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CITY OF DANBURY

155 DEER HILL AVENUE
DANBURY, CONNECTICUT 06810

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WILLIAM J. BUCKLEY, JR., P.E.
DIRECTOR OF PUBLIC WORKS / CITY ENGINEER

November 23, 2005

Honorable Mark D. Boughton
Common Council
City of Danbury
155 Deer Hill Avenue
Danbury, CT 06810

Dear Mayor Boughton and Common Council Members:

South Street, Coal Pit Hill Road, and Triangle Street
Intersection Improvements
State Project No. 34-H056
City Project No. 05-30

In 2004 the Housatonic Valley Council of Elected Officials (HVCEO) submitted applications, on behalf of the City of Danbury, to the State of Connecticut Department of Transportation (DOT) for several projects to be funded from the national TEA-21 Surface Transportation Program (STP) (a copy of the 7/12/04 HVCEO letter is enclosed for your reference). The improvement of the intersection of South Street (Rte 53), Coal Pit Hill Road and Triangle Street was one of those projects.

This intersection improvement project is being considered for approval by the State DOT. The project (estimated cost \$2,060,000.00) will be 100% funded by the State of Connecticut and Federal Highway Administration.

For your reference, enclosed please find copies of the Connecticut DOT Office of Engineering Project Summary Report, of the October 21, 2005 public information meeting press release that appeared in the Danbury News Times and of the public information meeting agenda. All owners of properties that are located adjacent to the intersection were notified by letter and invited to stakeholders and public information meetings that were held on October 27, 2005. Area elected and appointed officials and other agencies also received written notification of the public information meeting. Some of you attended and participated in this public information meeting.

During the meeting, State of Connecticut DOT officials made a presentation as to the scope of the project, explained its benefits in terms of reduction in the high rate of accidents that is currently experienced at this intersection and described the expected improvement in the level of traffic operational efficiency from a Level of Service F to a Level of Service C, as a result of the proposed improvements. DOT officials also described the potential negative impacts of the

project in terms of the taking of a small piece of the property located at 91 South Street (now or formerly Nejame Plaza LLC), relocation of the driveway serving said 91 South Street, the need to re-arrange the surface parking spaces at 91 South Street and the resultant loss of one parking space at the 91 South Street site.

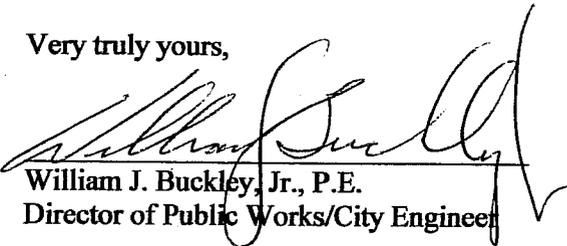
DOT officials indicated that their presentation was based on preliminary project design plans. During the semi-final and final design phases of the project, the physical conditions of the intersection will be re-evaluated to determine if any of the above noted potential negative impacts can be eliminated or minimized. Additional public information meetings will be scheduled during the design phases of the project. In case of failure by DOT engineers to address any of the potential negative impacts of the project, the affected property owner(s) will be fairly compensated by the State of Connecticut DOT.

The general public, including owners of properties located within close proximity of the intersection, are supportive of the City's effort in pursuing grants for improvement of public safety and mobility at the intersection. However, Edward Nejame, representative of Nejame Plaza LLC, indicated that although being supportive of the project, he is very concerned about the potential negative impacts of the projects on the 91 South Street property. Mr. Nejame indicated that he would like the project plans to be reviewed and revised so that the proposed alignment of Triangle Street is moved slightly to the north. Enclosed please find the follow-up comments from Nejame Plaza LLC that were submitted to me by Councilman Charles J. Trombetta.

We ask that the Common Council issue a resolution supporting this project with the understanding that the State DOT will try to address any negative issues relative to the project and, in case of failure, the affected parties will be fairly compensated. We also ask that Mayor Mark D. Boughton be authorized to seek appropriate resources, as well as to execute whatever documents may be required for the implementation of this project.

