



**TOWN OF SEYMOUR**

W. Kurt Miller  
First Selectman

Fred A. Messore  
Director of Economic Development



**NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS**

Mark C. Nielsen  
Planning Director



**MILONE & MACBROOM®**

**PUBLIC INFORMATIONAL MEETING**

**STATE PROJECT NO. 124-165  
ROUTE 67 (BANK STREET) SPOT IMPROVEMENTS  
KLARIDES VILLAGE TO RIVER STREET  
TOWN OF SEYMOUR**

Anthony Ciriello Jr., P.E.  
Principal – Director of Transportation Engineering

Michael J. Joyce, P.E.  
Associate – Manager of Highway Design

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Associate – Lead Project Engineer, Transportation

## GENERAL PROJECT INFORMATION

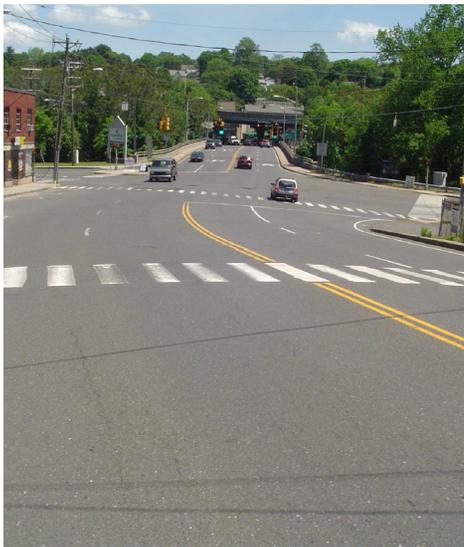
### Project Location

The section of Route 67 (Bank Street) that falls within the study area (between River Street/Franklin Street and the westerly end of Klarides Village to the west) is approximately one-third of a mile. Bank Street generally runs in an east/west direction through the western part of town and provides connections to the town center area (via the Naugatuck River bridge) and to Oxford and points west. CT Route 8, which is elevated above the downtown area, provides regional access throughout the Naugatuck Valley region of Connecticut.

### Project Purpose

The purpose of this study is to evaluate and provide a palette of roadway and intersection enhancements along the CT Route 67 (Bank Street) corridor between River Street/Franklin Street and Klarides Village to the west in the town of Seymour, Connecticut.

This preliminary engineering study summarizes existing conditions, discusses the overall corridor issues and opportunities, outlines the right-of-way and regulatory permit implications, and summarizes the traffic and pedestrian network analyses conducted by MMI.



*Left – Intersection of Bank/Franklin/River; Left Center – Church/Beecher; Right Center – Johnson Avenue; Right – Klarides Village Plaza*

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## EXISTING CONDITIONS

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Within the study area, Bank Street generally has a single travel lane in each direction with auxiliary turn lanes at various intersections. Sidewalks, in various conditions, are present along most of the project roadways, and the posted speed limit along Bank Street is 30 miles per hour (mph). The land uses through this corridor include retail, office, residential, and light industrial with the study area located within the C-2 General Commercial Zoning District, the CBD-1 Downtown Central Commercial District, and a small area of residential zoning (R-18) abutting Route 67 at the Beecher Street/Church Street intersection. The C-2 and CBD-1 districts define the limits of the Enterprise Corridor Zone.

### Parking

On-street parking exists through the downtown area including areas along Bank Street that serve the adjacent retail establishments. Within the study limits, two on-street parking spaces are currently provided on the north side of Bank Street (near Franklin Street). On the south side of Bank Street, a wide shoulder supports “10-minute” on-street parking in front of several properties which are immediately adjacent to the Little River and currently have no on-site parking. The remaining parking areas along the corridor are provided within off-street parking facilities.

### Traffic Operations

The CTDOT records average daily traffic (ADT) volumes along state-owned highways. The ADT along Route 67, west of River Street and Franklin Street, was 20,000 vehicles per day (vpd) in the year 2009. The 85th percentile speeds along Bank Street are 36 mph for eastbound travel and 38 mph for westbound travel.

A traffic analysis was performed along Route 67 (Bank Street) at the following six intersections:

- Bank Street @ Franklin Street/River Street (CT Route 313)
- Bank Street @ Old Drive (east)
- Bank Street @ Church Street/Beecher Street
- Bank Street @ Old Drive (west)
- Bank Street @ Klarides Village Driveway/Johnson Avenue (unsignalized)
- Bank Street @ Klarides Village (signalized)

The peak hours for the corridor are 8:00 a.m. to 9:00 a.m. and 5:00 p.m. to 6:00 p.m. Bank Street carries between 1,070 and 1,350 vehicles during the morning peak hour depending on the specific location. During the afternoon peak hour, 1,470 to 2,030 vehicles were counted. The analysis found that a greater percentage and overall number of heavy vehicles are present during the morning peak hour (1.5%) as opposed to the afternoon (.4%).

