Sedgwick Road Rehabilitation Project

(Ridgewood Road to South Main Street)

April 29, 2025

Public Informational Meeting



Greg Sommer, Town Engineer
Samer Karar, Project Engineer

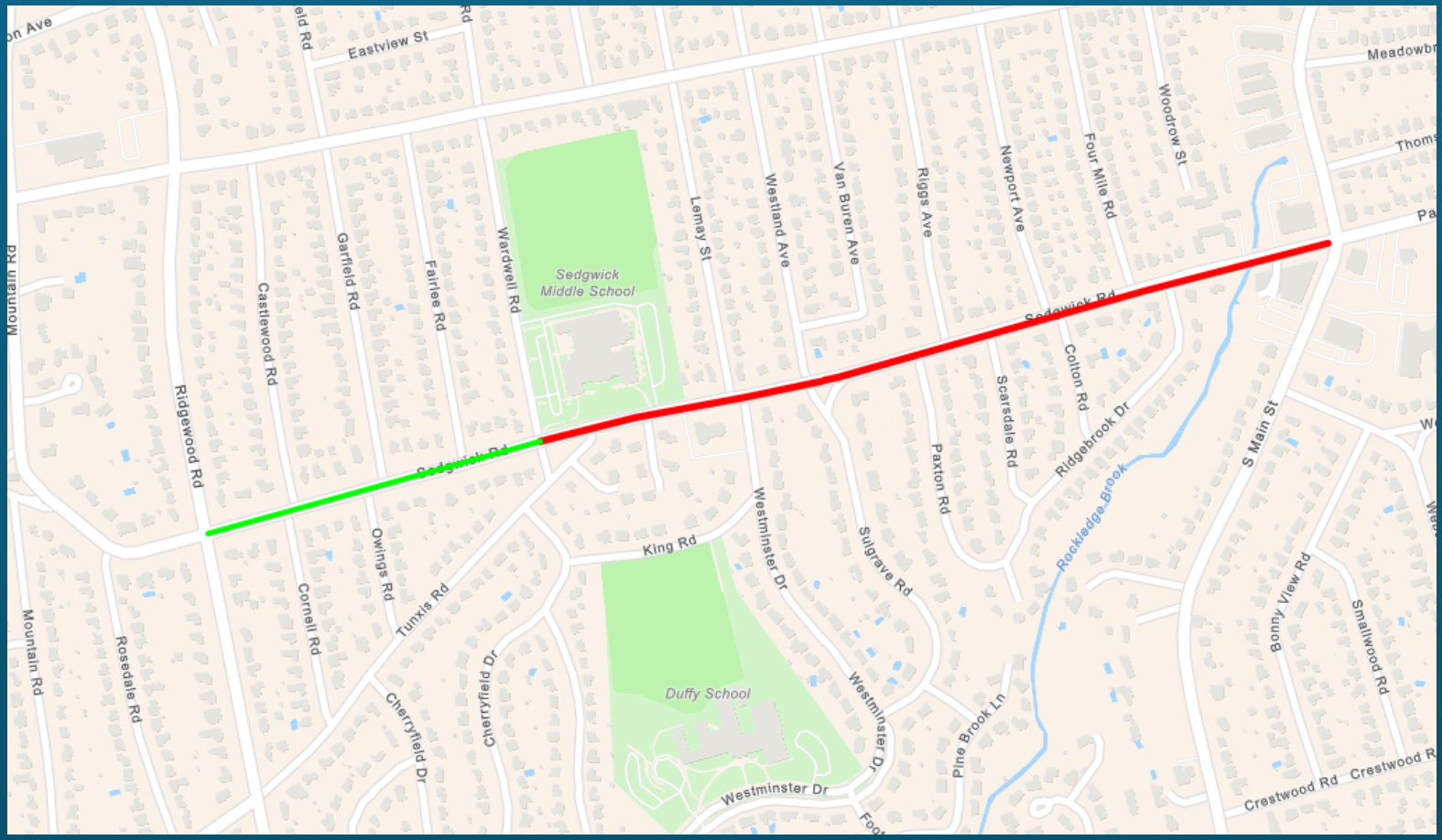
Presentation Outline



- Project Overview
- Proposed Improvements
- Conceptual Intersection Layouts
- Project Schedule & Cost
- Comments/Questions

