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to:	Ms. Lisa Burns, P.E.	From:	Morteza Hayatgheybi
cc:	Mr. Michael Yeosock, P.E.	Date:	August 1, 2016
		job no.:	52814

**Re: East Avenue Roadway Improvements
State Project No.170-1375 - Norwalk**

Parsons Brinckerhoff (PB) has undertaken an engineering study to analyze present and future operations and safety along East Avenue corridor between St. John / Raymond Terrace and Winfield Street. Since the railroad bridge crossing at East Avenue will be reconstructed, roadway and traffic control signal improvements are considered for East Avenue. Specifically, improvements along East Avenue include widening of the roadway cross-section underneath the railroad overpass, increasing vertical clearance under the bridge, and traffic signalization at Fort Point Street intersection. The goal of this study was to determine the required number of travel lanes while incorporating "Complete Streets" elements such as sidewalks, and bicycle lanes into the overall design of East Avenue corridor between Fort Point Street and Winfield Avenue.

- The engineering study entailed collecting and evaluating crash history; compiling daily traffic volumes / vehicle classification, speed, peak hour turning movement, and pedestrian counts counts at study intersections along East Avenue. The results indicate that East Avenue experienced a total 98 accidents between 2012-2014 with over 80 percent involving property damage type crashes. East Avenue carries between 13,000 and 17,000 vehicles (two-way) per day. The average travel speed is between 21-23 mph. The data also revealed that 96-percent of vehicles traveling on East Avenue are passenger cars, 3-percent are two axle, six tire vehicles and 1-percent are three or more axle trucks.
- Current traffic operations along East Avenue at study intersections is generally satisfactory during morning / afternoon and off-peak hours; although there is occasional delay for motorists at unsignalized (Fort Point Street) and driveway intersections.
- Based on current traffic volume data, a traffic signal is warranted and recommended at East Avenue and Fort Point Street intersection. A traffic control signal will improve traffic/pedestrian operations and safety for vehicles entering and exiting Fort Point Street. This proposed signal must be integrated and coordinated with traffic control signals along East Avenue.
- Alternative roadway cross-sections were evaluated for East Avenue between Fitch Street and Winfield Street. Based on engineering evaluation, the recommended preferred option embodies "Complete Streets" elements and can be accommodated within the proposed 58-ft roadway cross-section (abutment-to-abutment). The proposed roadway cross-section includes 11.5-ft travel lanes in each direction and 11-ft left turning lane (back-to-back) at both Winfield Avenue and Fort Point Street approaches. The proposed concept plan also includes concurrent pedestrian phasing with Lead Pedestrian Interval, 5-foot wide bicycle lanes, 10-ft wide bike-box between stop bar and cross-walk, and 7-ft wide sidewalks on both sides of East Avenue (see attached concept plan and roadway cross-section).
- Overall, with recommended cross section, optimized signal timing and coordination, the study intersections along East Avenue corridor will operate at an acceptable overall operating conditions during peak morning, afternoon, and off-peak hours.