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## Accident Patterns

Using CTDOT accident records from January 2006 through December 2008, an analysis of the accident history along the corridor indicated there were 79 observed crashes. Of these 63 resulted in property damage only while 16 resulted in personal injury. The crashes resulted from a variety of collision types: rear-end, fixed object, sideswipe, intersecting turns, and same-direction turns. The most prevalent crash type was rear-end, which is typical for signalized intersections.

## Regulatory Areas

The Route 67 (Bank Street) project corridor is located immediately west of the Naugatuck River. At two locations within the study area, the Little River is conveyed under the areas where improvements are proposed along Bank Street and under River Street (CT Route 313) to its confluence with the Naugatuck River. The Little River was studied in detail by the Federal Emergency Management Agency (FEMA), and specific floodplain elevations and floodway boundaries have been established.

In addition to the FEMA regulatory boundaries, field identification and delineation of Connecticut inland wetlands and federal wetlands within the project limits were performed. The wetland limits closely follow the floodplain boundaries and steep banks associated with the rivers. Regulated activities associated with the wetlands, watercourses, and the related upland areas may require local, state, or federal permit approvals.

## Historic and Archeological Significance

Within the project limits, there is one property that is eligible for the Register of National Historic Places. The design and construction of the improvements outlined within this report may need to be conducted in accordance with Section 106 under the National Historic Preservation Act.

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## **RIGHT OF WAY IMPACTS**

Rights-of-way impacts to private property owners are discussed in more detail below and under various portions of the Preliminary Engineering Report.

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## **PROPOSED IMPROVEMENTS AND IMPACTS**

The following three improvement locations, as more specifically shown and described in the Preliminary Engineering Report dated February 2014, are highlighted as critical enhancement areas along with some operational improvements at two signalized intersections:

- Bank Street @ Franklin Street/River Street and @ Old Drive
- Bank Street @ Beecher Street/Church Street
- Bank Street @ Klarides Village/Johnson Avenue

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## **BANK STREET FROM OLD DRIVE TO FRANKLIN STREET/RIVER STREET (SR 313)**

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The preferred design for this section of Route 67 includes widening (primarily) on the south side of Bank Street between Old Drive East and the Franklin Street/River Street intersection. The concepts include the use of 11-foot lanes with 5-foot shoulders to support on-street bicycle connectivity from the areas adjacent to Bank Street to downtown Seymour and the developing riverfront recreational opportunities. The new edge of pavement and sidewalk create direct impacts to the buildings along the southern side of Bank Street including but not limited to direct impacts to the buildings and porches and the elimination of the limited “10-minute” on-street parking. In addition to the direct building impacts, the loss of parking constitutes a serious impact given the lack of on-site parking spaces and the current short-term on-street parking used by these properties and businesses. Acquisition of these properties may be necessary and therefore is assumed in the cost analysis.

The preferred alternate also extends the westbound right-turn lane at the Walgreens driveway through to the intersection of Old Drive East to accommodate the traffic volumes at this location and continue the intended pedestrian and on-street bicycle patterns through the corridor.

Furthermore, the curb radius for the River Street right-turn lane northbound movement at the southeast corner of the intersection may be reduced substantially. The existing radius exceeds 150 feet, which is more than adequate for trucks making right turns northbound onto Bank Street. A reduced radius would serve to slow vehicles making this turn, shorten the distance for pedestrian crossings, and provide additional landscape area and possible connections to the town’s Naugatuck River recreational resources.

Modifying the signal timing to provide additional green time for the Bank Street east/west phase will also be needed to improve the LOS at this intersection.

Widening the northbound (River Street) approach to this intersection to extend the left-turn lane should also be pursued. Currently, it supports the existing and proposed lane arrangement except for the continuation of the 5-foot (bike lane) shoulder from Bank Street to River Street. The structure’s overall rating is adequate, but the curb-to-curb deck width does not meet the current requirements. The existing eastern edge of pavement would be maintained in its current location.

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## **BANK STREET @ BEECHER STREET/CHURCH STREET**

The preferred alternative for this improvement location includes the realignment of Church Street to intersect Beecher Street at a T-intersection along with the narrowing and realignment of the intersection of Beecher Street at Bank Street. This alternative will create a safer condition for both vehicular and pedestrian mobility, will result in the same overall improvement to traffic operations at a much lower cost, and will not require the acquisition of private property. There is an informal roadway/access strip for drop-off and pickup in front of the Russian American Citizen Club. This area is within the public right-of-way but is used almost exclusively by the club which will remain available for limited parking. The additional turning lane on Beecher Street approaching Bank Street will help to reduce delays for motorists turning right due to left-turning vehicles.

