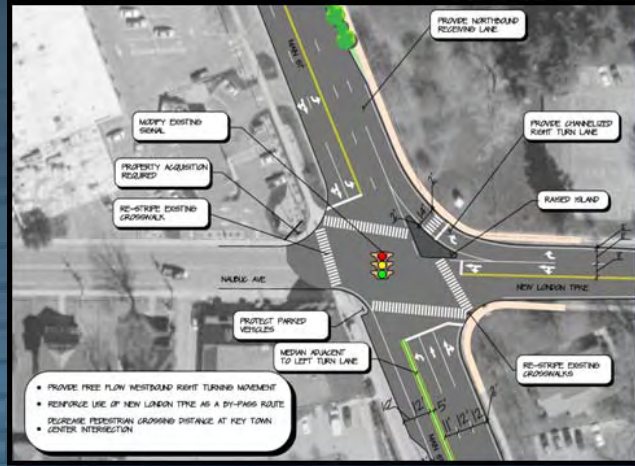


ENVISIONING TOWN CENTER 2027

GLASTONBURY TOWN CENTER *Traffic and Streetscape Improvements*



Hebron Avenue



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FUSS & O'NEILL
Disciplines to Deliver



IN ASSOCIATION WITH:
FERRERO HIXON ASSOC
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P.O. Box 425 Simsbury, CT
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FINAL REPORT
March 2008

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Executive Summary

The Town of Glastonbury began planning for future traffic, roadway and associated street aesthetics (often referred to as “streetscape”) in conjunction with the publishing of their Plan of Conservation and Development.

Envisioning Town Center 2027 documents the inventory, analysis and recommendations of a comprehensive study of traffic and streetscape conditions for the Glastonbury Town Center.

From a transportation standpoint:

- The study focuses on four major corridors within the Study Area – Main Street, Hebron Avenue, New London Turnpike, and Griswold Street. Nineteen intersections along these corridor roadways were reviewed for capacity and safety issues.
- Projections of future traffic conditions were developed based on anticipated, background annual growth and expected new development.
- Traffic was then assigned to the roadway network and the subject roadways/intersections were re-examined for Levels of Service.
- 2027 target traffic operating conditions were defined by roadway classification and development district – Residential, Mixed-use, Town Center, and Commercial.
- Preliminary intersection and roadway improvements were developed to achieve 2027 target operations.

Regarding streetscape issues:

- Two Study Area corridors, Main Street and Hebron Avenue, were inventoried for:
 - *Typical sections showing roadway and adjacent development*
 - *Representative lighting and signage*
 - *Walks and curbing*
 - *Street furnishings*
 - *Landscaping and trees*
 - *Crosswalks and traffic calming measures*
- Proposed attributes for each corridor were keyed to specific streetscape design recommendations - lighting, furniture, walks, parking buffers, curbing and mid-block crossings.

Summary of Traffic and Streetscape Improvement Recommendations

Main Street Corridor

- Upgrade signal equipment and timing plans
- Main Street at Glastonbury Boulevard/Griswold Street
- Main Street at Naubuc Avenue/New London Turnpike
- Center Median Treatment

Hebron Avenue

- Hebron Avenue at New London Turnpike
- Hebron Avenue at House Street
- Center Median Treatment

New London Turnpike

- New London Turnpike at Main Street
- New London Turnpike at Hebron Avenue
- New London Turnpike at Douglas Road/Sycamore Street
- New London Turnpike at Route 17 Ramps
- Center Median Treatment – Main Street to Hebron Avenue

Griswold Street

- Griswold Street at Main Street
- Griswold Street at Harris Street/House Street

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Existing Conditions

Traffic Study Area

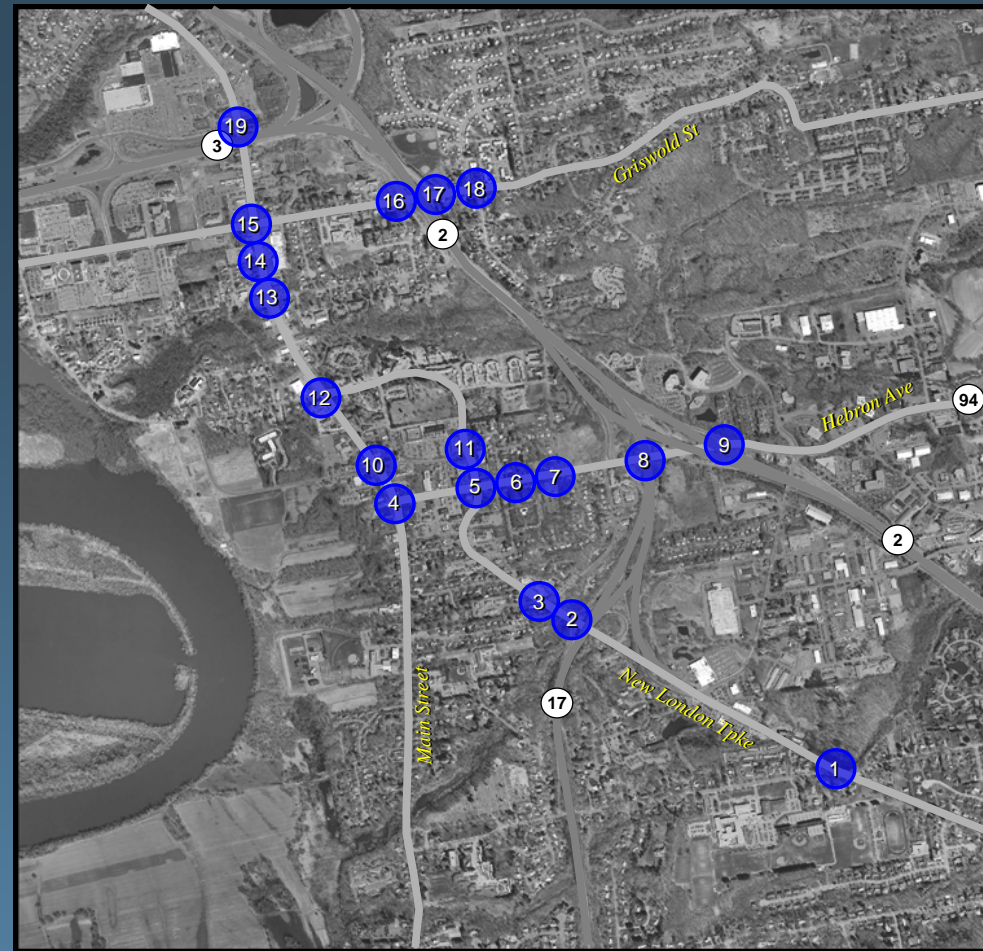
- Defined Study Area
- Determined key intersections and relevant peak periods for data collection
- Conducted field observations of existing traffic conditions
- Performed manual turning movement and automatic traffic recorder counts
- Researched relevant accident data provided by the Connecticut Department of Transportation and Town of Glastonbury Police Department

Loc.	Intersection	AM	MD	PM	Saturday
1	New London Tpke. at Hubbard St.	X	X	X	
2	New London Tpke. at Route 2 Off-Ramp	X	X	X	
3	New London Tpke. at Sycamore St./Douglas Road	X	X	X	
4	Hebron Ave. at Main St.	X	X	X	X
5	Hebron Ave. at New London Tpke.	X	X	X	X
6	Hebron Ave. at Concord St.	X	X	X	
7	Hebron Ave. at House St.	X	X	X	
8	Hebron Ave. at Route 2 EB Off-Ramp		X		X
9	Hebron Ave. at Route 2 WB On-Ramp	O	X	O	
10	Main St. at Welles St.	X	X	X	
11	New London Tpke. at Welles St.	X	X	X	
12	Main St. at New London Tpke.	X	X	X	X
13	Main St. at Spring St.	X	X	X	
14	Main St. at Chili's Drive	X	X	X	
15	Main St. at Griswold St./Glastonbury Blvd.	X	X	X	X
16	Griswold St. at Route 2 EB Off-Ramp	X		O	O
17	Griswold St. at Route 2 WB On-Ramp	X		O	O
18	Griswold St. at House Street	X		O	O
19	Main St. at Putnam Blvd.	X	X	X	O

Traffic Counting at Study Area Intersections

X – Counts Performed for this Study

O – Other Recent Counts Used



Study Area Intersections

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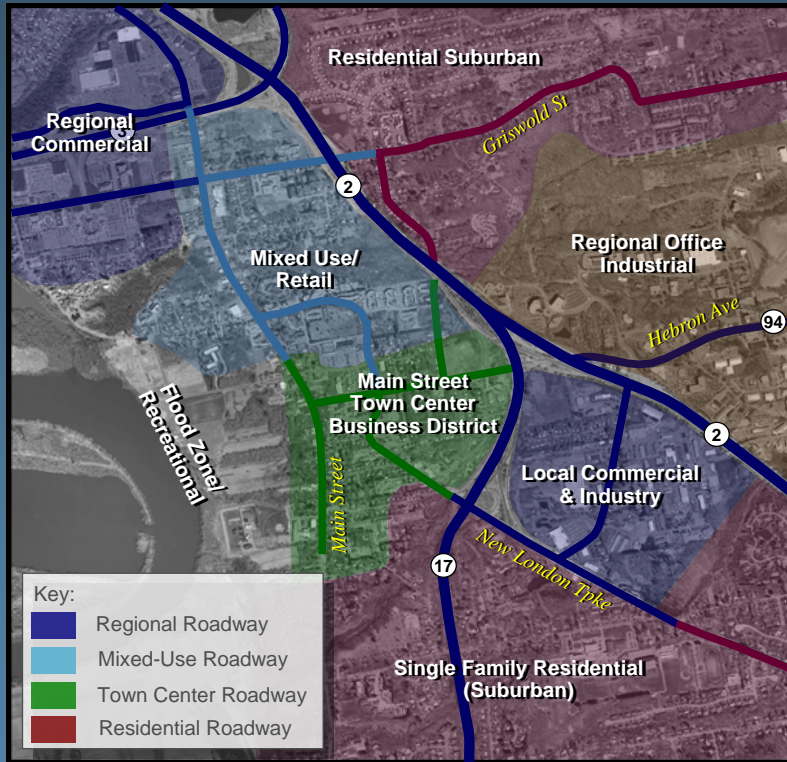
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Existing Conditions

Context Zones

- Divided town into context zones based on development districts
- Determined traffic flow, and origin/destination of vehicles traversing the town center
- Classified roadways based on existing character and context
- Determined key roadway segments and nodes
- Discussed character to be maintained, contrasted with evolution of town due to development



Mixed-Use Roadway



Town Center Roadway



Regional Roadway



Residential Roadway

Context Zones

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Existing Conditions

Intersection Capacity and Safety

- Levels of Service
 - Of the 19 locations studied, nine intersections currently (August 2007) experience a Level of Service of E or F
- Accident Condition
 - Two locations were noted have high accident history
 - Hebron Avenue at Concord Street
 - Hebron Avenue at House Street

LEGEND

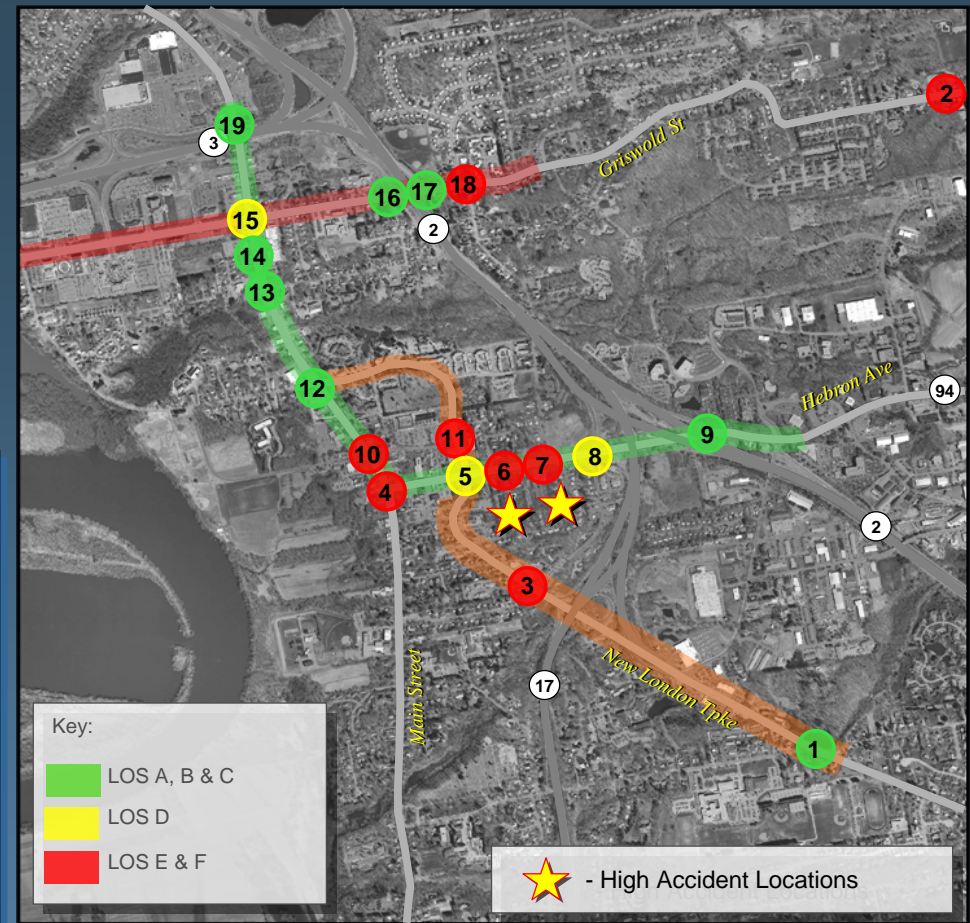
AM – Morning Peak Hour
 MD – Mid-day Peak Hour
 PM – Afternoon Peak Hour
 Sat – Saturday Peak Hour

