phase would include the section from Cotton Hollow Road southerly to its terminus at Route 8 at Interchange 25, which would include a roundabout at the northbound ramps as proposed in the Route 8 Deficiencies/Needs Study (June 2011).

The deficiencies noted in the application included: inadequate sight distances in the vicinity of Cross Street School, Cotton Hollow Road & the Plaza driveway; sections of narrow roadway width (22'); inadequate storm drainage system; deteriorating stone retaining wall (supports roadway); deteriorating pavement structure; substandard guiderail and limited pedestrian facilities.

The proposed Cross Street improvements noted in the application includes full-depth reconstruction, realignment as necessary to provide adequate sight distance along Cross Street, widening to provide a uniform 30-foot roadway width, new storm drainage system, granite/concrete curbing, new retaining walls (as required), 5-foot concrete sidewalk and snow shelf (south side of roadway), realignment of the Cross Street and Cotton Hollow Road intersection and guiderail as required. It also included the construction of a roundabout at Route 8's northbound ramps. The proposed pavement structure would consist of 3" HMA 0.5 inch Superpave on 6" HMA 1.5 inch Superpave on 10" gravel base.

In addition, the proposed width of the town's ROW would be increased from 40 feet to 50 feet. It was envisioned that the ROW would generally increase equidistant on both sides. In the application, it was anticipated that the improvements would necessitate one total property acquisition (single family residential) and 7 to 9 partial property acquisitions. It was not envisioned that any zoning variances would be required.

A concept plan that depicted the proposed improvements was included in the town's application.

Discussions

The limits of the first and second phases of the improvements were discussed. It was determined that the phase limits (if necessary) would be determined after the scope of improvements for the entire length of Cross Street was developed.

The necessity of modifying the existing traffic control devices at the Route 8 ramps was discussed. Presently, ramps form a "diamond type" configuration with stop-sign control at both exit ramps and at the end of Cross Street. Although a roundabout was proposed in the Route 8 Deficiencies/Needs Study, traffic volumes/congestion would have to warrant a change in traffic control devices. Peak hour turning volumes will be necessary to demonstrate the purpose and need for a roundabout.

In an effort to minimize property impacts, the possibility of reducing the proposed width of Cross Street to 28 feet and proposed width of the snow shelf to 3 feet was discussed and will be investigated. In addition, it was agreed that the realignment of Cross Street as shown on the concept plan in the town's application would be reviewed and modified as necessary to minimize property impacts.

It was also agreed that the realignment of the Cross Street/ Cotton Hollow Road intersection would be reviewed to possibly avoid the anticipated total property acquisition. There were discussions concerning an existing small masonry-block utility type building which is located between the Cross Street/Cotton Hollow Road intersection and Beacon Hill Brook. It is apparently an abandoned building that can be removed if required to improve the intersection geometry and avoid the total property acquisition.

For capital improvement projects under the STP-Urban Program, the funding percentages for all three project phases, Preliminary Engineering (Design), Right of Way and Construction are 80% Federal 10% state and 10% municipal.

In hiring a consulting engineering firm to design the project, the town must follow the federal guidelines utilizing Qualifications Based Selection process (QBS). If the town decides to administer the Construction Phase (the DOT could also administer), the town will be required to put the contract out to bid, provide inspection services (utilizing the QBS process), the testing of all materials and recording requirements. Funding under the STP-Urban Program is on a reimbursable basis.

In the application, concrete and granite curb are included in the scope of improvements. The town will be required to show that these types of curb are town standards. If they are not town standards, the town would be required to fund 100% of the cost above the cost for bituminous concrete curbing.

In the application, it was noted that the existing sanitary sewers may be replaced. After discussions, it is possible depending on potential vertical realignments.

It was noted that it is possible gas service could be extended to the Cross Street Intermediate School.

The town will forward a copy of the tax assessor's mapping (in an electronic format) to assist in determining the location of town's right of way and to quantify the impacts to adjacent properties.

A general timetable was discussed. It was anticipated that the Department should be ready to hold a scope confirmation meeting by August and an informational meeting could be held in September or October. It is anticipated that the Preliminary Design Phase would use FFY 2013 funds, Final Design & the Right of Way Phase would use FFY 2014 funds and the Construction Phase could use FFY 2015 or 2016 funds depending on property acquisitions and environmental permitting.

SUBMITTED BY: Thomas E. Borden DATE May 24, 2012

Thomas E. Borden