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## **BANK STREET @ KLARIDES VILLAGE DRIVEWAY/JOHNSON AVENUE**

The proposed improvements for this area include the termination of Johnson Avenue at Route 67 along with prohibiting left turns from Klarides Village by constructing a modified median. The improvements listed below are primarily intended to improve traffic safety at this intersection:

### **Johnson Avenue at Bank Street**

The preferred alternative offered herein includes the construction of a hammerhead intersection immediately adjacent to the existing residential properties closest to Route 67 that would allow the access of emergency and maintenance vehicles. This plan will require a partial taking of property east of Johnson Avenue for the turnaround area. Elimination of this access point will improve the safety of users at this intersection and provide for a free flow of traffic along Route 67. This option will require Johnson Avenue area residents to seek alternate access to Route 67.

### **Klarides Village and Bank Street (unsignalized)**

The preferred alternative for this side of the intersection was to physically prohibit the current no-left-turn restriction by adding a physical barrier. Vehicles turning left or heading east along Route 67 will be required to drive through the plaza to the existing signalized driveway. Physically prohibiting the ability to turn left will eliminate the safety concerns and the queuing issues at the unsignalized intersection. This design is expected to have minimal to no impacts on rights-of-way and utilities. Stakeholder impacts will be essentially limited to those patrons exiting McDonald's and TD Banknorth and wishing to travel east on Route 67.

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## ADDITIONAL IMPROVEMENTS

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Signalization improvements are also recommended at two intersections are described below.

### **Bank Street @ Klarides Village**

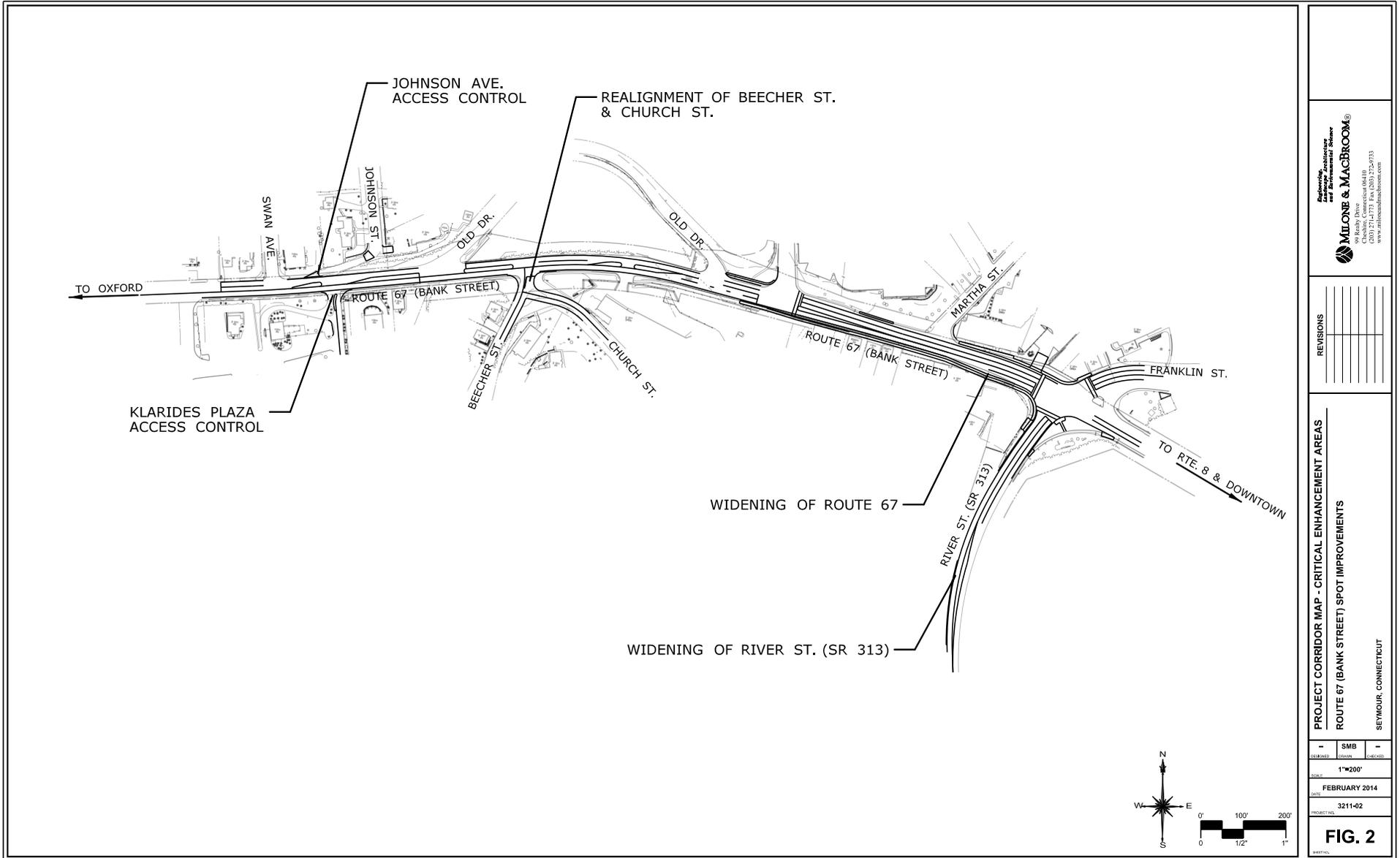
The traffic analysis supports modifying the signal timing at this intersection. Reducing the cycle length from 90 seconds to 60 seconds will maintain overall operations of LOS A and will significantly reduce 95th percentile queues, especially for the eastbound approach (850+ feet to 300 feet).