LEVEL OF SERVICE

A - <10 sec/vehicle delay
 B – 10-20
 C – 20-35
 D – 35-55
 E – 55-80
 F - >80 sec/vehicle delay

LOC.	Intersection	AM	MD	PM	Sat
1	New London Tpke. at Hubbard St.	C	C	C	
2	Addison Street at Griswold Street	F		F	
3	New London Tpke. at Sycamore St./Douglas Road	EB	C	F	F
		WB	D	F	F
4	Hebron Ave. at Main St.	WB	B	F	F
5	Hebron Ave. at New London Tpke.		B	D	C
6	Hebron Ave. at Concord St.	SB	C	E	F
7	Hebron Ave. at House St.	SB	F	F	F
8	Hebron Ave. at Route 2 EB Off-Ramp		D	C	D
9	Hebron Ave. at Route 2 WB On-Ramp		B	B	B
10	Main St. at Welles St.		B	F	F
11	New London Tpke. at Welles St.	EB	B	F	F
12	Main St. at New London Tpke.		B	C	B
13	Main St. at Spring St.		B	B	B
14	Main St. at Chili's Drive		B	B	B
15	Main St. at Griswold St./Glastonbury Blvd.		C	D	D
16	Griswold St. at Route 2 EB Off-Ramp		C		C
17	Griswold St. at Route 2 WB On-Ramp	WB	A		A
18	Griswold St. at House Street		C		F
19	Main St. at Putnam Blvd.		A	B	B

Existing Levels of Service



Intersection Location & Levels of Service

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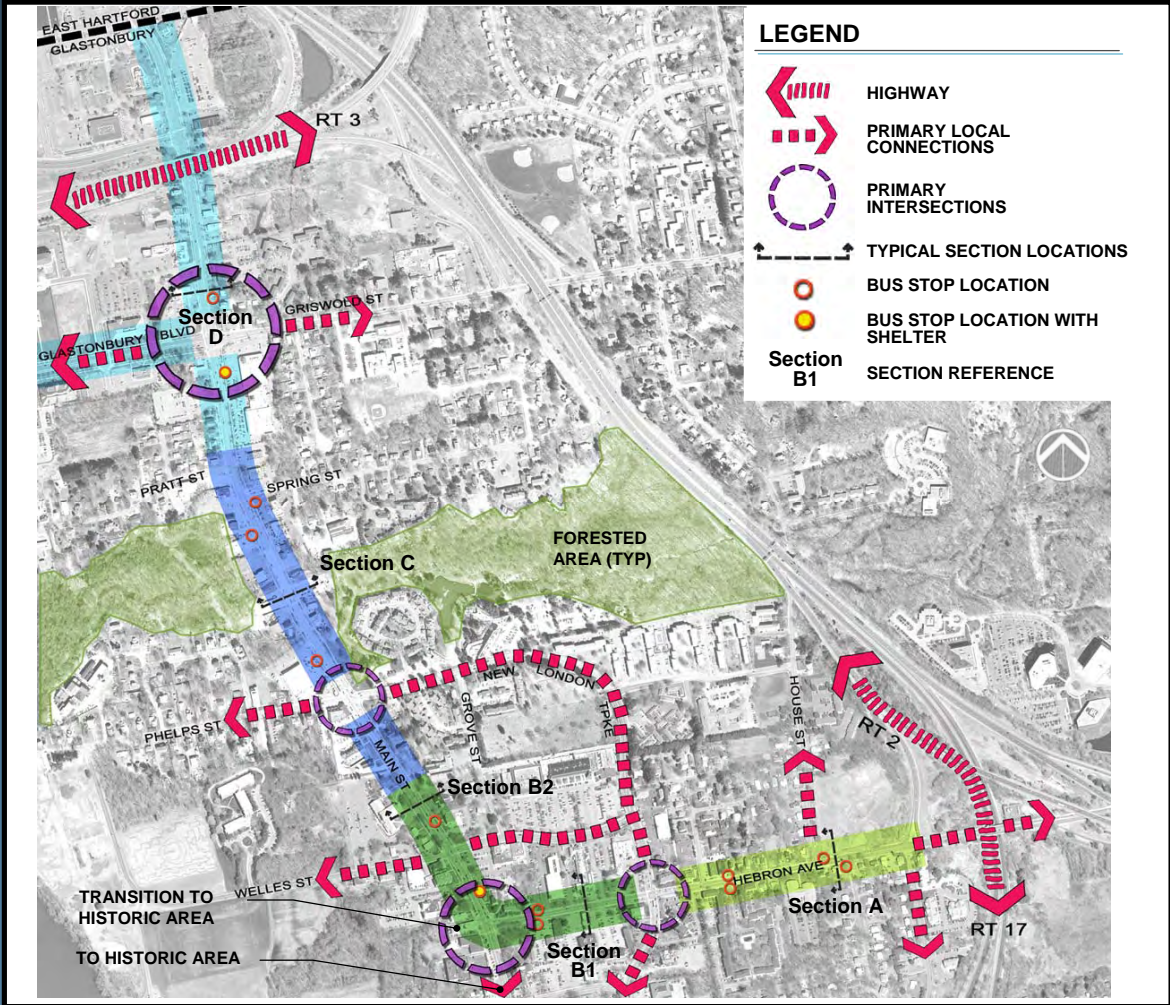
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Existing Corridor Designations



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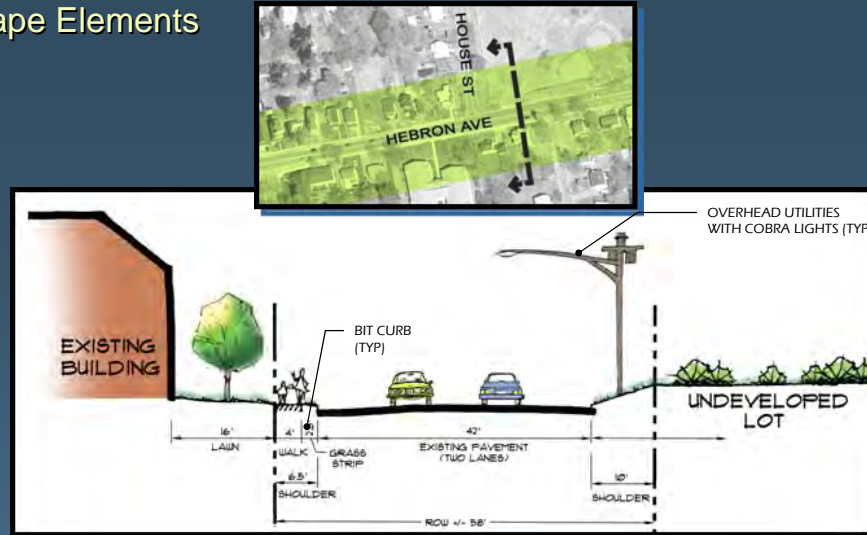
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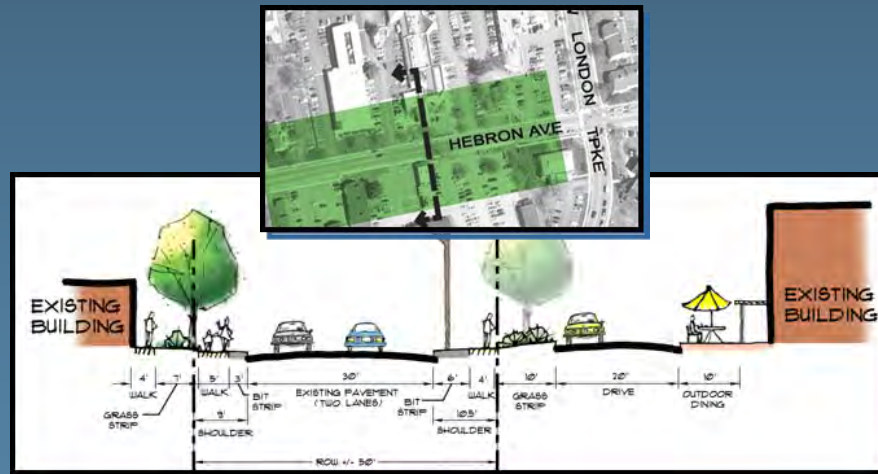
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Existing Conditions - Streetscape Elements

Hebron Avenue Sections



Section A



Section B1



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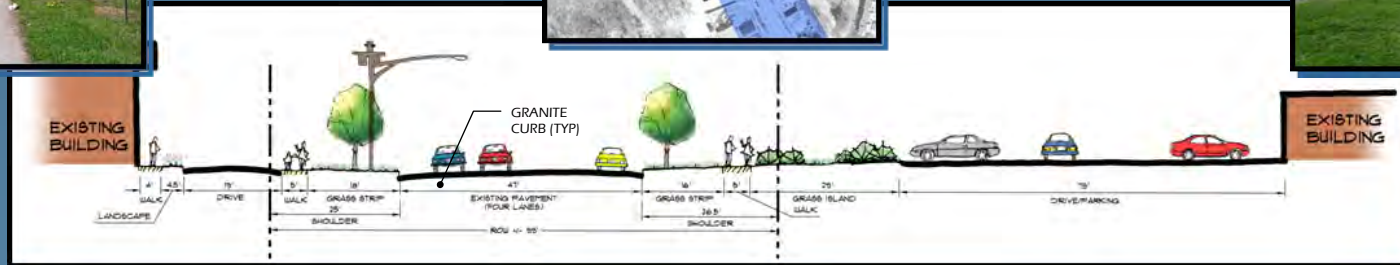
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Existing Conditions – Streetscape Elements

Main Street Sections



Section B2



Section C

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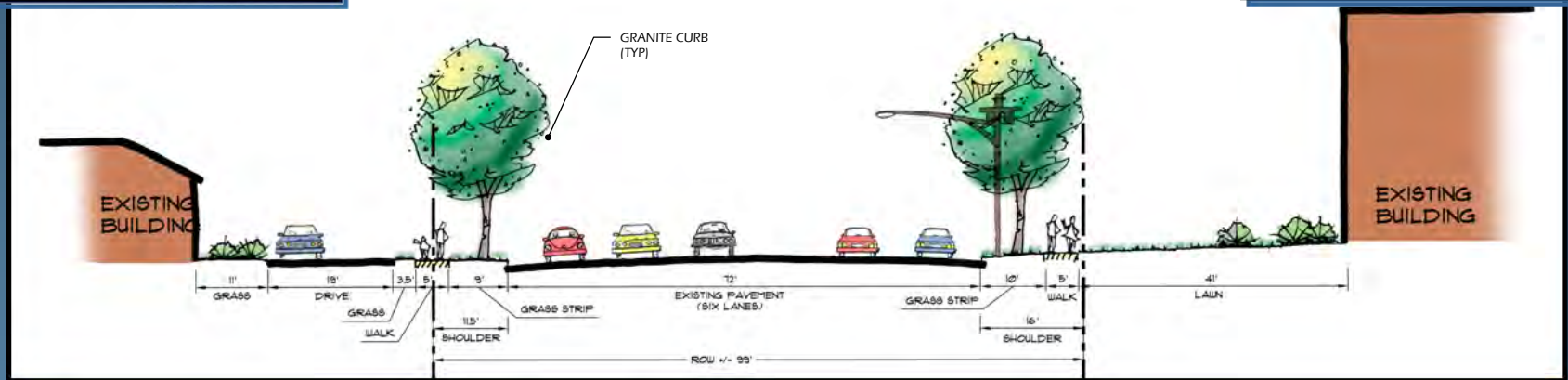
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Existing Conditions – Streetscape Elements
 Main Street Sections (continued)



Section D

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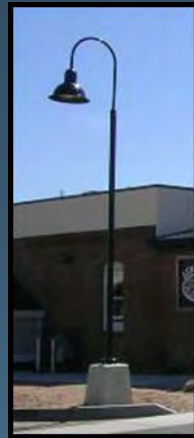
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Existing Conditions – Streetscape Elements
Lighting / Signage



Section A
Hebron Ave.

Sections B1 & B2 - Hebron Ave. & Main St.



Section C
Main St.



Section D
Main St.



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Existing Conditions

Walks / Curbs



Section A – Hebron Ave.

Sections B1 & B2 – Hebron Ave. & Main St.



Section C
Main St.



Section D- Main St.

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Existing Conditions
Furnishings



Section A – Hebron Ave.



Sections B1 & B2- Hebron Av. & Main St.



Section C – Main St.



Section D – Main St.



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Existing Conditions
Landscaping / Trees



Section A – Hebron Ave.



Sections B1 & B2 – Hebron Ave. & Main St.



Section C – Main St.



Section D – Main St.



PHOTOS DENOTE DOMINANT SPECIES

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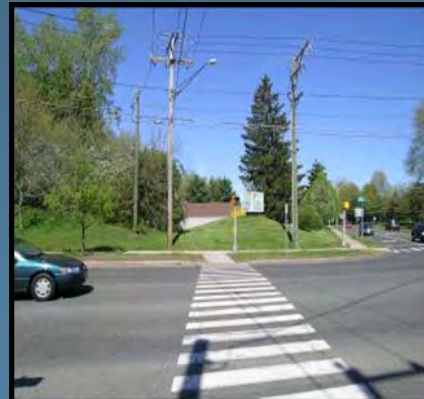
Existing Conditions
 Crosswalks / Traffic Calming



Section A – Hebron Ave.