Photo Credit – Google Maps

Project Area



Ridgewood to Wardwell – Restriping
Wardwell to S. Main Street - Reconstruction

Source: ESRI World Map

Existing Conditions

- 44’ wide (curb to curb)
- Travel lanes vary from 11’-15’ in width
- Posted speed limit – 35 mph
- ~8,080 vehicles per day
- Pavement in poor condition
- 84 Crashes along the corridor (2019-2023)

Proposed Improvements

- Roadway resurfacing (Wardwell Rd to S. Main St)
- Lane restriping (Ridgewood Rd to Wardwell Rd)
- Remove westbound merge at S. Main St
- Median islands at select locations
- Raised crosswalks and curb extensions
- Raised intersection at Wardwell Road
- Accessible sidewalk ramps
- Bicycle lanes

Safety Countermeasures



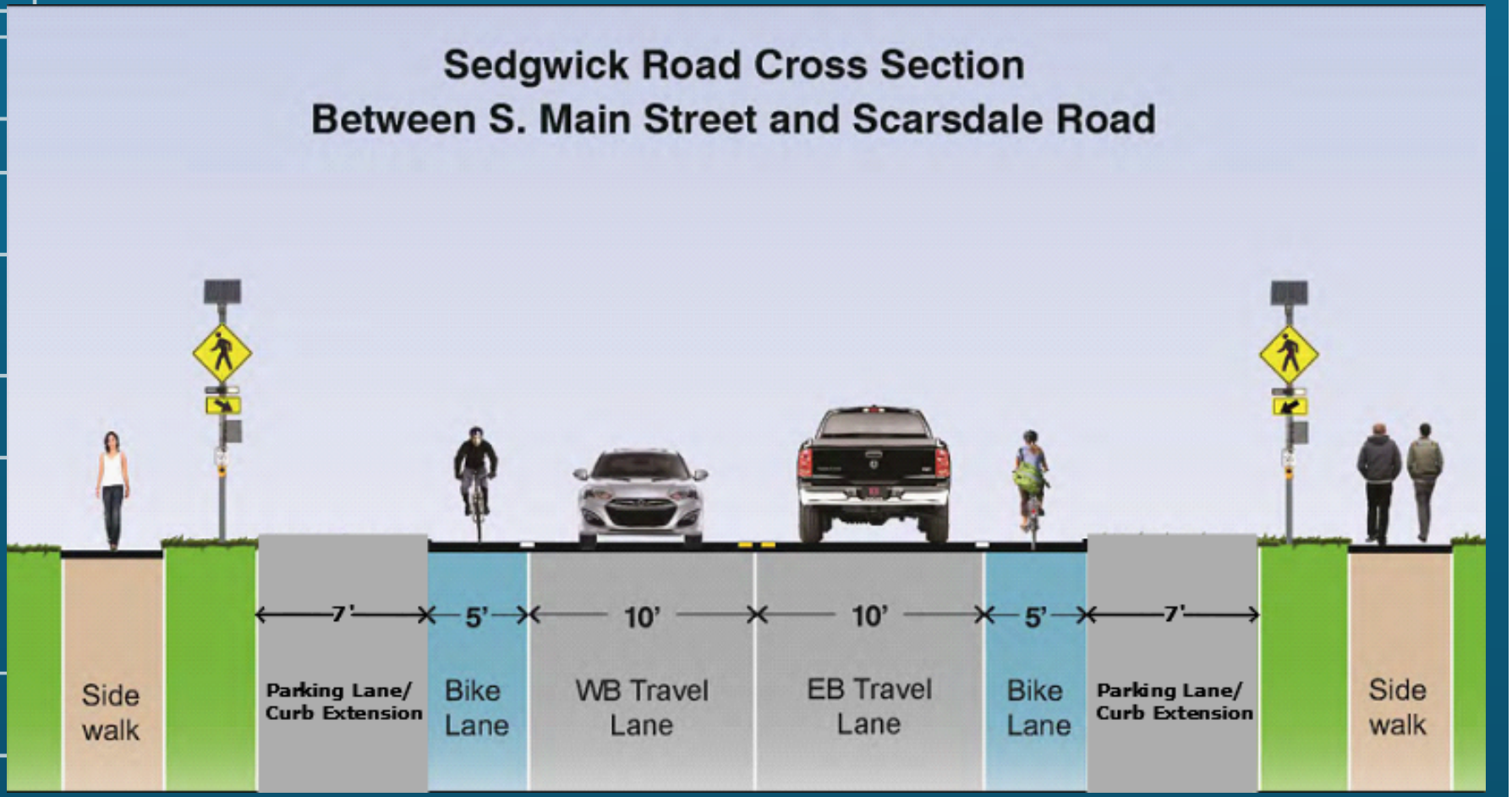




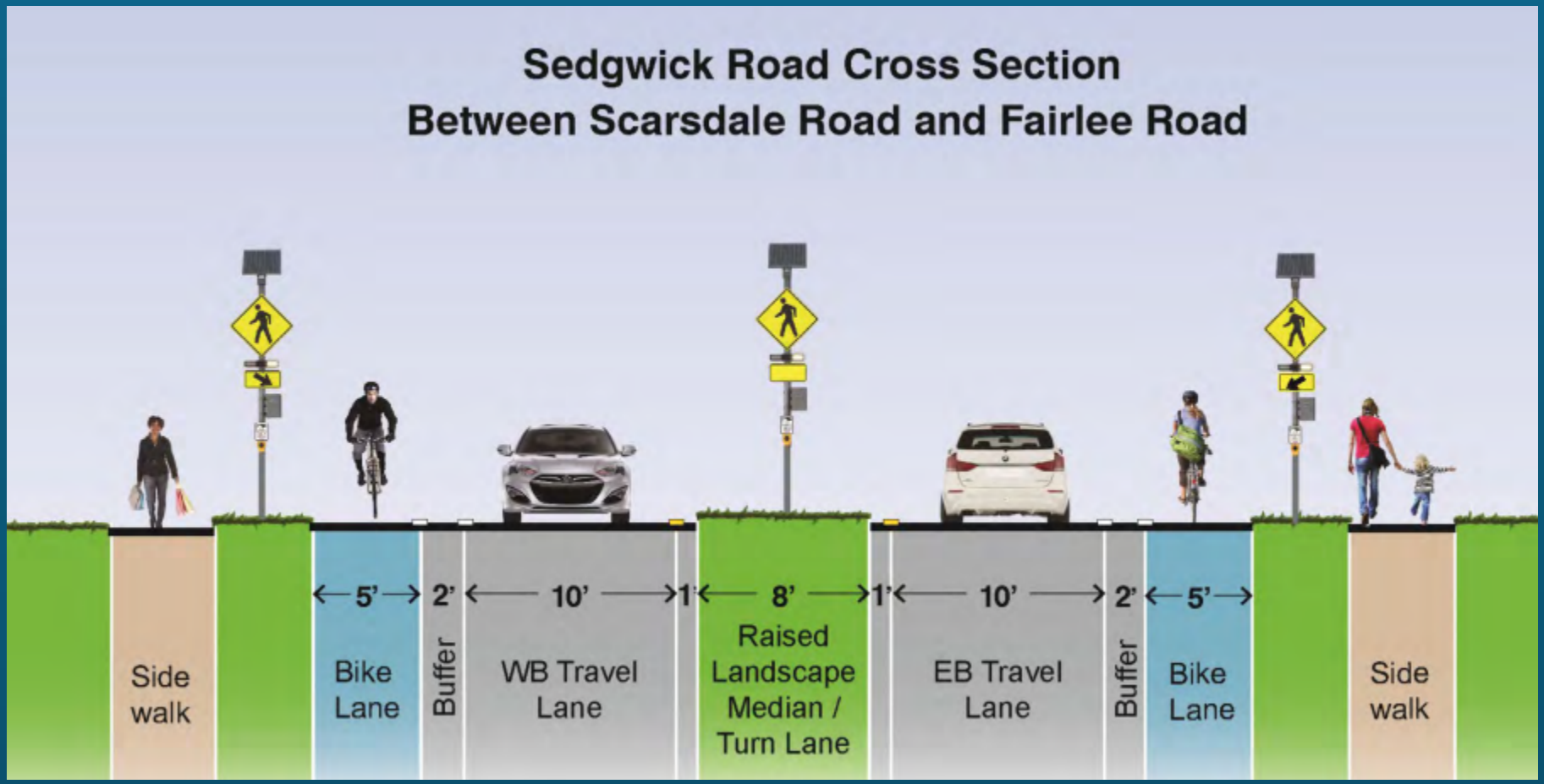