### **Bank Street/Old Drive (west)**

While a new traffic signal was added as part of the development of the Walgreens site, the analysis has determined that the signal timing needs to be adjusted at Old Drive (west) to accommodate the improvements proposed under this project.

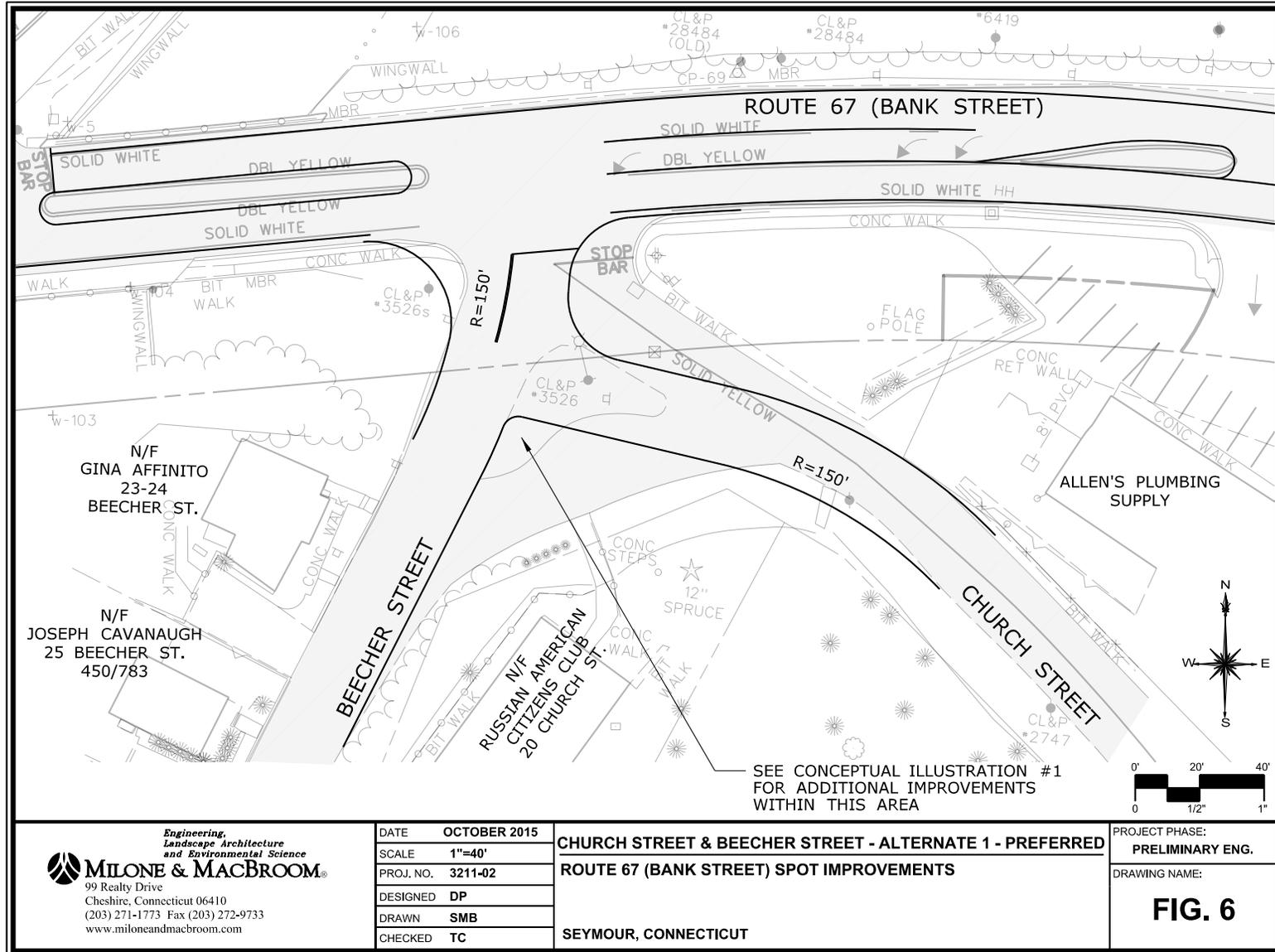
### **Pedestrian Circulation**

An evaluation of pedestrian infrastructure was conducted to identify pedestrian-related issues and connectivity gaps. In general, the study area does not effectively provide for safe pedestrian mobility throughout. While a sidewalk network exists, many areas are in disrepair, crosswalks are not handicap compliant, and gaps exist in many areas making it unsafe for pedestrians to travel from Klarides Village and points west to downtown Seymour.