Sections B1 & B2 – Hebron Ave. & Main St.



Section C – Main St.



Section D
 Main St.



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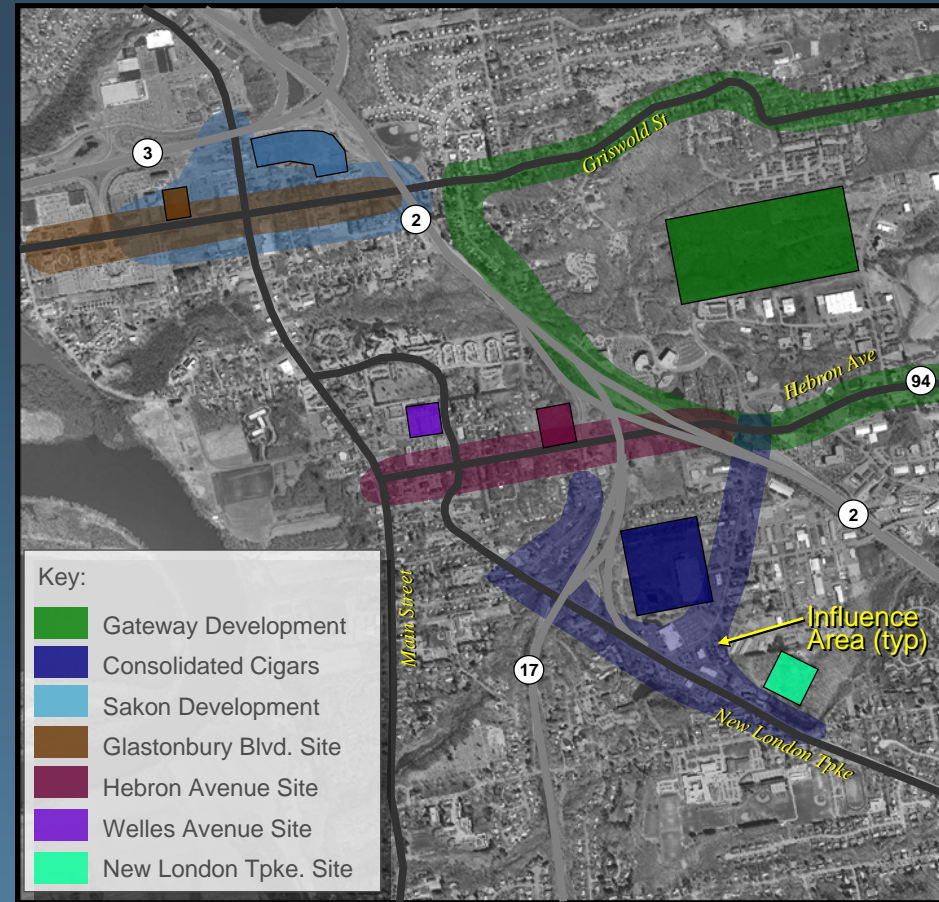
Traffic Analysis – Projection of Future Conditions

Traffic Growth

- A background traffic growth rate of 0.5% per year was used based on historical traffic count data
- Key development parcels were identified and development programs were assumed based on the Plan of Conservation and Development
- Primary influence areas were identified
- Trip generation, distribution and assignment of trips was performed for the local roadway network

Key Development Parcels		
Parcel Name	Future Use	Size
New London Turnpike Site	Age Restricted Housing	100 Units
Consolidated Cigars (Oak Street)	Office/Light Industrial/Manufacturing	170,000 SF (Split Evenly Between Uses)
Gateway Office Park	General Office Space	300,000 SF
Hebron Avenue/Route 2 - Mixed Use	Residential	75 Units
	Specialty Retail	10,000 SF
	General Office Space	40-50,000 SF
Sakon Property	Retail	50,000 - 60,000 SF
	Residential	50 – 75 Units
Somerset Square	Class-A Office	100,000 SF
Whole Foods Market*	Supermarket	37,000 S.F.

* Under Construction, not included in traffic counts



Study Area Development Parcels

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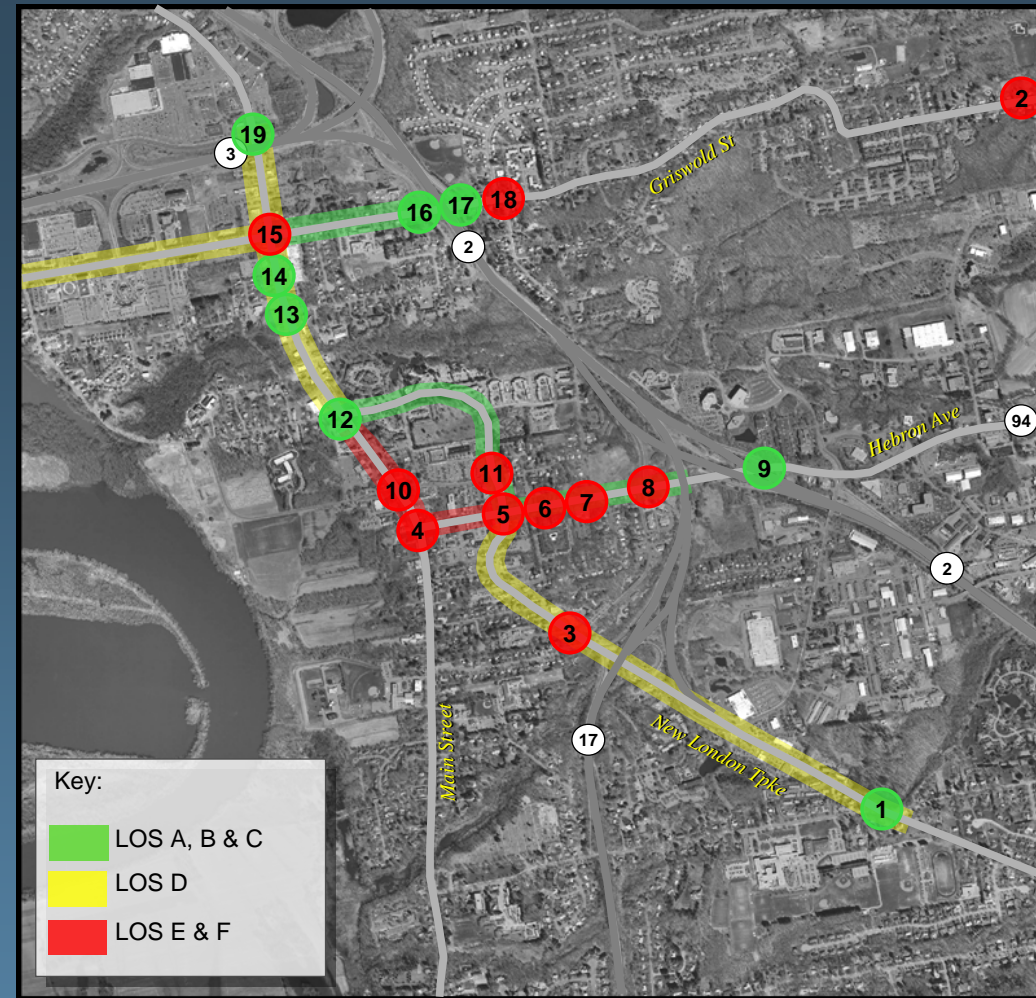
Traffic Analysis – Projection of Future Conditions (cont)

Capacity Analysis

- No significant reductions in Levels of Service are expected due to traffic growth in the Study Area
- Traffic conditions in 2027 will not dictate significant roadway improvements such as new roadways or major roadway widening

LOC	Intersection	AM	M D	PM	Sat
1	New London Tpke. at Hubbard St.	C	B	C	
2	Griswold St. at Addison St.	F	F	F	
3	New London Tpke. at Sycamore St.	EB	E	F	F
		WB	F	F	F
4	Hebron Ave. at Main St.	WB	C	F	F
5	Hebron Ave. at New London Tpke.	B	E	D	C
6	Hebron Ave. at Concord St.	SB	D	F	F
7	Hebron Ave. at House St.	SB	F	F	F
8	Hebron Ave. at Route 2 EB Off-Ramp	D	C	E	C
9	Hebron Ave. at Route 2 WB On-Ramp	B	B	C	A
10	Main St. at Welles St.	B	F	F	
11	New London Tpke. at Welles St.	EB	C	F	F
12	Main St. at New London Tpke.	B	C	C	C
13	Main St. at Spring St.	B	B	B	
14	Main St. at Chili's Drive	B	C	C	
15	Main St. at Griswold St/Glastonbury Blvd.	C	D	E	D
16	Griswold St. at Route 2 EB Off-Ramp	D		C	C
17	Griswold St. at Route 2 WB On-Ramp	WB	A	A	A
18	Griswold St. at House Street	D		F	D
19	Main St. at Putnam Blvd.	B	B	B	

Study Area Intersections LOS Without Improvements



2027 Levels of Service Without Improvements

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Town Center 2027

The graphic presented below is a working tool which helps to illustrate that in planning transportation improvements we must seek to achieve a balance considering the setting of the area, vehicle and pedestrian characteristics, and traffic engineering levels of service. For example, in the Town Center portion of Main Street, a high traffic level of service, which might foster higher vehicle speeds, would not be consistent with pedestrian safety and economic development objectives.

Target Operations

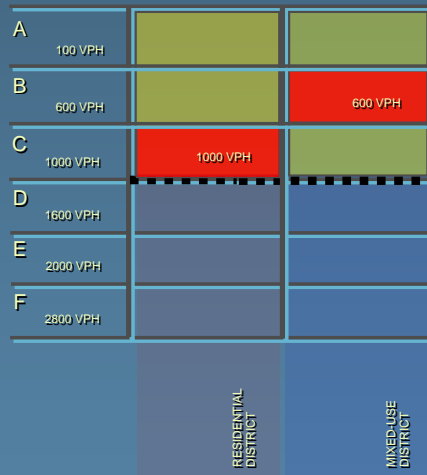
- Determined target operations by roadway classification
- Assigned target operations by corridor and district
- Analyzed existing roadway segment Level of Service based on peak hour vehicular volume and geometry
- Determined improvement threshold and target operations based on targeted improved operations
- Designed recommended roadway improvements to achieve target operations in 2027

		Residential	Commercial	Town Center	Mixed-Use
Volume	High		x		x
	Low	x		x	
Speed	High				
	Low	x	x	x	x
Access				x	x
Pedestrian and Bicyclists		x		x	x
Parking				x	x