If you have any questions, please feel free to contact me.

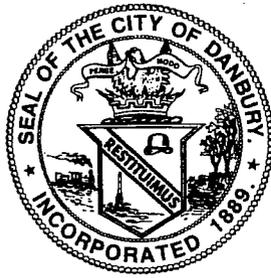
Very truly yours,



William J. Buckley, Jr., P.E.
Director of Public Works/City Engineer

Encl.

C: Eric L. Gottschalk, Esq., with encl.
Dena R. Diorio, with encl.
Jonathan Chew, HVCEO, with encl.



RESOLUTION

CITY OF DANBURY, STATE OF CONNECTICUT

_____ A. D., 200

RESOLVED by the Common Council of the City of Danbury:

WHEREAS, as the City of Danbury issued a press release on Friday October 21, 2005 inviting members of the community to a public informational meeting and sent formal notices to area elected and appointed officials and other agencies, as well as the abutting property owners inviting them to attend a public informational meeting or send comments on the proposed Surface Transportation Program - Urban Transportation project that is known as Improvement of South Street (State Route 53), Coal Pit Hill Road and Triangle Street Intersection - State Project No. 34-H056; and

WHEREAS, a public information meeting concerning the proposed project was held on Thursday, October 27, 2005 at City Hall between 7:00 - 8:00 p.m. at which residents as well as elected and appointed public officials had an opportunity to voice their concerns; and

WHEREAS, the Housatonic Valley Council of Elected Officials (HVCEO) has selected this project as a regional priority and has agreed to utilize Federal Highway funds for acquisition of right-of-way, preliminary engineering and construction activities; and

WHEREAS, the Common Council of the City of Danbury finds that the proposed improvement of the intersection of South Street (State Route 53), Coal Pit Hill Road and Triangle Street is in the best interests of the City, in that it promotes the health, safety and general welfare of the public.

NOW, THEREFORE, BE IT RESOLVED THAT the City of Danbury hereby fully supports the proposed project and authorizes the Mayor to seek appropriate resources and to execute whatever documents may be necessary for its implementation.

**CONNECTICUT DEPARTMENT OF TRANSPORTATION
OFFICE OF ENGINEERING
PROJECT DEVELOPMENT UNIT
PROJECT SUMMARY REPORT**

**Major Intersection Improvements on Route 53
at Coal Pit Hill Road and Triangle Street
Project No. 34 – H056
City of Danbury**

Origin: The City of Danbury, through the Housatonic Valley Council of Elected Officials (HVCEO), has submitted a proposal to improve the traffic operations of Route 53, Triangle Street, and Coal Pit Hill in the City of Danbury. The purpose and need of the project is to address safety concerns, traffic operations and improve efficiency.

Project Location: Route 53 (South Street) is a north-south principal arterial that commences in the center of Danbury at the intersection of Route 37, Route 39, continues south east, makes a 90 degree turn at South Street/Memorial Drive, and then continues into the Town of Bethel. Triangle Street intersects South Street at two locations that are separated by a large raised grass island and are severely skewed. The easterly leg of Triangle Street is one-way away from Route 53. The westerly leg of Triangle Street is a two lane bi-directional roadway that is controlled by a stop sign in the westbound direction. Coal Pit Hill Road intersects Route 53 at a skewed angle and is comprised of an exclusive left turn lane as well as a combined left, through and right lane.

Existing Conditions: The existing signalized roadway currently serves an average daily traffic (ADT) of approximately 20,000 vehicles, has a posted speed of 25 mph and the 85th percentile speed was recorded at 37mph S.B., 39mph N.B. in 1999. Although there are no apparent flooding concerns, there is only one catchbasin within the project limits.

Operational difficulties at the intersection involve westbound vehicles on Triangle Street that are restricted to right turns only, onto Route 53. In addition, the two southbound through lanes on Route 53 between Town Hill Avenue and Coal Pit Hill Road, quickly transition to an exclusive right turn lane and a single through lane. This violates driver expectancy and traps vehicles in the right most lane, forcing them onto Coal Pit Hill Road. This sudden change in lane usage contributes to the inefficiency of the intersection and creates drive indecision. The existing Level Of Service (LOS) is F.

