

Roundabout Workgroup Meeting 1 – April, 18, 2018
Questions and Answers from Discussion

Project Phases and Timing

Q1 – Can you estimate when each of the four phases will begin?

A – No. Unfortunately we do not have an estimated start time for any phase other than Phase 1, which began on April 9th and is projected to take approximately 7 weeks. The overall project is estimated to take 210 calendar days beginning April 9th and updates regarding subsequent work, including the beginning of new phases, will be published as soon as they are available. Such information will be published on the town website on the dedicated page available at www.glastonbury-ct.gov/roundabout, as well as distributed through the Town’s eNotification system. Additionally, these updates will be shared with local media sources and the CT River Valley Chamber of Commerce.

Q2 – How long will Phase 2 take to complete? (House St. open only in North-bound direction.)

A – Unfortunately we can’t associate a timeframe with any phases of the project, other than the first phase beginning April 9th and lasting approximately 7 weeks. However, the overall project is contracted to be completed in 210 days, which includes the 7 weeks. As stated above, all updates and time frames will be announced as soon as the information becomes available through the town website, notification system, and shared with the local media outlets.

Q3 – How does the projected time for this roundabout compare to the New London Turnpike Roundabout?

A – This roundabout and pavement rehabilitation work is projected to last 210 calendar days, including Phase 1 (7 weeks beginning on April 9th). The Town is optimistic that this roundabout will be completed in less time than the New London Turnpike roundabout because there will be fewer underground utilities to contend with. During construction of the New London Tpk. Roundabout, a number of undocumented underground utility lines were discovered creating delays associated with investigation and/or redesign. The Town Engineer does not foresee such circumstances presenting with the Hebron Avenue/House Street construction.

Q4 – What work is involved in Phase 1, which began on April 9th?

A – Phase 1 is comprised of a full depth road pavement reconstruction on Hebron Avenue, between Main Street and the existing Hebron Ave/New London Turnpike Roundabout. Work will include replacement of all levels of pavement and granite curbing.

Q5 – Why can’t we just leave the temporary medians in front of House Street rather than the roundabout?

A – The intersection at House / Hebron Avenue has been identified as an intersection with a relatively high incidence of motor vehicle accidents. Traditional traffic signal installation has consistently been dismissed by State Transportation Officials as a solution to the problem due to potential adverse impacts on the existing signal at the Rt 2 off ramp. The current temporary turn restriction created by island construction is an adequate short term measure but will not serve the community well in the long term. Turn restrictions divert traffic volumes to other roads and make for inconvenient routes for motorists. The current condition has resulted in motorists using private driveways to turn around on a regular basis. Roundabout construction is the appropriate

solution given the circumstances involved. This project is 100% funded by a grant through the Local Road Accident Reduction Program.

Detours and Road Closures

Q6 – Will all business driveways remain open and accessible throughout the course of the project?

A – Yes.

Q7 – Will Concord Street be blocked at any time during the project?

A – No.

Q8 – Will there be any point throughout the project where westbound traffic on Hebron Avenue will be prohibited/detoured?

A – Of the 210 days projected for this project, there will be less than one day, (approx. 3-4 hours), where westbound traffic on Hebron Avenue will be temporarily detoured. During this time, the temporary median islands will be removed from the intersection of House Street and Hebron Avenue. This is expected to occur during Phase 2 Stage 1A and notices will be sent out in advance of work being performed. For the remaining 209 days of the project, westbound traffic will remain open and un-detoured on Hebron Avenue in support of the local business community.

Q9 – Can traffic traveling from the Route 2 East off ramp down Hebron Ave (Westbound direction) take a right turn onto House Street during Phase 1a?

A – Yes.

Q10 – Will left hand turns from Hebron Ave. onto Linden St. remain unobstructed throughout the project?

A – Left hand turns onto Linden Street will be permissible throughout the project with the exception of Phase 3 Stage 2B.

Contractor Schedule, Commitments, and Contact Information

Q11 – Is the Town using the same contractor used for the previous roundabout?

A – No.

Q12 – What is the contractor's work schedule? Does it include evenings and weekends?