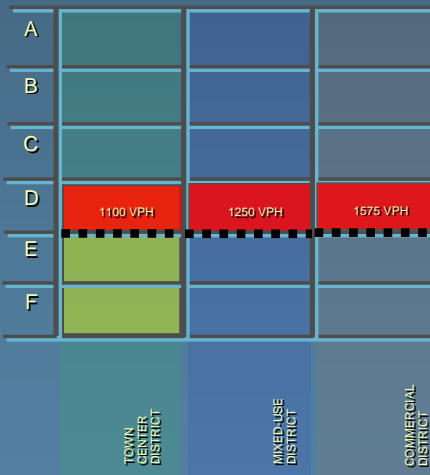
Roadway Classification Target Operation

■ - Existing Operations
 ■ - Target Operations

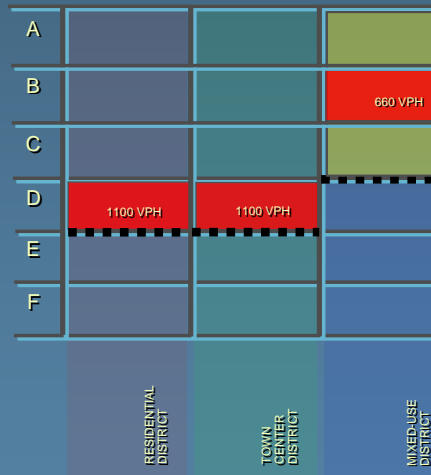
Griswold Street



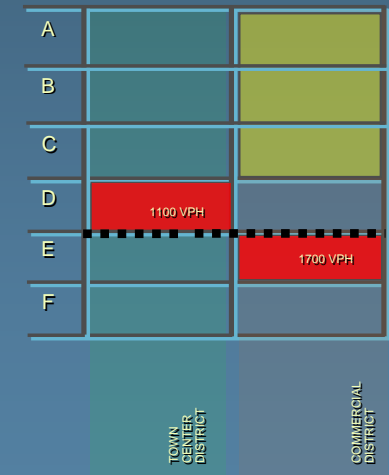
Main Street



New London Turnpike Corridor



Hebron Avenue Corridor



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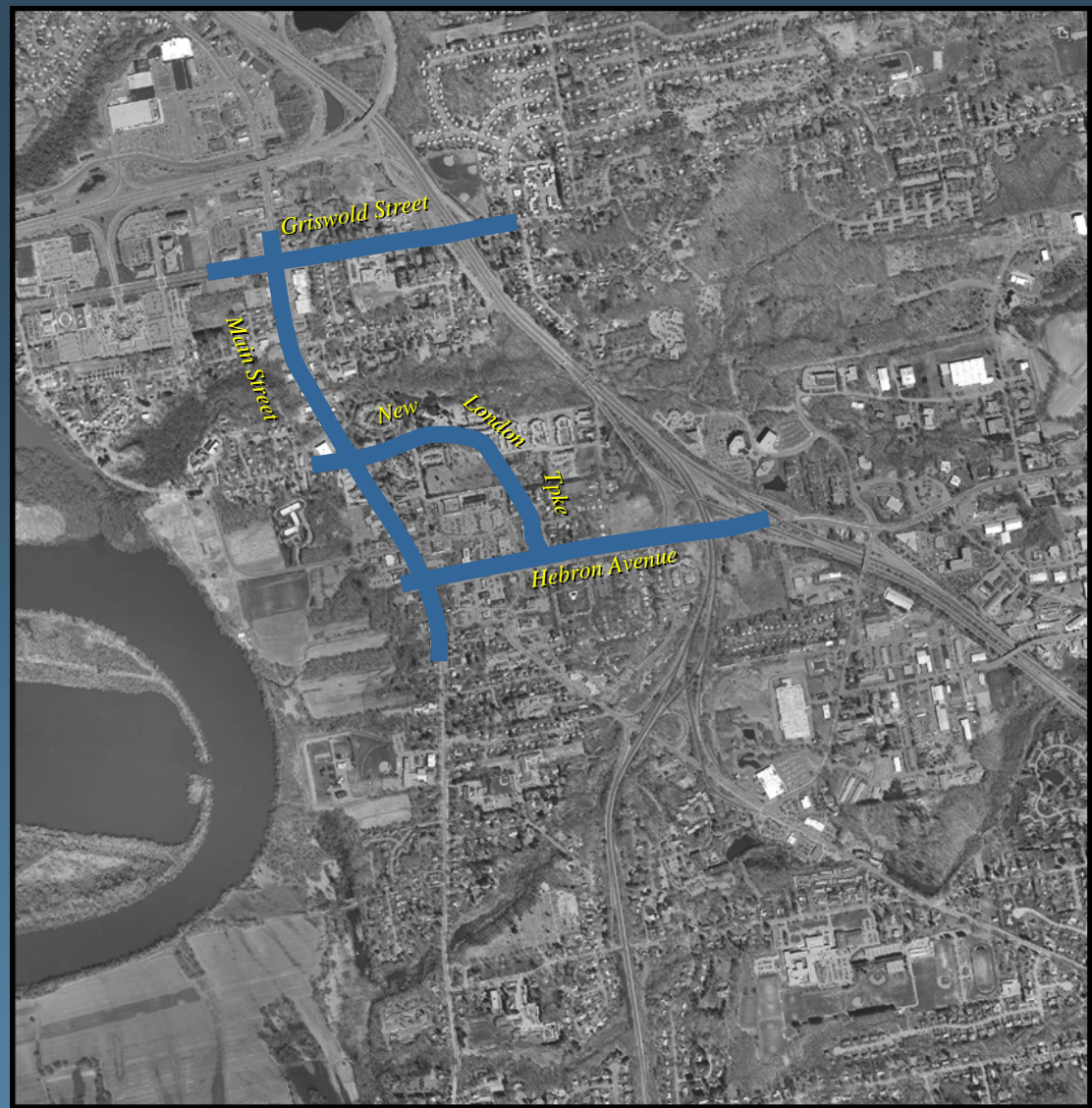
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Corridor Improvements

- *Main Street*
- *Hebron Avenue*
- *New London Turnpike*
- *Griswold Street*



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Roadway Improvement Plans Main Street Corridor

The Main Street traffic signal equipment is outdated and signal timings have not been evaluated in many years. A baseline recommendation of this twenty year plan is that the Town should replace the Main Street signal equipment with a coordinated system. Timing plans should be developed and maintained for peak traffic periods.



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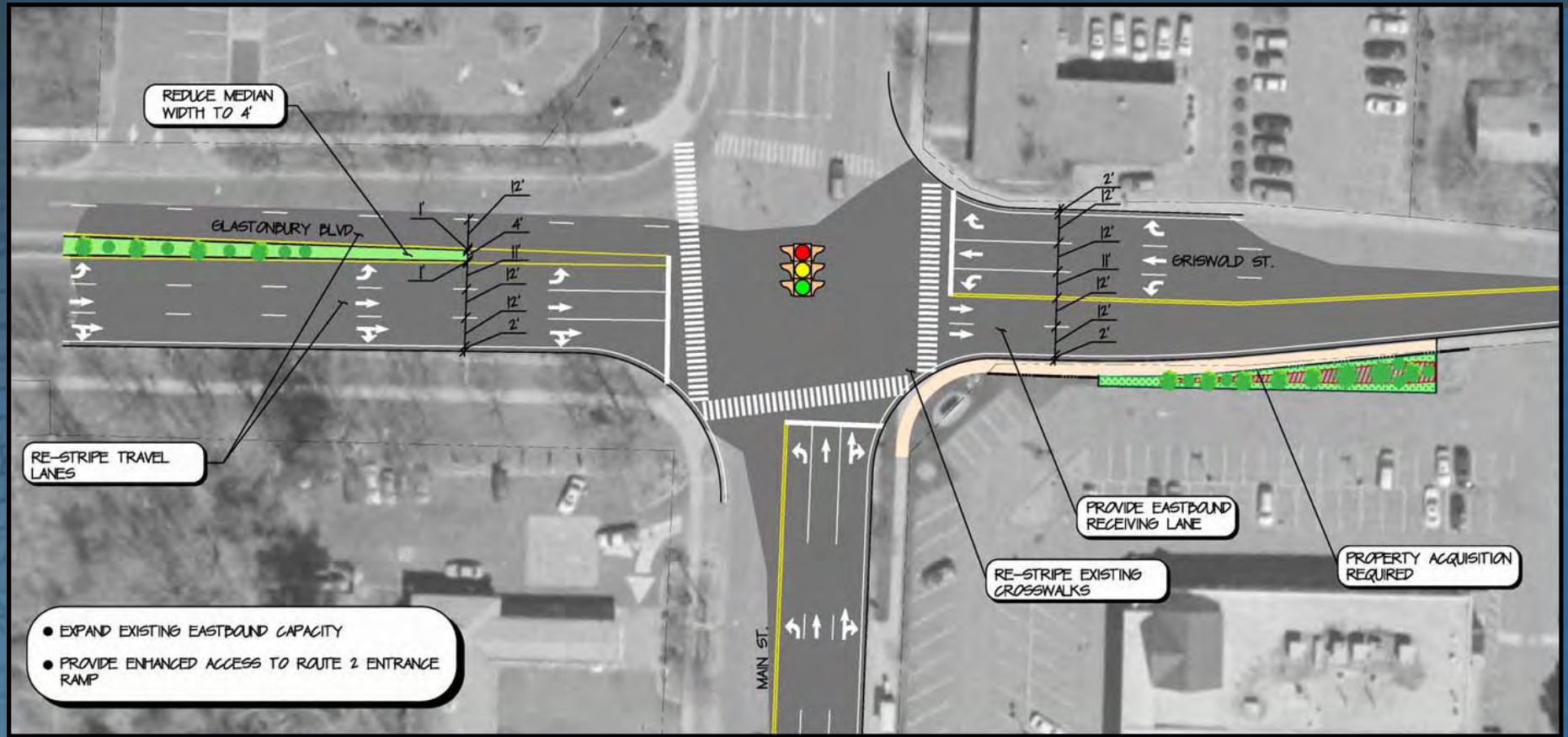
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Main Street - Intersection Improvements



Main Street at Glastonbury Blvd./Griswold Street

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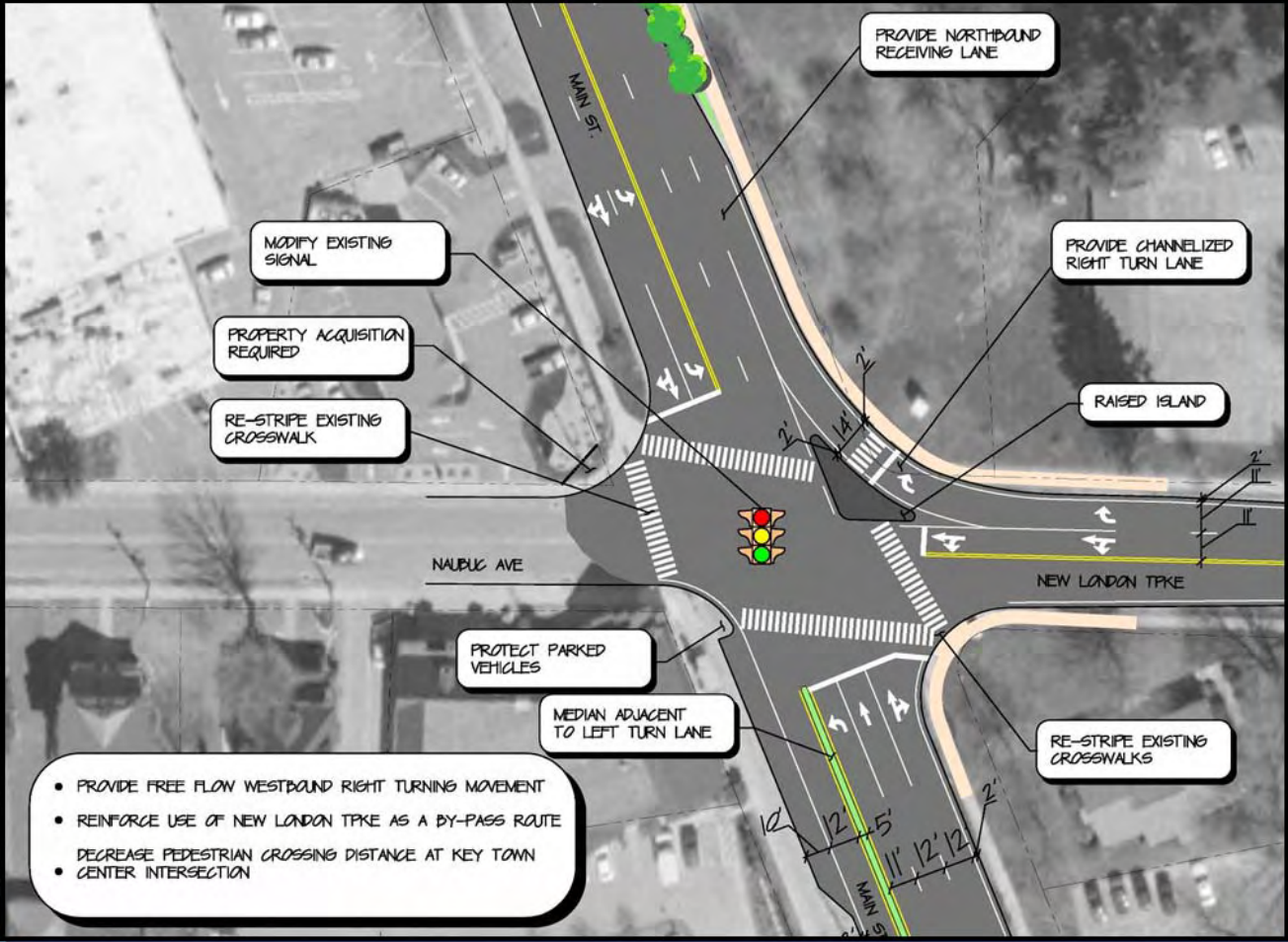
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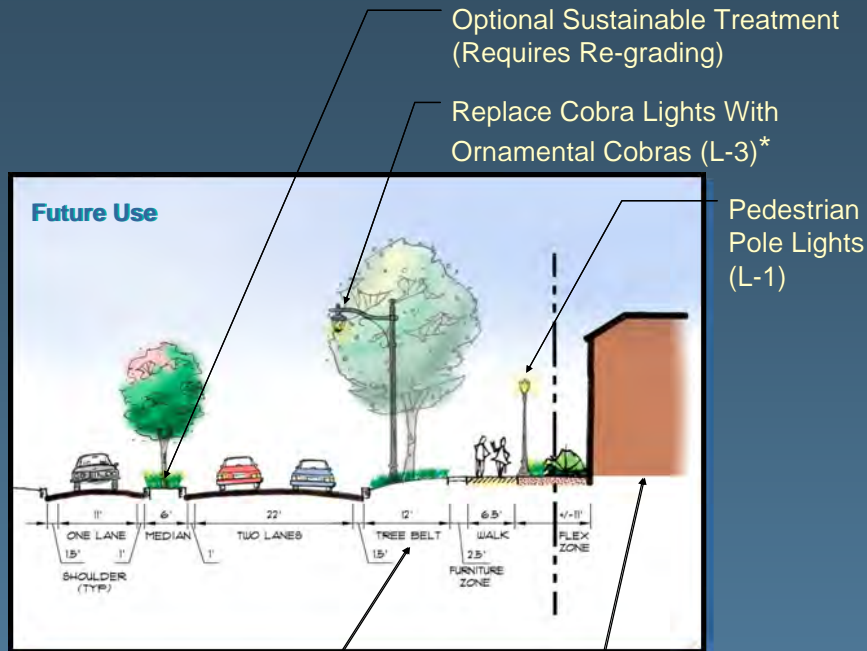
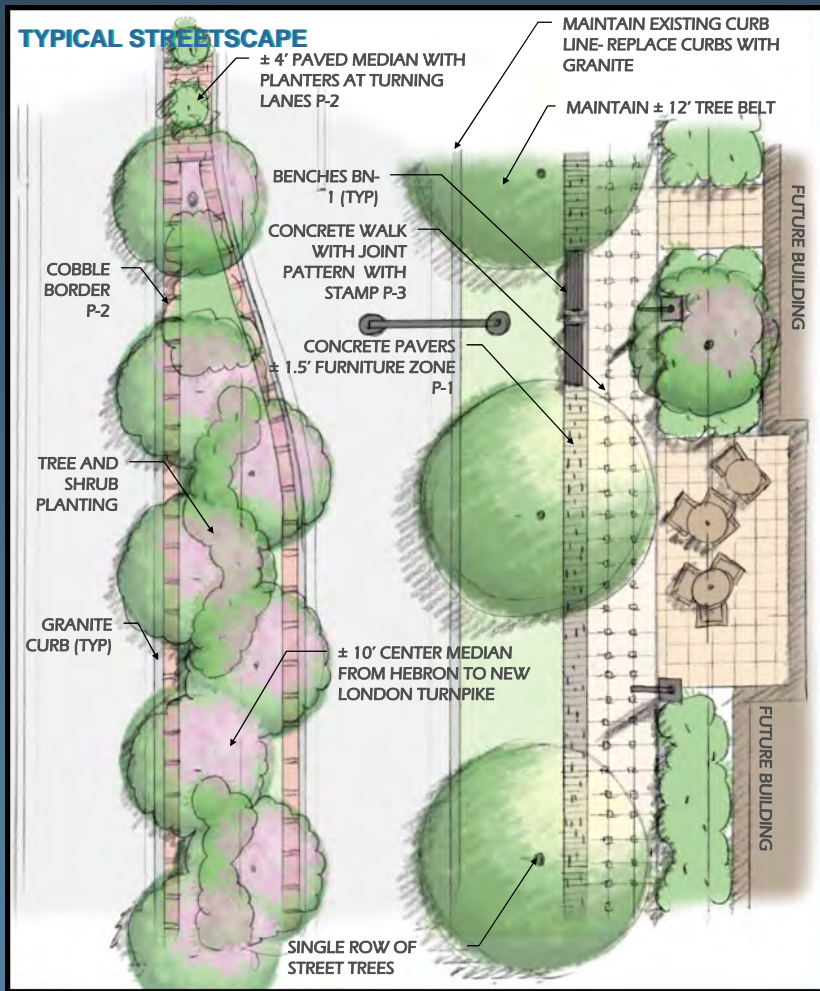
Main Street - Intersection Improvements