<p style="text-align: center;"><b>MILONE &amp; MACBROOM</b> Engineering, Architecture and Environmental Science 49 Raily Drive Seymour, CT 06488 203.771.4777 Fax 203.775.4733 www.miloneandmacbroom.com</p>											
<p style="text-align: center;">REVISIONS</p> <table border="1" style="width: 100%; height: 40px;"> <tr><td> </td><td> </td></tr> </table>											
<p style="text-align: center;">PROJECT CORRIDOR MAP - CRITICAL ENHANCEMENT AREAS ROUTE 67 (BANK STREET) SPOT IMPROVEMENTS SEYMOUR, CONNECTICUT</p>											
<p>DATE: FEB 2014</p>	<p>SCALE: 1"=200'</p>										
<p>DATE: FEBRUARY 2014</p>	<p>PROJECT NO: 3211-02</p>										
<p><b>FIG. 2</b></p>											





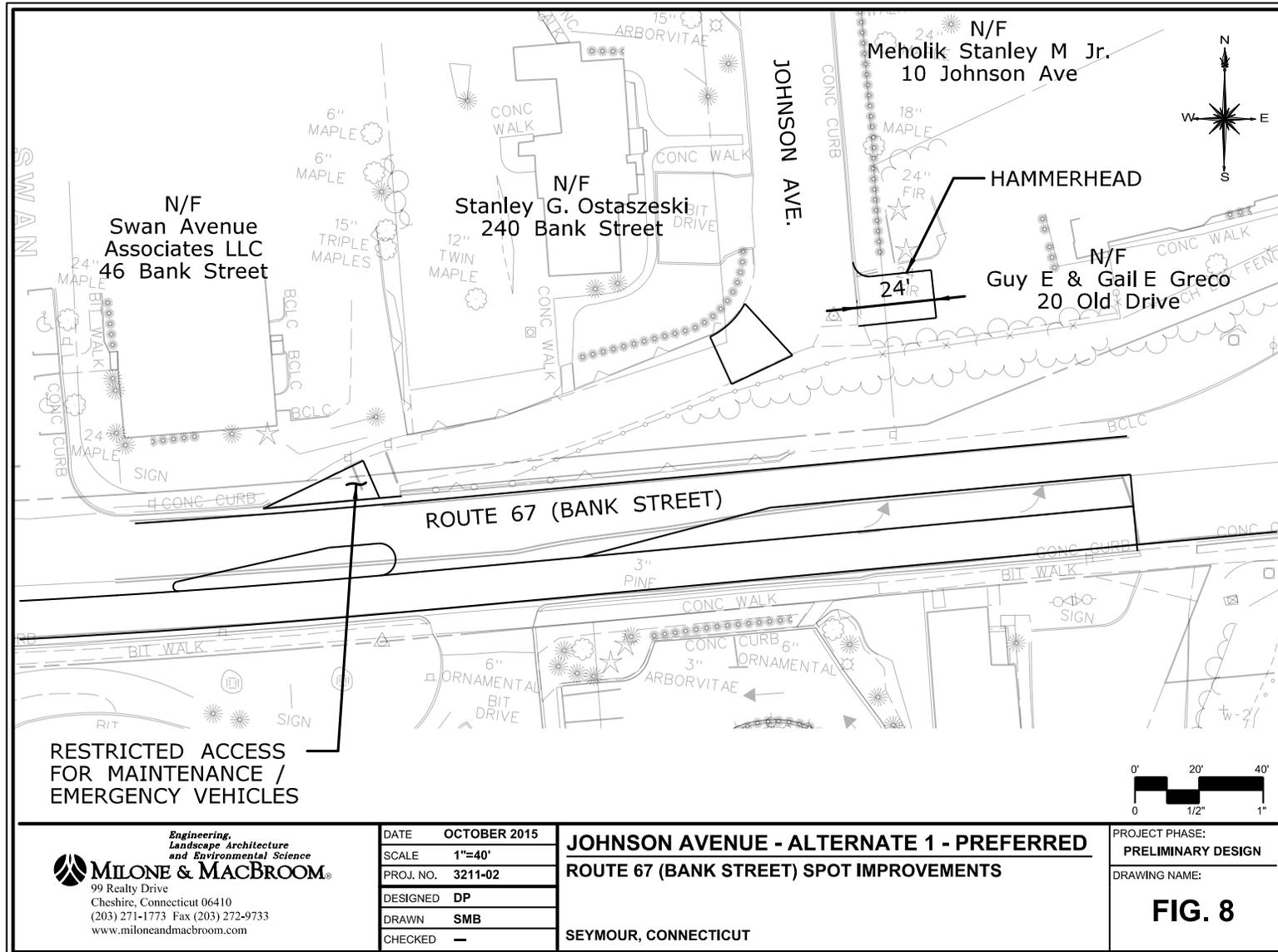
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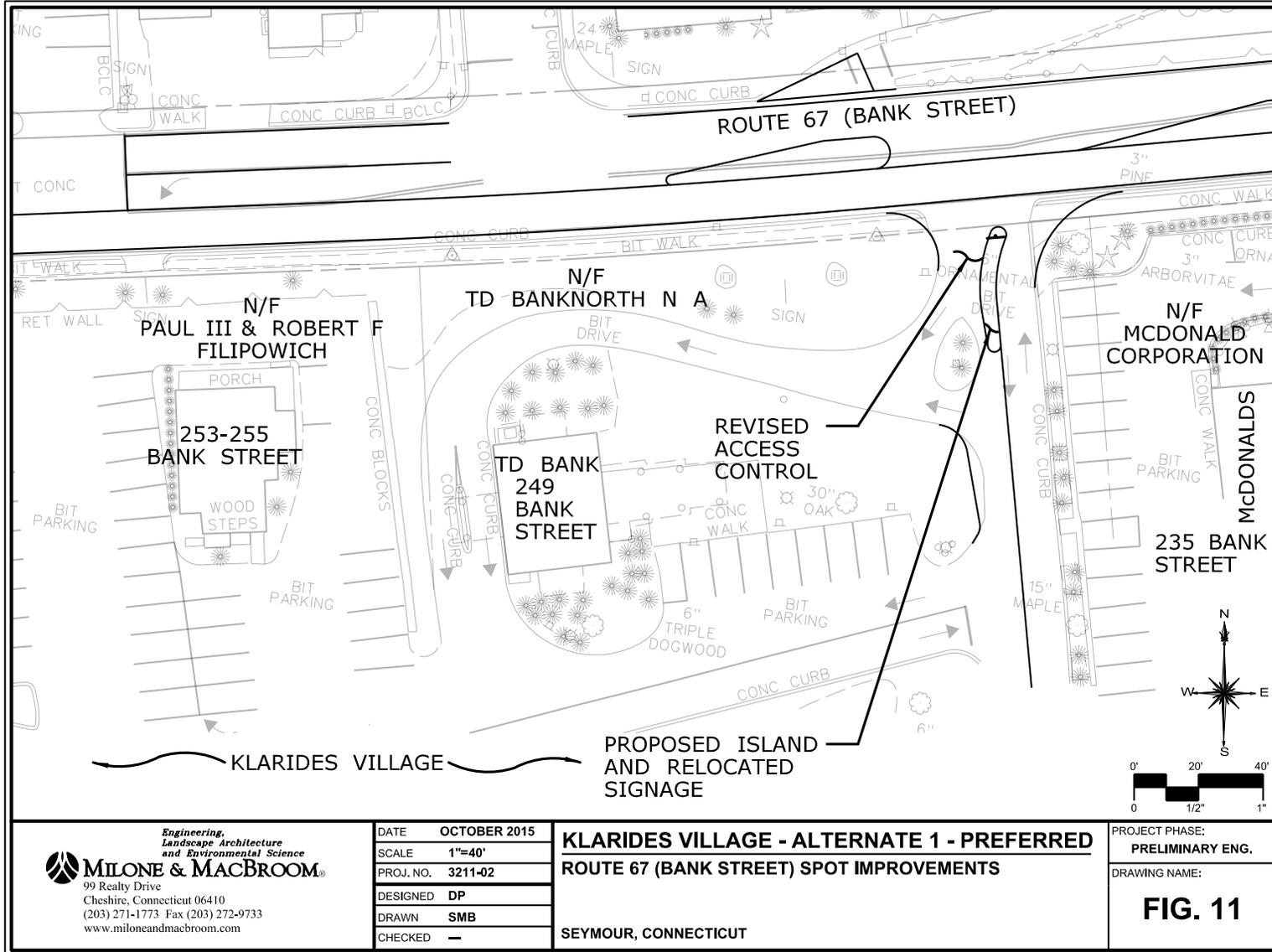
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SCALE	1"=40'
PROJ. NO.	3211-02
DESIGNED	DP
DRAWN	SMB
CHECKED	TC