A – The contractors work day is typically 7:00 a.m. to 3:30 p.m. with some days beginning as early as 6:00 a.m. The schedule does not include evenings & weekends, however work may be conducted on off days/hours with Town permission. There may be instances where the contractor does opt to work extended hours – e.g. to take advantage of longer hours of daylight or nicer weather during the summer days – however the Town does not expect such decisions to be made with any regularity as it would equate to Contractor overtime costs that are not reimbursable. Final course paving is to be conducted during night time hours between 8:00 PM and 6:00 AM.

Q13 – What is the penalty for the contractor going over the estimated timeframe for project completion?

A – The contractor penalty is \$1500 per day, however delays must be attributed to contractors rather than external factors beyond their control.

Q14 – Is there a contact person a business/property owner can speak with regarding the project?

A – Yes. The Town has a Construction Inspector on site throughout the project that is available to field questions. You may contact Jeremy Cooper at (860) 652-7847 or Jeremy.cooper@glastonbury-ct.gov.

Project Specifics

Q15 Will there be granite curbing throughout the entire roundabout?

A – Yes

Q16 – Approximately where is the final raised splitter island with shrubbery located?

A – The end of the raised splitter island abuts the property upon which the Red Geranium is located.

Q17 – On the map, there’s a small teardrop shape near Hebron & Concord Street. What does this represent?

A – This is a channelization area of the roadway. It is NOT a raised surface, but paved with the appearance and texture of brick. It’s designed to provide the appearance of roadway narrowing and to serve as a traffic calming method. It also provides an area whereby traffic can slow to make a turn into a property driveway while traffic continues around it with minimal disruption.

Q18 – Will there be crossing lights on the crosswalks?

A – No. Crossing lights are primarily seen on roundabouts with multi-lane approaches. Crosswalk and yield signs however, will be in place.

Q19 – Will there be overhead lighting?

A – Yes.

Q20 – Will there be new granite curbing and sidewalk down the entire corridor?

A – No. For specific questions regarding sidewalk, please contact Dan Pennington at (860) 652-7736 or Daniel.pennington@glastonbury-ct.gov.

Q21 – Will a tractor trailer be able to travel around the roundabout from Hebron to House Street?

A – Yes.

Lessons Learned

Q23 – Will there be more signage used in the construction of this roundabout than the previous one?

A – Yes. The Engineering Dept. is using a specific signage plan that the contractors are required to adhere to. Signage types include: variable message signs, detour signs/barricades, and cautionary/warning signs. Any

merchant or resident suggestions regarding signage which would provide greater clarity for motorists are more than welcome.

Q24 - How do you expect this roundabout to differ from the one previously constructed at Hebron Avenue and New London Turnpike?

A - The Town anticipates construction of this roundabout to be simpler as it includes a 3-leg intersection as opposed to the 4-leg intersection at Hebron Avenue and New London Turnpike. Traffic patterns will be very similar to how they are now, with the temporary medians in place which prevent left hand turns from House Street onto Hebron Avenue. As mentioned in Question 3 above, the Town Engineer also anticipates this project to be completed in less time than the existing roundabout due to fewer underground utility discoveries.

Q25 - What is your level of confidence that the contractor won't run into pre-existing unknown conditions that create delays as they did with the previously completed roundabout?

A – Town staff cannot provide any guarantees in this regard, however a great number of test pits have been dug in order to best determine existing conditions.

Q26 – Do you have any data or reports on the volume of traffic passing through the roundabout as compared to the previous traffic pattern?

A – The Town will be conducting traffic volume reports however such reports have not been completed to date because of the pending work on the Hebron Avenue corridor. Upon completing the Hebron/House St. roundabout project and pavement rehabilitation, the Town Engineer, Dan Pennington, will be collecting data on traffic volume to compare against historic data in the corridor.

Helpful Contact Information

For questions regarding roundabout construction, please contact:

Dan Pennington, Town Engineer / Manager of Physical Services

(860) 652-7736

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For assistance regarding communications or the Roundabout Workgroup, please contact:

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