- PROVIDE FREE FLOW WESTBOUND RIGHT TURNING MOVEMENT
- REINFORCE USE OF NEW LONDON TPKE AS A BY-PASS ROUTE
- DECREASE PEDESTRIAN CROSSING DISTANCE AT KEY TOWN CENTER INTERSECTION

Main Street at Naubuc Avenue/New London Turnpike

Main Street – Proposed Streetscape Features



- Tree Belt:
 - Ornamental Cobra Lights
 - Utilities
- Optional Sustainable Treatment
- Future Building With Front Lawn Landscape or Patio

* Refer to Proposed Pallets pages

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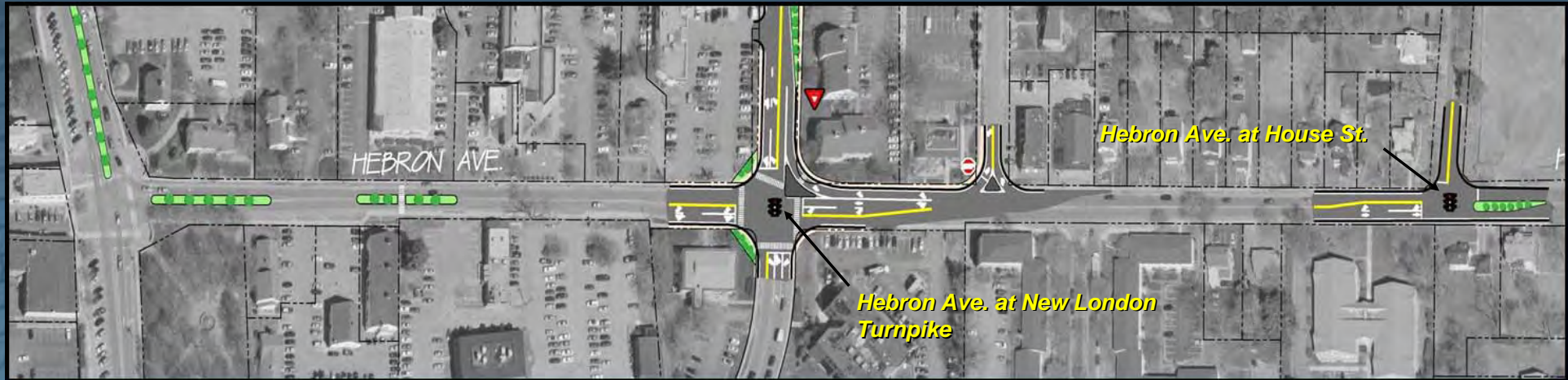
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Roadway Improvement Plans
Hebron Avenue Corridor



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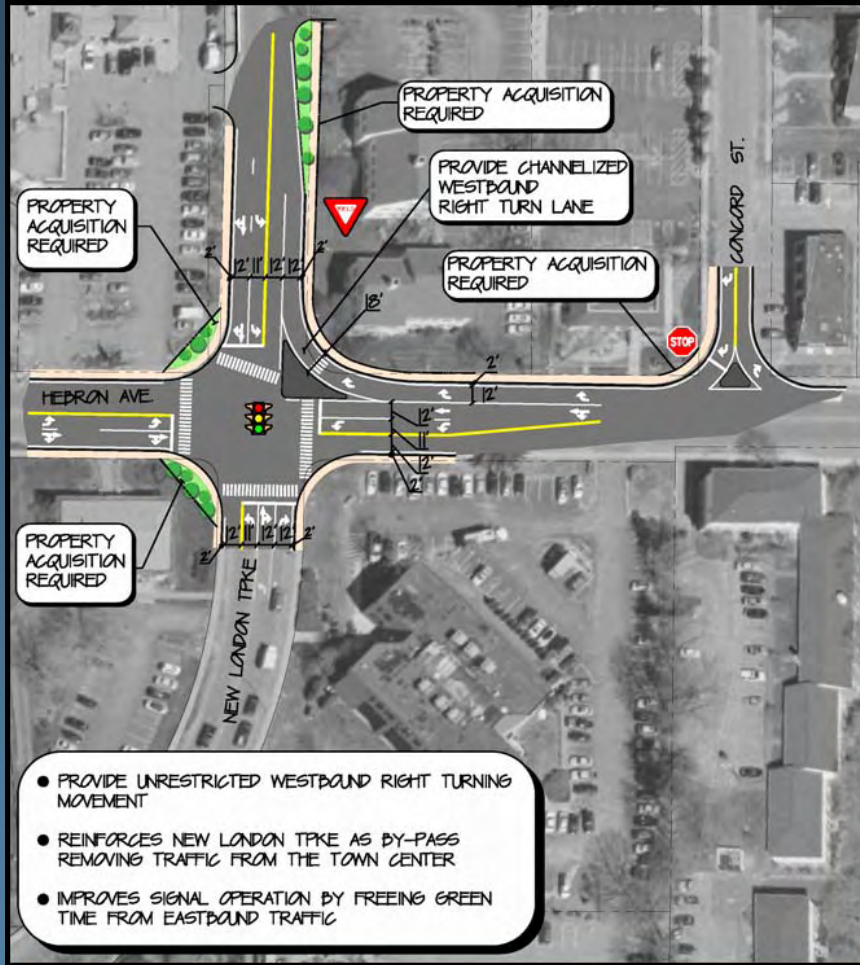
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Hebron Avenue - Intersection Improvements



Hebron Avenue at New London Turnpike



Hebron Avenue at House Street

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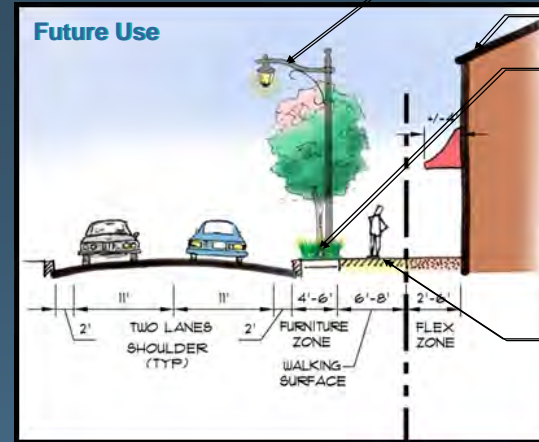
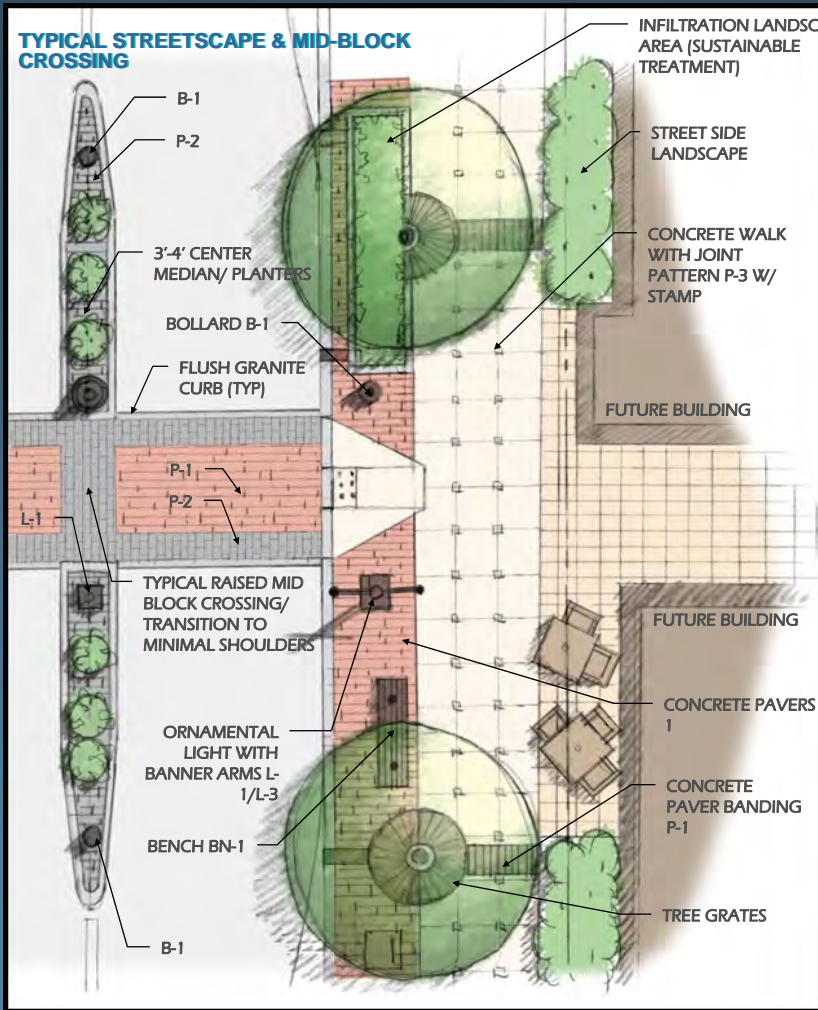
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HEBRON INTERSECTIONS

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Hebron Avenue – Proposed Streetscape Features

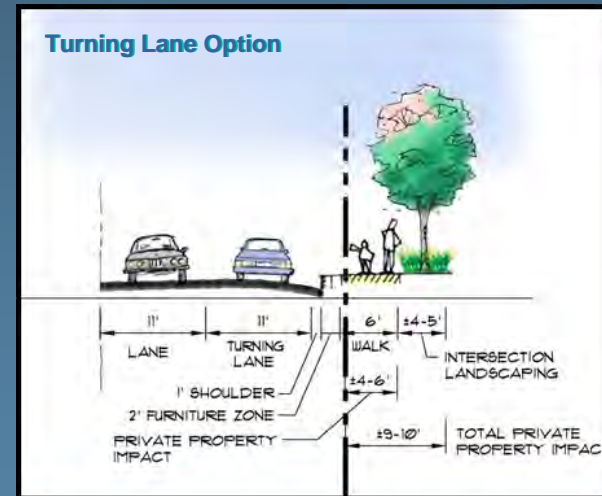


Replace Cobra Heads With Ornamental, if Requested (L-3)*

Future Building Line

- Furniture Zone:**
- Pavement Banding (P-1)
 - Street Trees
 - Lighting (L-1, L-3)
 - Sustainable Treatment
 - Bollards (B-1)
 - Benches (BN-1, BN-2)

Walking Surface:
Primarily Concrete



* Refer to Proposed Pallets pages

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HEBRON - STREETSCAPE

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Hebron Avenue Perspective- Looking West



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HEBRON AVE. PERSPECTIVE

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Roadway Improvement Plans

New London Turnpike Corridor

- Geometric and signalization improvements are made at Main Street and Hebron Avenue intersection
- Center median with plantings offers operational and aesthetic enhancements