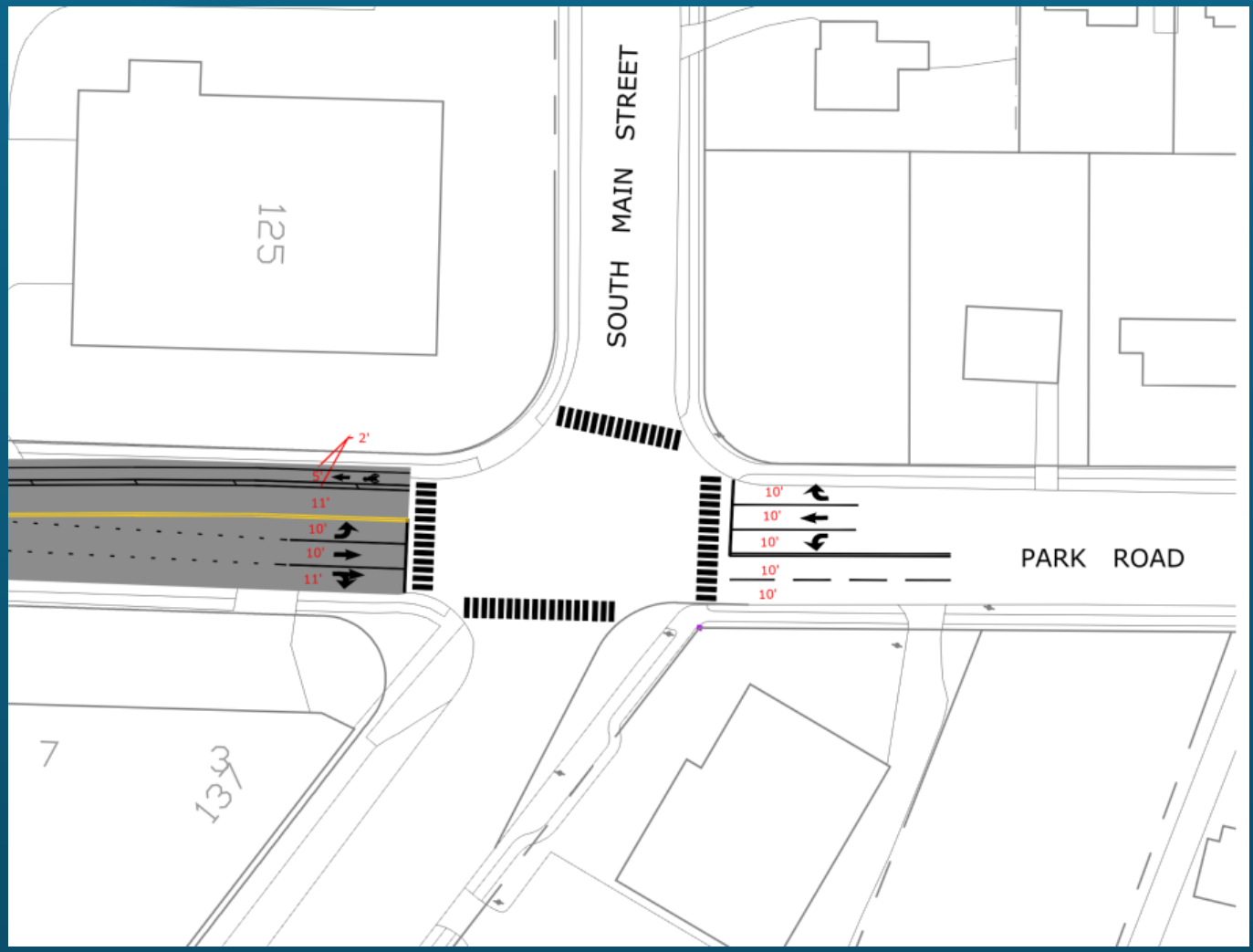
Proposed Cross Section



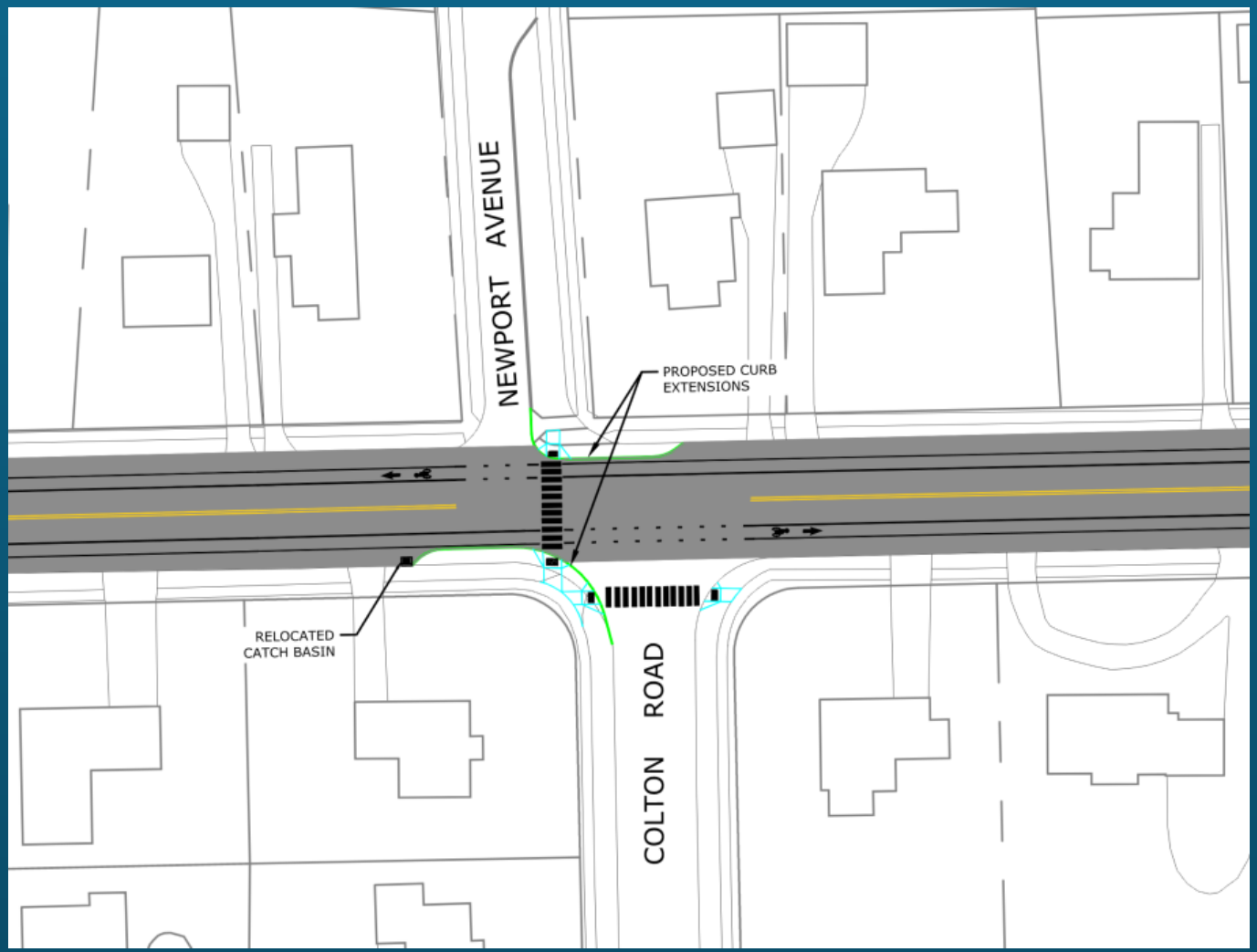
Proposed Cross Section



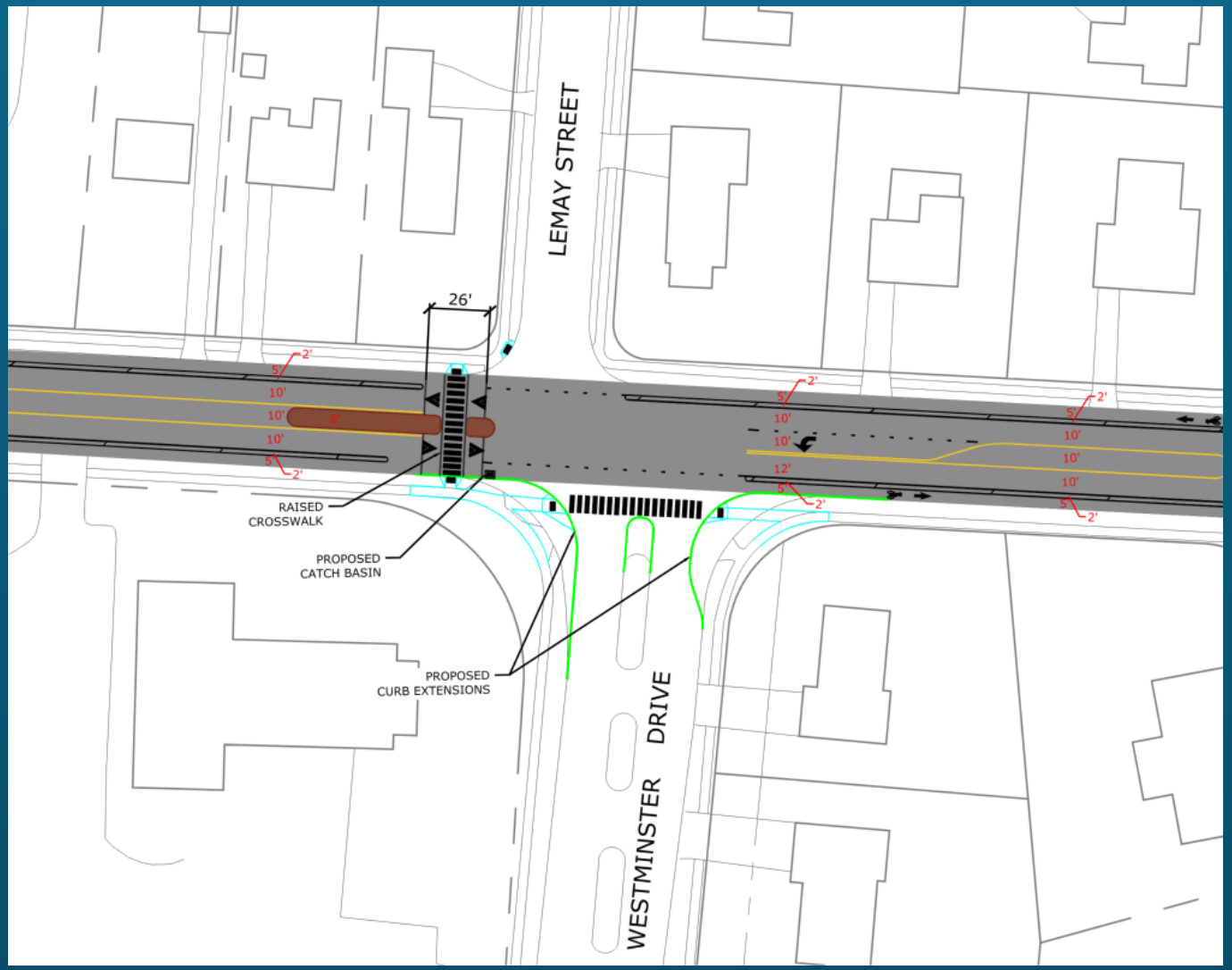
South Main/Park Road Lane Reconfiguration