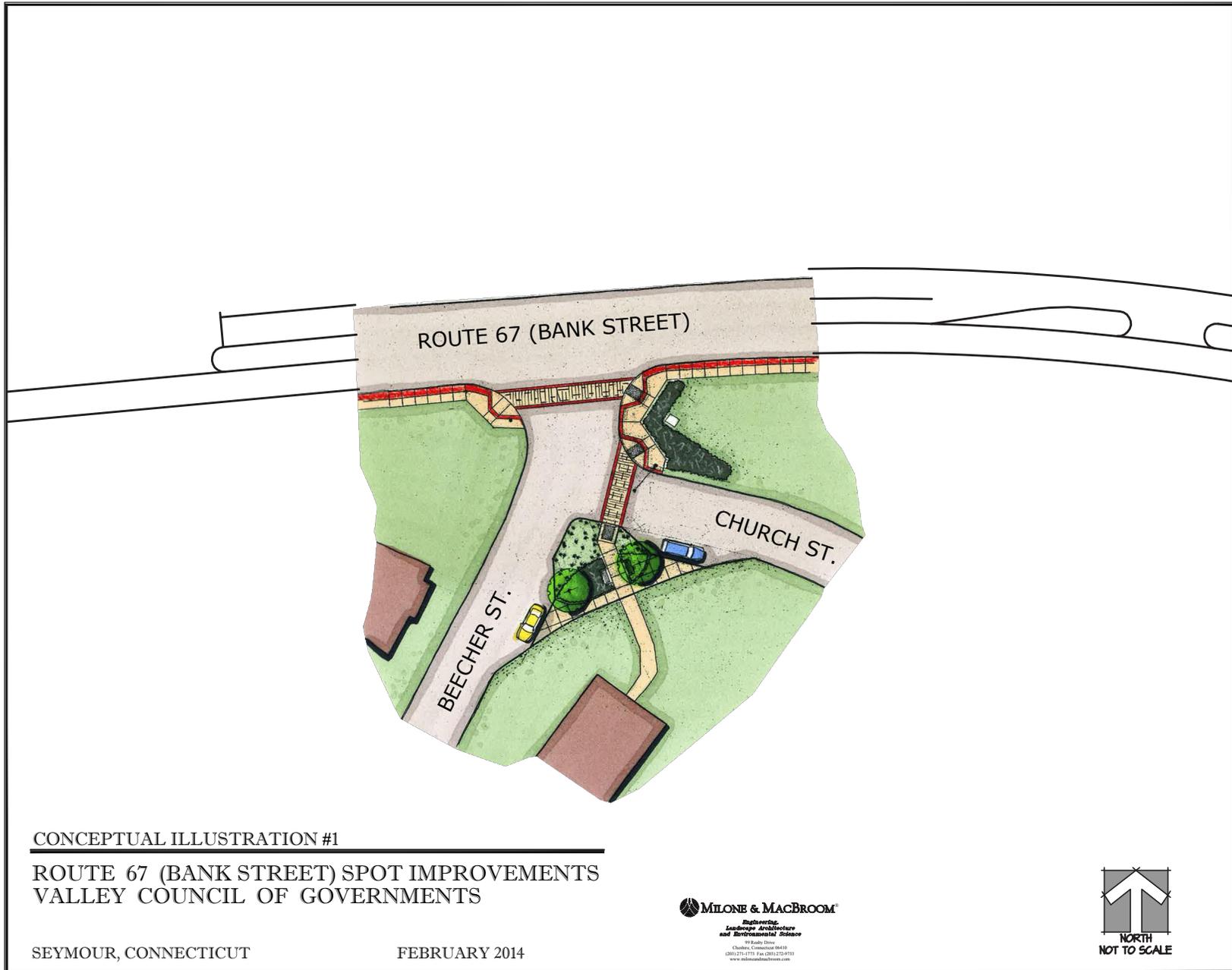
**CHURCH STREET & BEECHER STREET - ALTERNATE 1 - PREFERRED**  
**ROUTE 67 (BANK STREET) SPOT IMPROVEMENTS**  
 SEYMOUR, CONNECTICUT