Main Street at New London Turnpike

Salmon Brook Drive
• Provides southbound left turn lane

Center Median (Streetscape) Treatment

Welles Street
• Provides left and right turn lanes

Hebron Avenue at New London Turnpike

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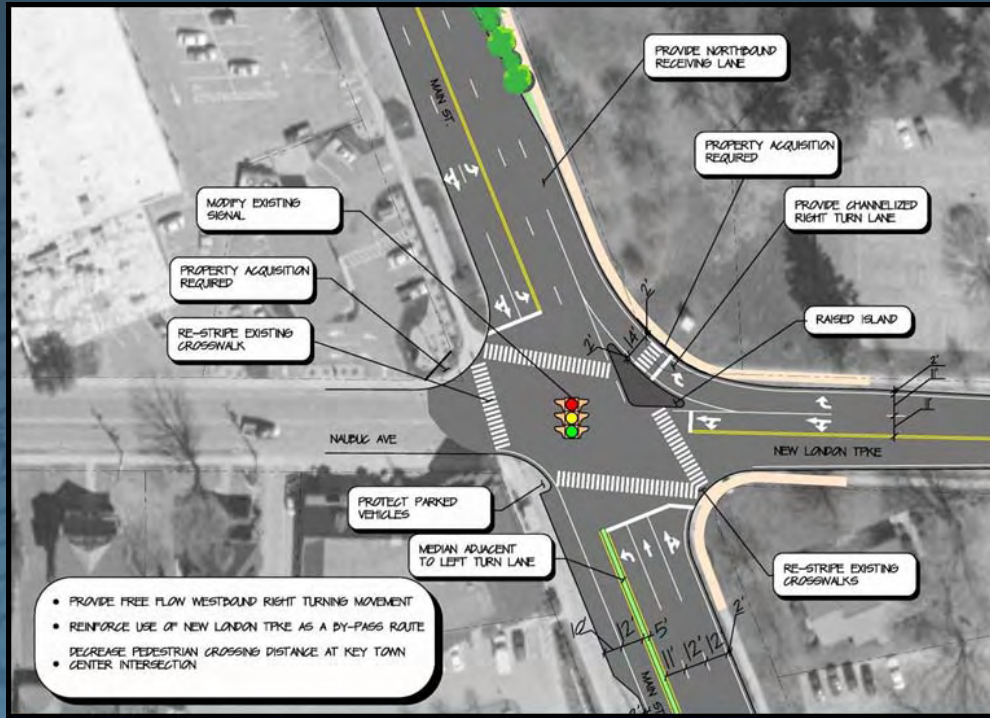
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CORRIDOR IMPROVEMENTS

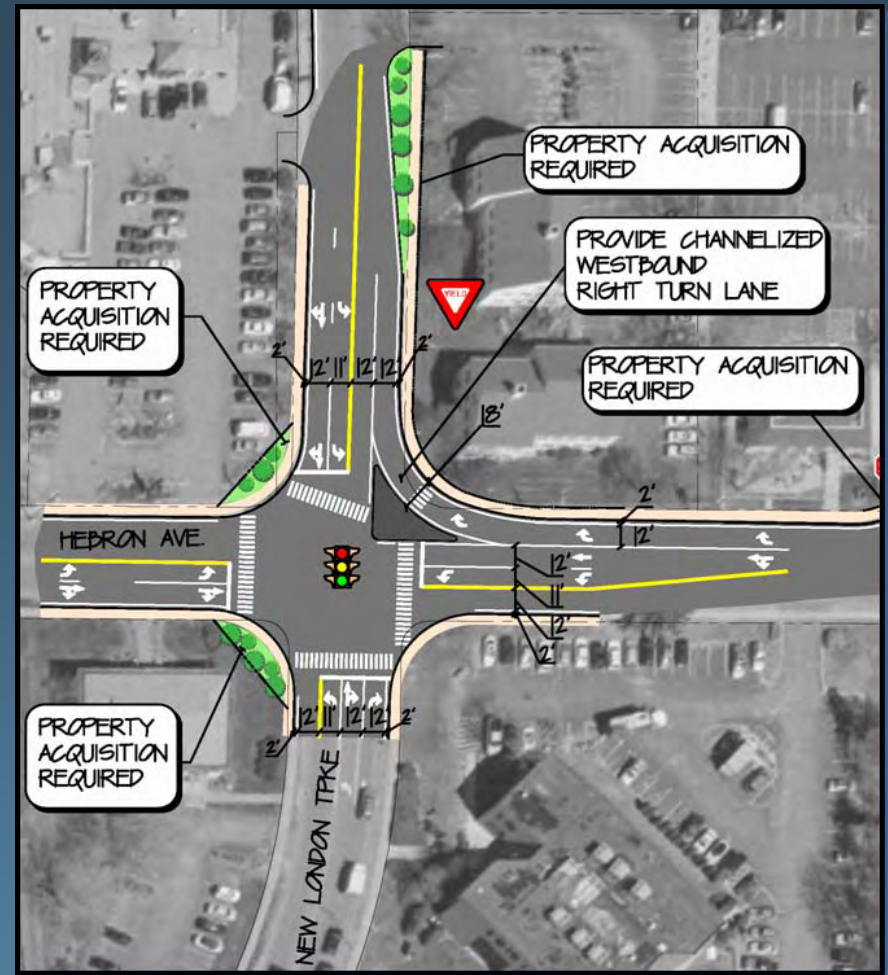
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New London Turnpike - Intersection Improvements



Main Street at New London Turnpike



Hebron Avenue at New London Turnpike

Channelized right turn lanes at these intersections improve traffic operations and pedestrian safety

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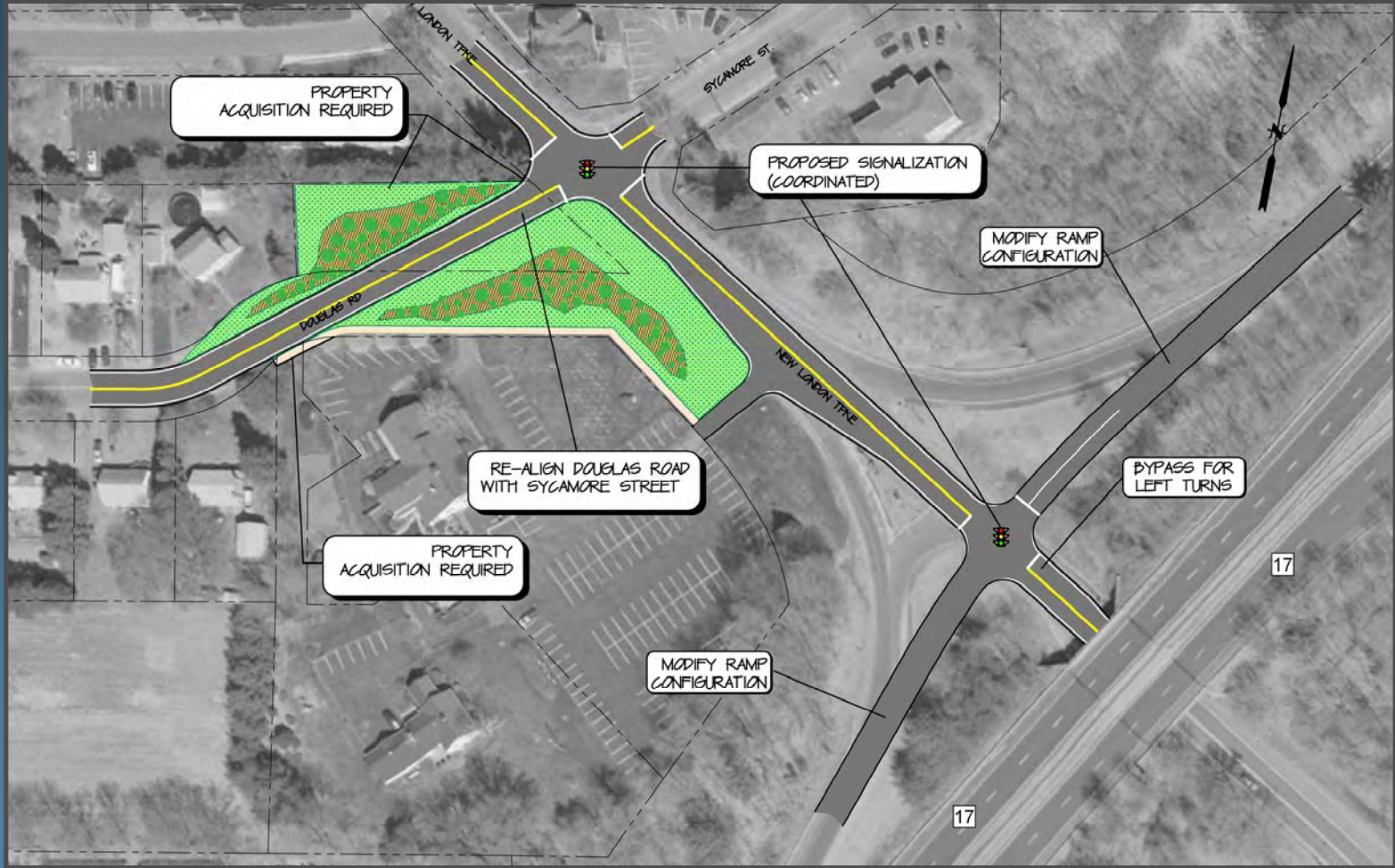
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Intersection Improvement Plans



Douglas Road/Sycamore Street/ New London Turnpike
Modification of Route 17 Ramps

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DOUGLAS/SYCAMORE

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Roadway Improvement Plans

Griswold Street Corridor

- Align House and Harris Streets utilizing the town-acquired parcel at the southwest corner of the intersection
- Modify existing signalization
- Optimize traffic signal timing



- Provide an additional eastbound receiving lane on Griswold Street
- Re-time traffic signal to provide improved operations
- Re-stripe Glastonbury Boulevard for improved lane alignment through intersection

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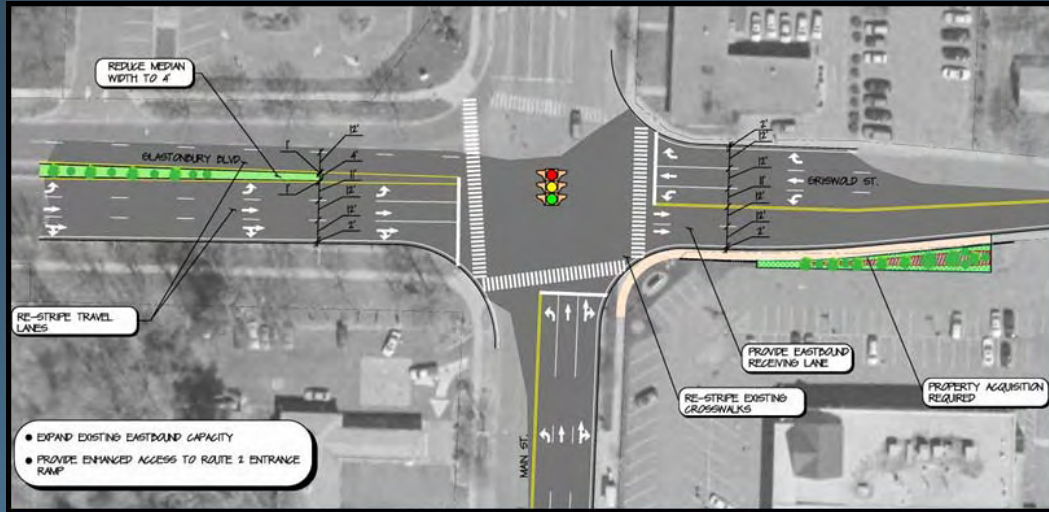
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CORRIDOR IMPROVEMENTS

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Griswold Street - Intersection Improvements



Griswold Street at Main Street (shown previously)



Griswold Street at Harris Street/ House Street

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GRISWOLD INTERSECTIONS

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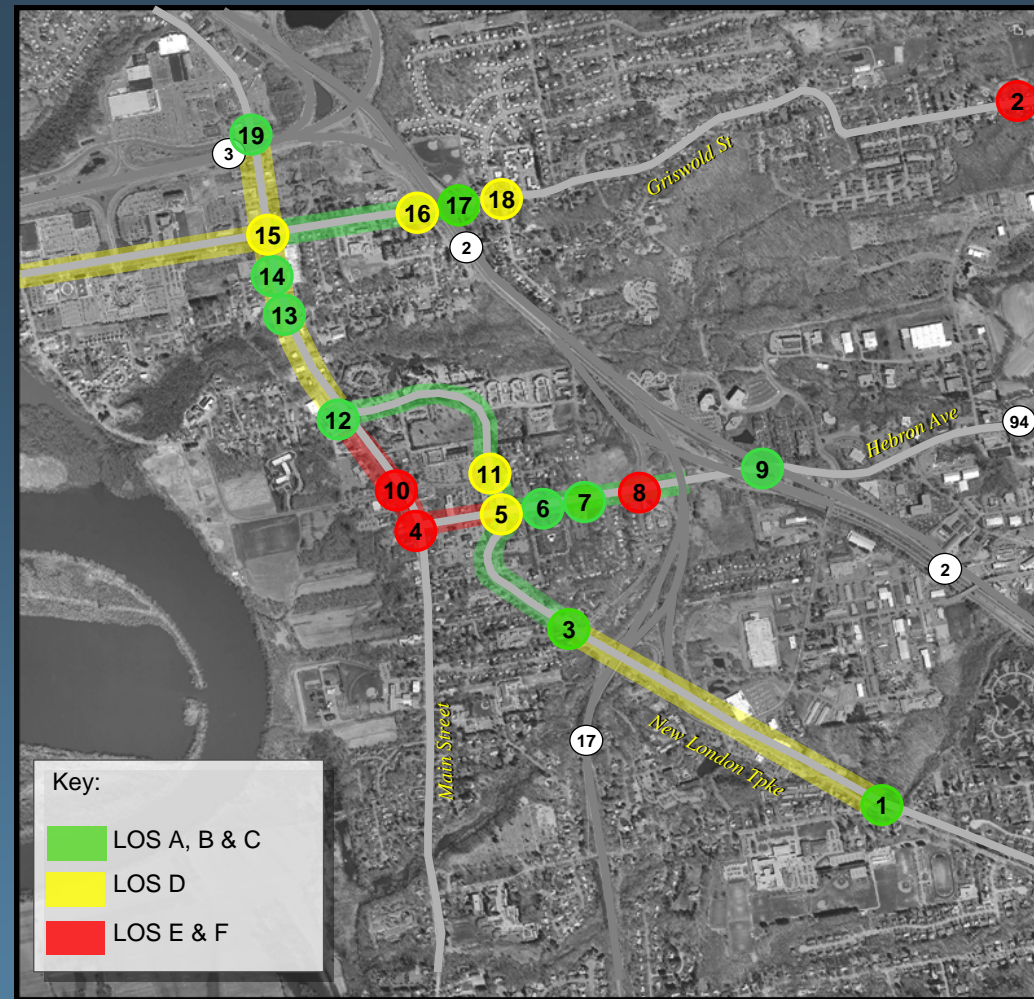
Traffic Analysis – Future Target Conditions with Improvements

Capacity Analysis

The tabulation below provides Levels of Service for the Study Area intersections with the implementation of proposed improvements. As illustrated, the improvements planned will be successful in achieving 2027 target traffic operating conditions.