There were 40 accidents reported between January 1 2002 and June 30th 2004 for this location. The intersections are ranked #686 and #1396 on the 2001-2003 SLOSSS list. The unconventional offset intersection configuration (5 legs) creates driver indecision, inefficiency and exhibits pattern type accidents. The majority of the reported accidents (approximately 40%) are rear end collisions.

The existing pavement condition on Route 53 is in good overall within the project limits. The pavement on Coal Pit Hill Road and Triangle Street is in poor overall condition and has exceeded its serviceability. The pavement width on Route 53, north of Triangle Street, is approximately 53' curb to curb and 37' wide south of Coal Pit Hill Road. Triangle street maintains an average width of 35' curb to curb.

The horizontal geometry of South Street through the intersection experiences poor alignment. The vertical grades are relatively flat and uniform.

Proposed Improvements: The proposed improvements include complete replacement of the traffic signal, horizontal and vertical realignment of Triangle Street's approach to South Street, and full replacement of the sidewalks within the project limits. A minor widening on South Street to allow for an exclusive left-turn lane. The normalizing / realignment of Triangle Street would require complete removal of the raised grass median located in the center of the subject intersection. South Street (northbound approach) and Coal Pit Hill would undergo minor radii improvements to improve their approaches. The intersection improvements will require a Right Of Way Phase due to the proximity of private properties and the limited amount of space available for horizontal realignment.

Due to the apparent lack of drainage, it was assumed that the replacement of the storm sewer system is warranted.

The proposed pavement structure, as estimated, will be comprised of 4" of bituminous concrete class 1, on 6" of bituminous concrete class 4, on 14" of subbase. The Pavement Management Unit will determine the Superpave class and level to be used during the design phase and may modify this pavement structure during the design phase.

An informal Level of Service (LOS) analysis was performed and the proposed improvements operated at a LOS of "C".

Standards Utilized: Connecticut Highway Design Manual - 2003 – Spot Improvements (3-2.0)

Roadway Elements:

Posted speed 25

Design Speed: 30

	Existing ft	Standards ft	Proposed ft
Lane Width	10'-12'	10'-12'	11'
Shoulder width	2'-4'	2'-8'	2'
Min radius Curve	160'	180'	160'
Stopping Sight Distance	>250	250'	>250'

Anticipated Design Exceptions: A design exception for minimum radius curve will be required for the intersecting side street (Triangle Street).

Rights of Way: The Right Of Way Phase consists of four partial private property acquisitions.

Utilities: The roadway work may require the relocation or resetting of the existing overhead utility poles within the subject section. The underground utilities will be impacted by the proposed roadway modifications and may require relocation.

Maintenance and Protection of Traffic It is suggested that construction activities, which interrupt traffic, be limited to non-peak hours due to the volume of traffic. The City has several viable detour options if required during certain phases.

Environmental: Tasks 110, 210/211 and 310, are anticipated.

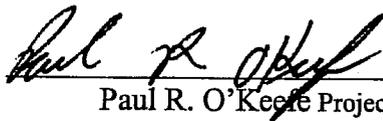
Preliminary Cost Estimate: The City estimated the improvements in their application at \$581,000 which includes \$20,000 for the right of way phase and \$561,000 for the construction phase.

The DOT Project Development Unit has estimated the costs of the project phases as follows:

Preliminary Engineering	\$ 310,000
Rights of Way	\$ 200,000
Construction	\$1,107,000
Contingencies	\$ 77,000
Incidentals to Construction	\$ 166,000
Utilities	\$ 200,000
Total	\$2,060,000

	Federal	State	Municipal	Total
P.E.		\$310,000		\$ 310,000
Rights of Way	\$160,000	\$40,000	\$0	\$ 200,000
Construction	\$1,240,000	\$310,000	\$0	\$1,550,000
Total				\$2,060,000

Submitted by:



Paul R. O'Keefe Project Engineer

Date: October 11, 2005