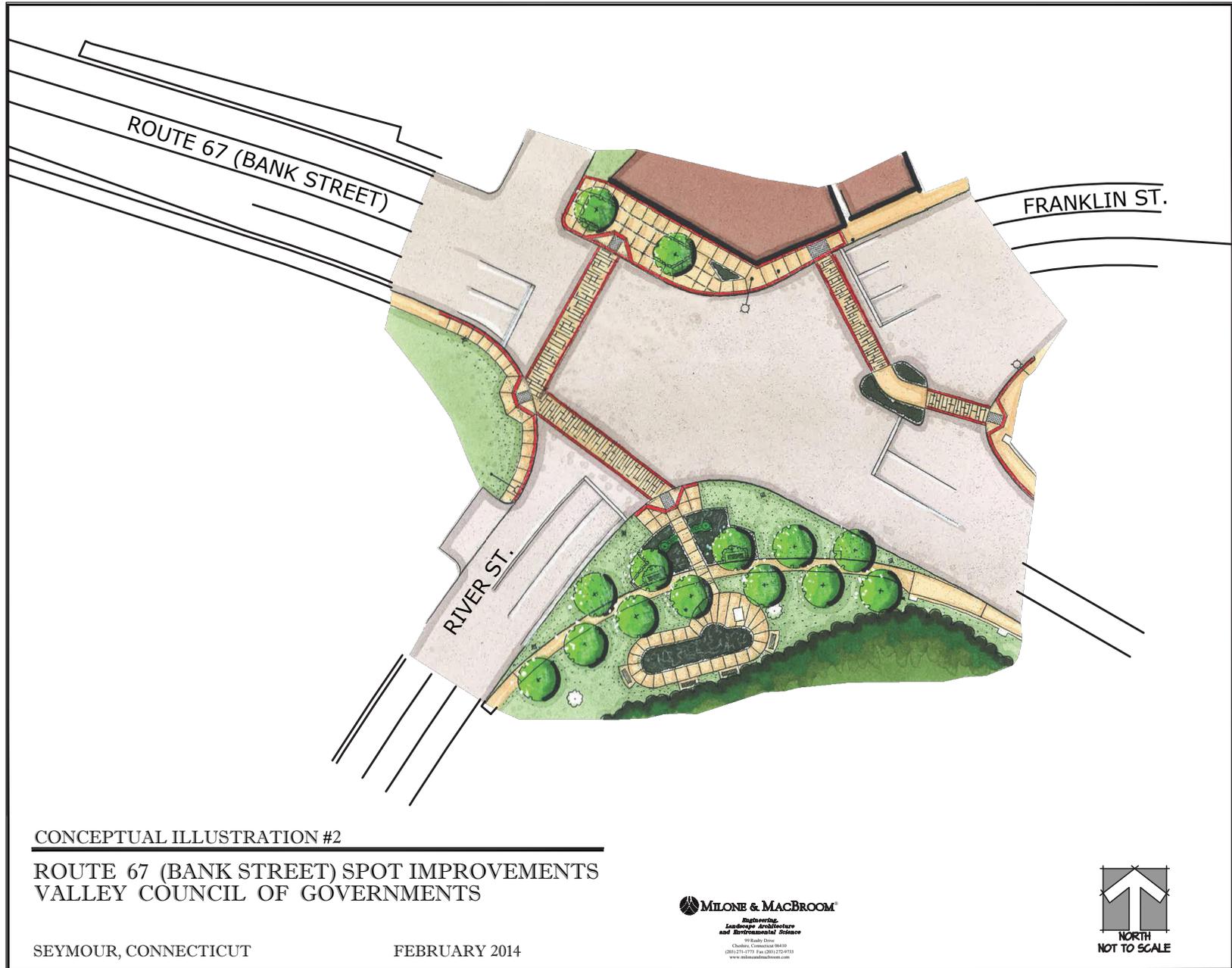
PROJECT PHASE:  
**PRELIMINARY ENG.**

DRAWING NAME:  
**FIG. 6**









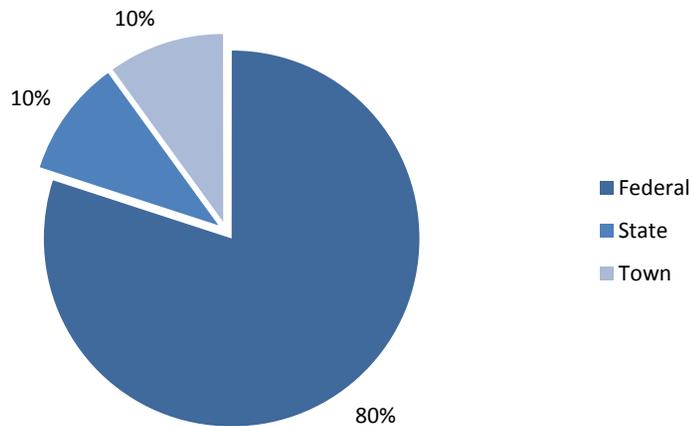
## PRELIMINARY CONSTRUCTION COST OPINION

Johnson Avenue Access Termination	<b>\$52,280</b>
Klarides Plaza Entrance	<b>\$26,785</b>
Church Street / Beecher Street Realignment	<b>\$149,400</b>
Bank Street (Route 67) – Old Drive to River Street/Franklin Street Intersection	<b>\$734,330</b>
Southeast corner of Bank Street/River Street	<b>\$148,235</b>
River Street (SR 313) Widening – including bridge improvements	<b>\$726,250</b>
<b>TOTAL</b>	<b>\$3,970,000*</b>

*\* Total includes inflation to 2019, contingencies, incidentals, etc. ROW acquisition costs, utility relocations, streetscape enhancements, and hazardous materials, if any, are excluded from total.*

## FUNDING

The chart below illustrates the various public funding sources for this project.



## PROJECT SCHEDULE

All dates are subject to the availability of funding, permit approvals and right-of-way acquisitions below /relocations:

**Preliminary Engineering Study Phase**  
**2015 (Fall/Winter)**

**Final Design Phase**  
**2016-2018**

**Construction Phase**  
**2019 (Spring)**



## COMMENTS AND ADDITIONAL INFORMATION

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Comments and recommendations made at this meeting will receive careful consideration. As a result of the information gained at this meeting, some of you may wish to make additional statements.

Additional statements, made in writing, should be sent to:

**Rory Burke**  
**Administrative Assistant**  
**Town of Seymour**  
**1 First Street**  
**Seymour, CT 06483**