LOC	Intersection	AM	M D	PM	Sat
1	New London Tpke. at Hubbard St.	C	B	C	
2	Griswold St. at Addison St.	F		F	
3	New London Tpke. at Sycamore St.	A	B	B	
4	Hebron Ave. at Main St.	WB C	F	F	F
5	Hebron Ave. at New London Tpke.	B	D	D	C
6	Hebron Ave. at Concord St.	SB C	C	C	
7	Hebron Ave. at House St.	SB B	B	C	
8	Hebron Ave. at Route 2 EB Off-Ramp	D	C	E	C
9	Hebron Ave. at Route 2 WB On-Ramp	B	B	C	A
10	Main St. at Welles St.	B	F	F	
11	New London Tpke. at Welles St.	EB B	D	D	B
12	Main St. at New London Tpke.	B	B	B	C
13	Main St. at Spring St.	B	B	B	
14	Main St. at Chili's Drive	B	C	C	
15	Main St. at Griswold St/Glastonbury Blvd.	C	D	C	C
16	Griswold St. at Route 2 EB Off-Ramp	D		C	C
17	Griswold St. at Route 2 WB On-Ramp	WB A		A	A
18	Griswold St. at House Street	C		D	C
19	Main St. at Putnam Blvd.	B	B	B	

Study Area Intersections – Levels of Service with Improvements



2027 Levels of Service with Improvements

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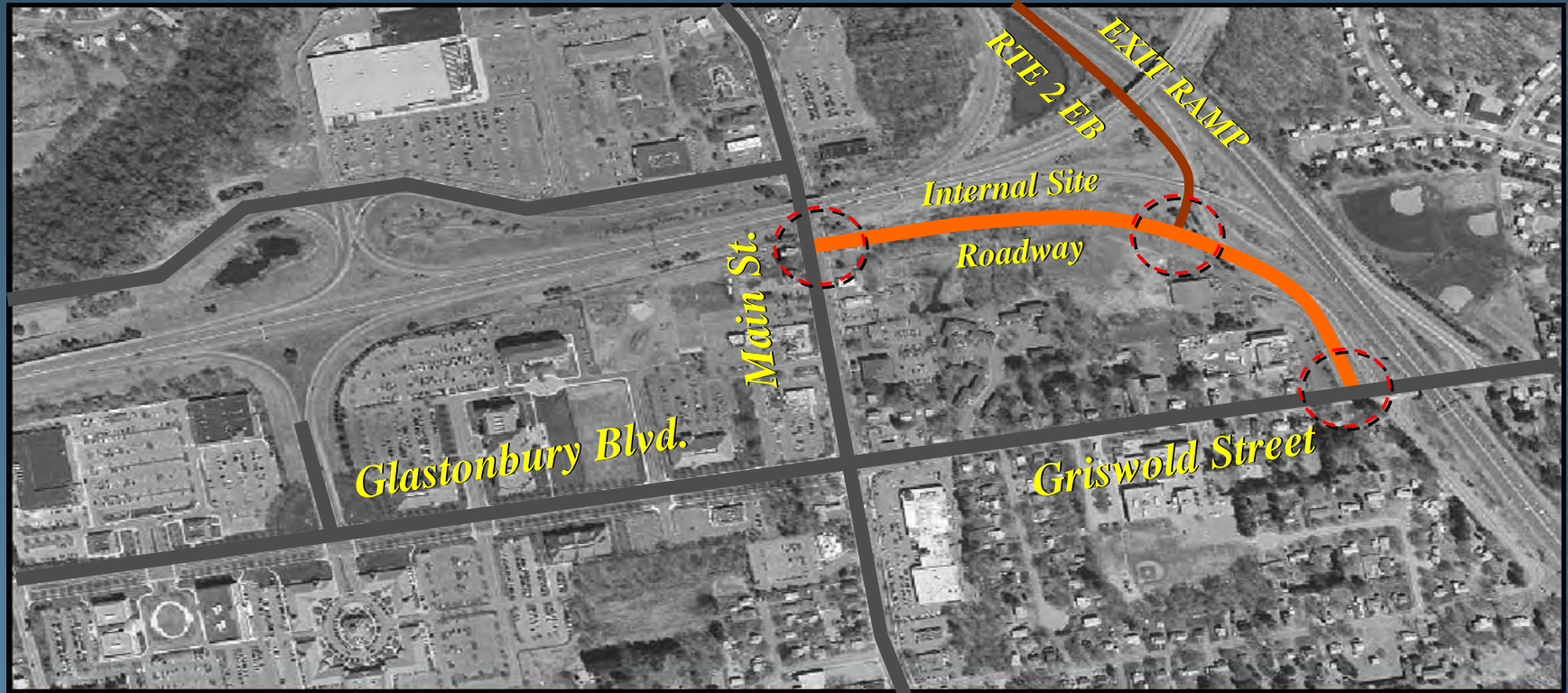
TRAFFIC PROJECTION

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Master Planning - Griswold Street

- *Creates a public roadway providing access to an existing, vacant development site*
- *Realigns existing Route 2 eastbound exit ramp*
- *Provides additional access and visibility for development*
- *Reduces traffic load on Griswold Street at Main Street signal*
- *Potential for a public/private roadway improvement project*



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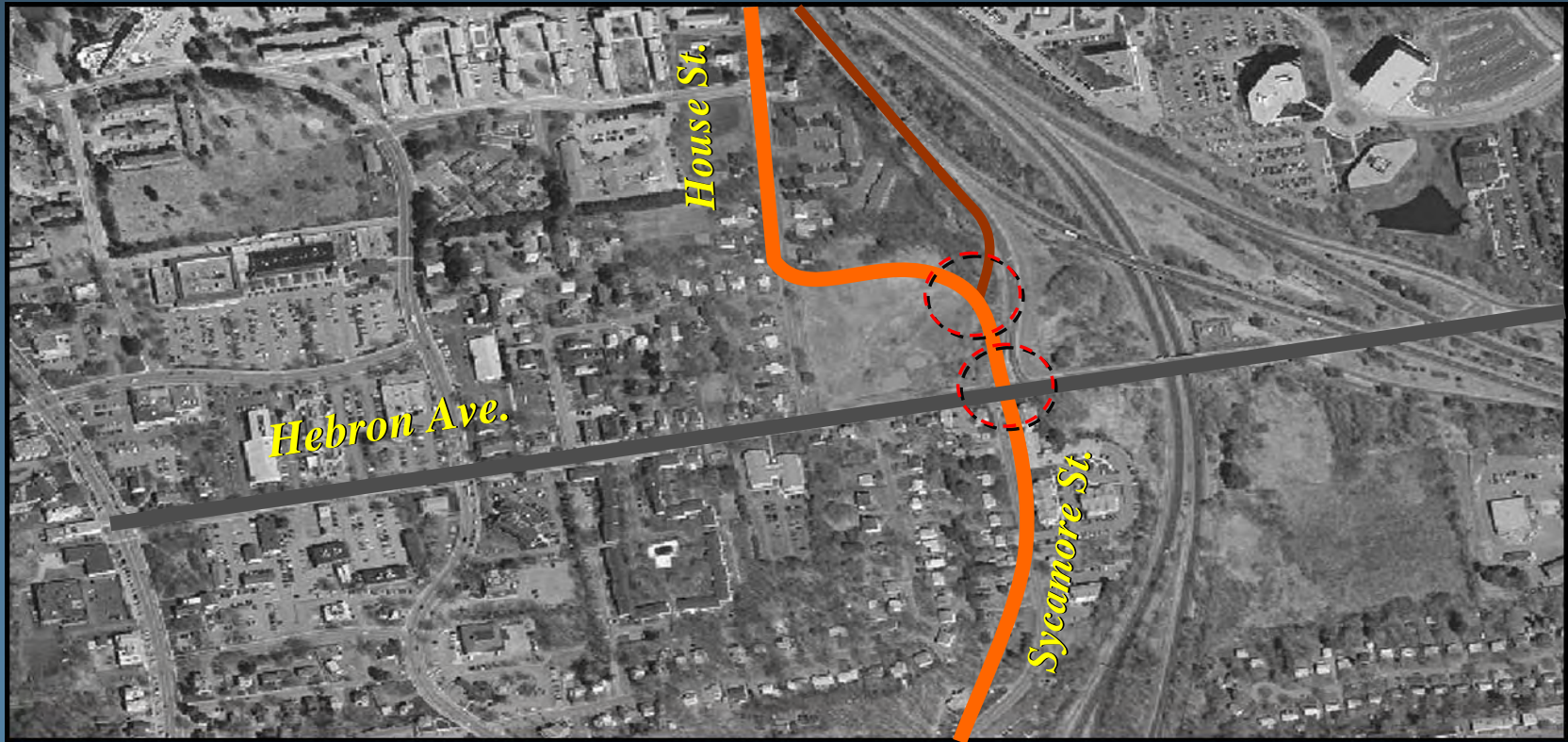
MASTER PLANNING

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Master Planning – House Street

- *Alignment of House Street and Sycamore Street creates an additional Town Center bypass option*
- *Realigns existing Route 2 eastbound exit ramp*
- *Eliminates high accident intersection of House Street at Hebron Avenue*
- *Combines intersections, eliminating need for closely spaced traffic signals*



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Streetscape Treatment

Proposed Palettes- Lighting, Banners & Signal Poles

Pedestrian

L-1



L-2



Cobra Head

L-3



L-4



Banners

(all corridors)

Also attached to light standards



Ornamental Signal Poles

(all corridors)



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Streetscape Treatment (cont.)
Proposed Palettes- Street Furniture & Walks

Benches

BN-1



BN-2



Stone Wall
(All Corridors)



Bollards

B-1
(Intersections)



B-2
(Streets)



Bus Shelter

(All Corridors)



Tree Grate

(All Corridors)



Concrete Paver Walks

P-1



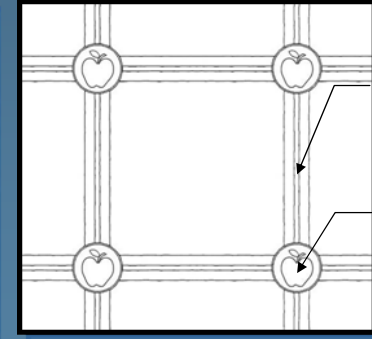
3" x 24" Concrete Pavers
Color: brick red or similar

P-2 (At medians and crosswalks)



Concrete Brick Pavers
Color: dark gray

P-3



Concrete Walk With Joint Pattern

Score tooled joint
(TYP)
2'-3' O.C. max.

4"x4" intersecting
stamp by Town-
Multiple images

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Streetscape Treatments
Proposed Palettes- Parking Lot Buffers

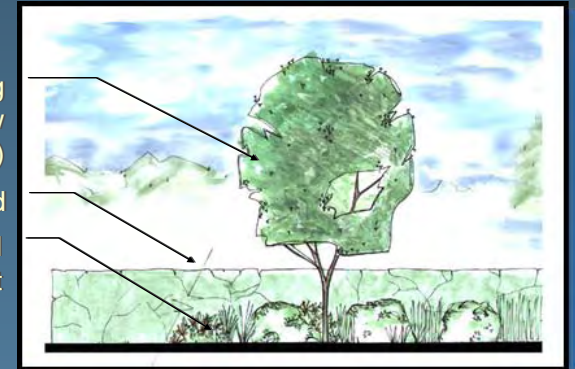
PB-1



Mix In Street & Flowering Trees (Informal Patterns)
Mix 30% Evergreen, 40% Broad Leaf Evergreen, & 30% Deciduous Material.
Mature Shrub Height Max 4'-6'

D-Main Informal Mix

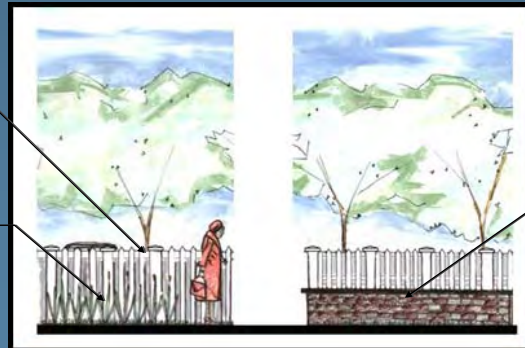
PB-2



Mix In Street And Flowering Trees (Formal Hedge Row Pattern)
4' Hedge Sheared
Optional Low Colorful Planting In Front

A- Hebron & C-Main Hedge W/ Optional Perennials

PB-3



4' White Picket Fence

Optional Perennials

2' Rectilinear Stone Wall With 2' White Picket Fence

B1 & B2 Hebron / Main

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Streetscape Treatments (cont.)
Proposed Palettes- Plant Palette

Street & Flowering Trees	
Tree Palette	
A- HEBRON AVE	Red maple 'Autumn Sunset' Japanese Tree Lilac
B1& B2- HEBRON AVE & MAIN ST	Honey Locust Columnar Sargent Cherry Snowdrift Crabapple
C- MAIN ST	Honey Locust Red Maple 'Autumn Sunset' Japanese Tree Lilac Columnar Sargent Cherry
D- MAIN ST	Ash Japanese Tree Lilac
Parking Buffers	
Evergreen	Juniper 'Pfitzeriana' Dark Spreading Yew 'Nigra' Dwarf Mugo Pine
Broad Leaf Evergreen	Rhododendron catawbiense (light pink varieties) Boxwood 'Green Mountain'
Deciduous Material	Fothergilla major 'Mt. Airy' Oakleaf Hydrangea
Hedge Material	Boxwood 'Green Mountain' Dark Spreading Yew 'Nigra'
Intersections- Dominant Tree to be Crabapple 'Red Jewel' (same type for all areas)	
Medians- Columnar Sargent Cherry	

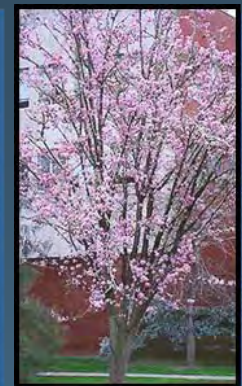
Intersections



Snowdrift Crabapple
(Appropriate for power lines -mature height less than 30')



Japanese Tree Lilac
(Appropriate for power lines -mature height less than 30')



Columnar Sargent Cherry



Ash



Honey Locust



Autumn Sunset Red Maple

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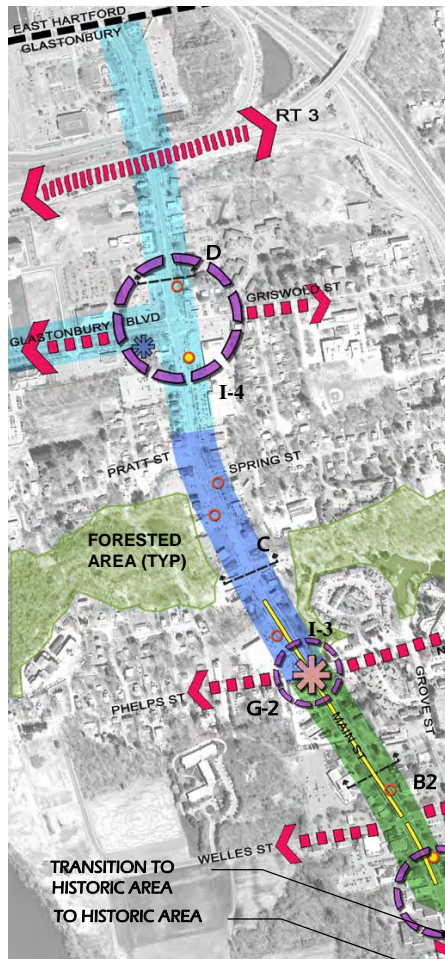
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Streetscape Treatments - Summary



CORRIDORS / SECTIONS

	Lighting	Streetscape Furniture	Walks	Parking Buffers	Private Property Impact	Curbs	Mid-Block Crossings	Comments
A-HEBRON	L-2, L-3	BN-2	P-3	PB-1	POSSIBLE	GRANITE	NO	
B-HEBRON & MAIN	L-1, L-3	BN-1, BN-2	P-1, P-3	PB-3	POSSIBLE	GRANITE	YES	IMPLEMENT SUSTAINABLE DESIGN TREATMENTS
C-MAIN	L-2, L-3	-	P-3	PB-1	NO	GRANITE	NO	IMPLEMENT SUSTAINABLE DESIGN TREATMENTS
D-MAIN	L-2, L-4	-	P-3	PB-2	NO	GRANITE	NO	

INSTRUCTIONS TO THE USER:

- THE STREETScape RECOMMENDATIONS CONTAINED HEREIN ARE FOR ILLUSTRATED SECTIONS OF HEBRON AVENUE & MAIN STREET ONLY.
- BASED ON THE ANALYSIS AND CONCEPTS OF STREETScape RECOMMENDATIONS CONTAINED HEREIN, THE ABOVE CHART IS INTENDED AS A GUIDE FOR FUTURE PRIVATE AND PUBLIC DEVELOPMENT PROJECTS. THE CORRIDORS ARE DIVIDED INTO SECTIONS LABELED A, B, C, & D. THE PROPOSED ATTRIBUTES RELATING TO EACH CORRIDOR SECTION ARE EACH KEYED TO SPECIFIC DESIGN RECOMMENDATIONS WHICH ARE CONTAINED HEREIN. THE EXACT BOUNDARIES OF EACH DESIGNATION WILL BE DETERMINED BY THE LAND USE AGENCY FOR THE TOWN IN ORDER TO PROVIDE DEVELOPMENT FLEXIBILITY.

NOTES:

- SEE PLANT PALETTE FOR LANDSCAPING GUIDELINES.
- SEE PRODUCT SHEETS FOR SPECIALIZED AREAS.

LEGEND

	HIGHWAY		TYPICAL SECTION LOCATIONS
	PRIMARY LOCAL CONNECTIONS		EXISTING BUS STOP LOCATION
	PRIMARY INTERSECTIONS		
	POTENTIAL TOWN CENTER GATEWAY AREAS	CORRIDOR NOTATION	
	WAYFINDING SIGNAGE		A- HEBRON AVE
			B1 HEBRON AVE & B2 MAIN ST
			C- MAIN ST
			D- MAIN ST

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PROPOSED PALETTES

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Traffic Calming

Several locations were identified as needing traffic calming measures to address existing issues as noted below:

House Street

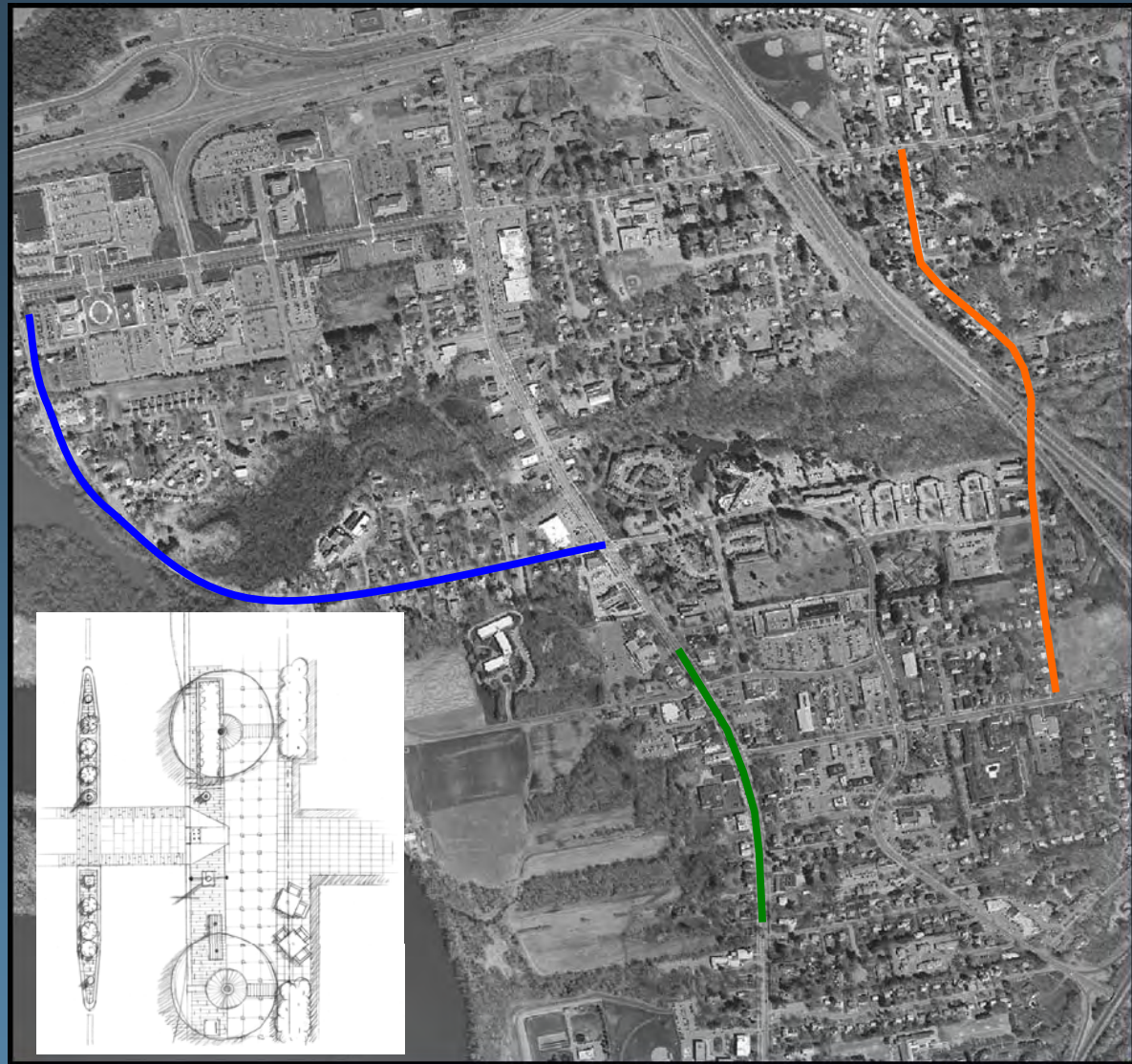
- *High Speeds Observed*
- *Residential Area with High Pedestrian Volumes*

Town Center Area

- *High Pedestrian Volumes*
- *Safe and Walkable Area*

Naubuc Avenue

- *High Speeds Observed*
- *Sidewalks Needed*



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Preliminary Cost Estimates

Intersection Improvements	Estimated 2008 Construction Cost*
Main St./Glastonbury Blvd./Griswold St.	\$295,600
Main St./Naubuc Ave./New London Tpke.	\$378,100
House St./Harris St./Griswold St.	\$947,100
Hebron Ave./New London Tpke.	\$335,200
House St./Hebron Ave.	\$245,800
Concord St./Hebron Ave.	\$98,300
Douglas Rd./Sycamore St./New London Tpke. and Route 17 Ramps	\$1,100,000
Corridor Improvements (Excludes Intersections)	
Hebron Ave. - Main St. to New London Tpke.	\$43,500
New London Tpke. - Main St. to Hebron Ave.	\$216,000
Main St. - New London Tpke. to Hebron Ave.	\$160,000
Streetscape Improvements	
Hebron Ave. - Rte 2 to New London Tpke.	\$450 / lf
Hebron Ave. - New London Tpke. to Main St.	\$800 / lf
Main St. - Hebron Ave. to Pratt St	\$400 / lf
Main St. - Pratt St. to Town Line	\$400 / lf

*R.O.W. costs not included

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Public Involvement

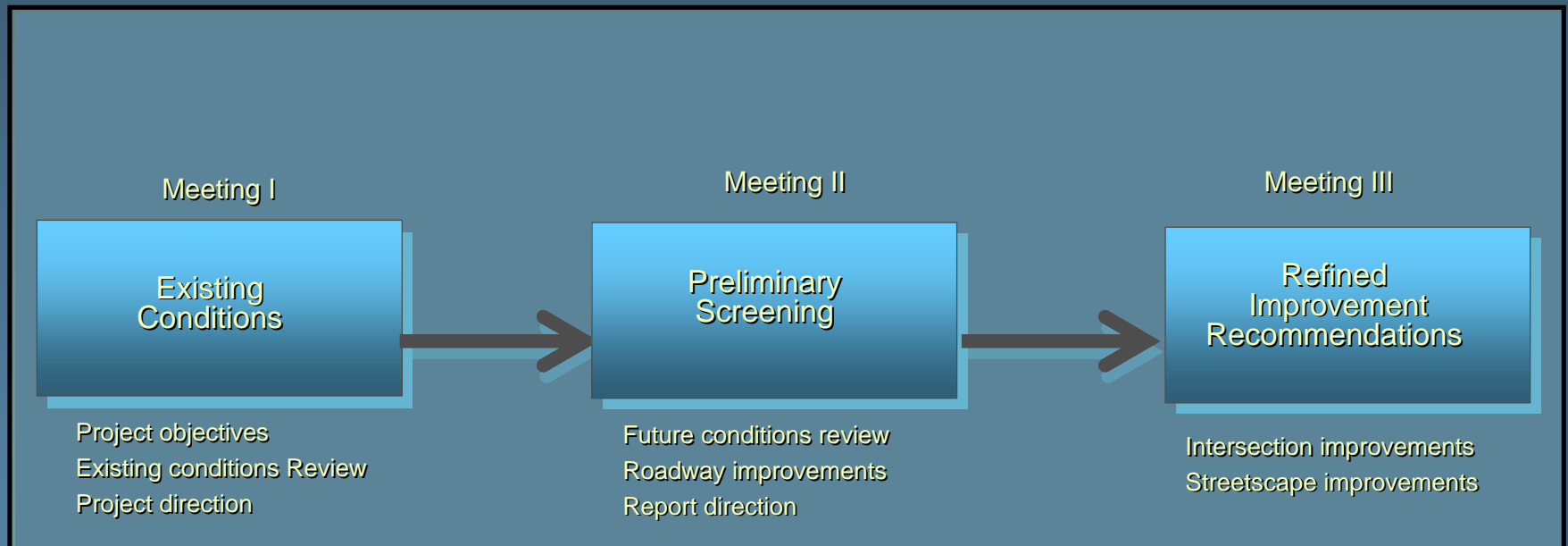
Three public involvement meetings were held to foster input. Each meeting has a set agenda, shown in the graphic below. Direction provided to the audience at each meeting included:

Collaborate

Participate

Public's Input

It's Your Project



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What's Next?

- *Funding*
- *Design*
- *Permits / Right-of-Way*
- *Construction*

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NEXT STEPS

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