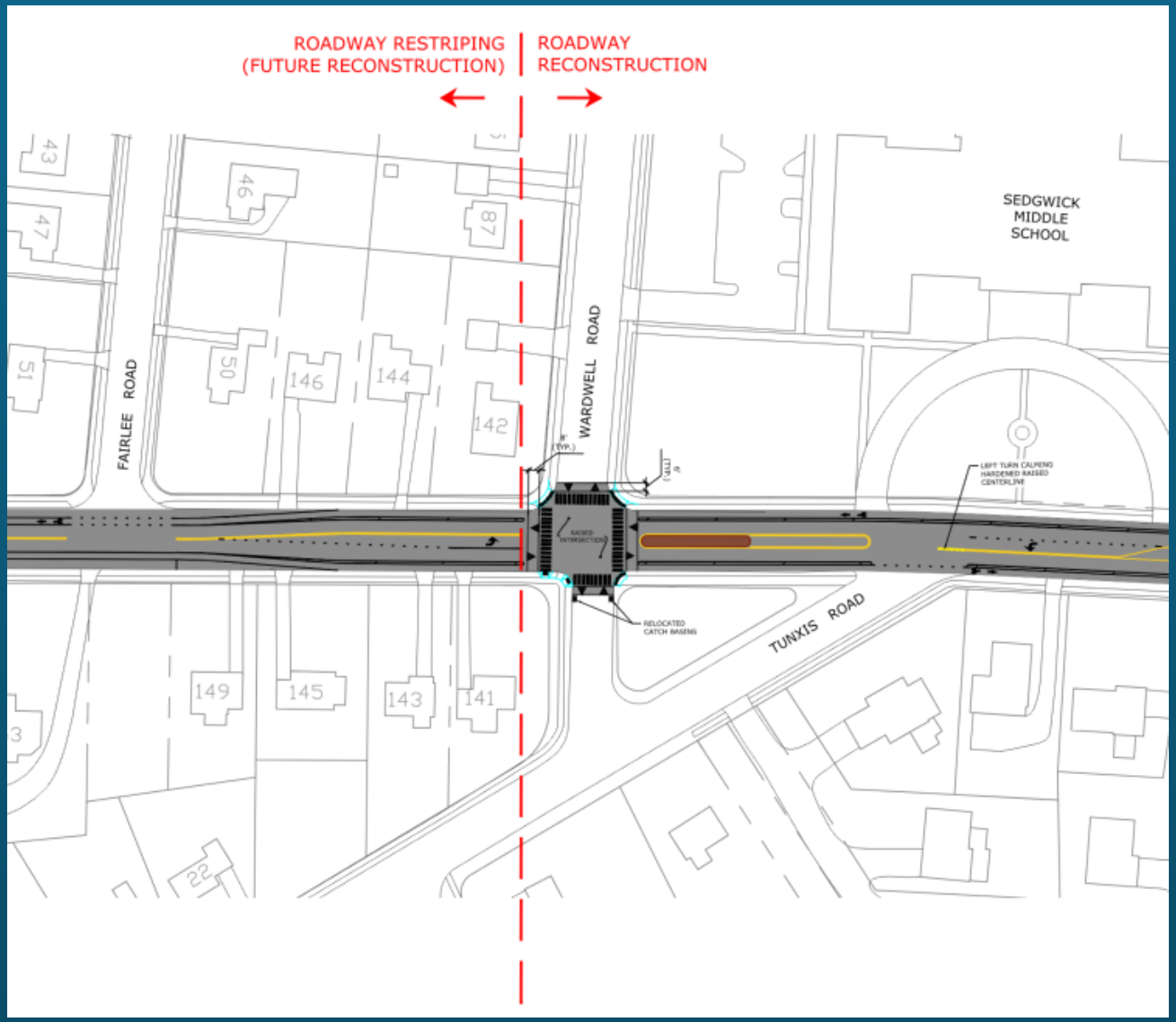
Newport Avenue Curb Extension & Crossing



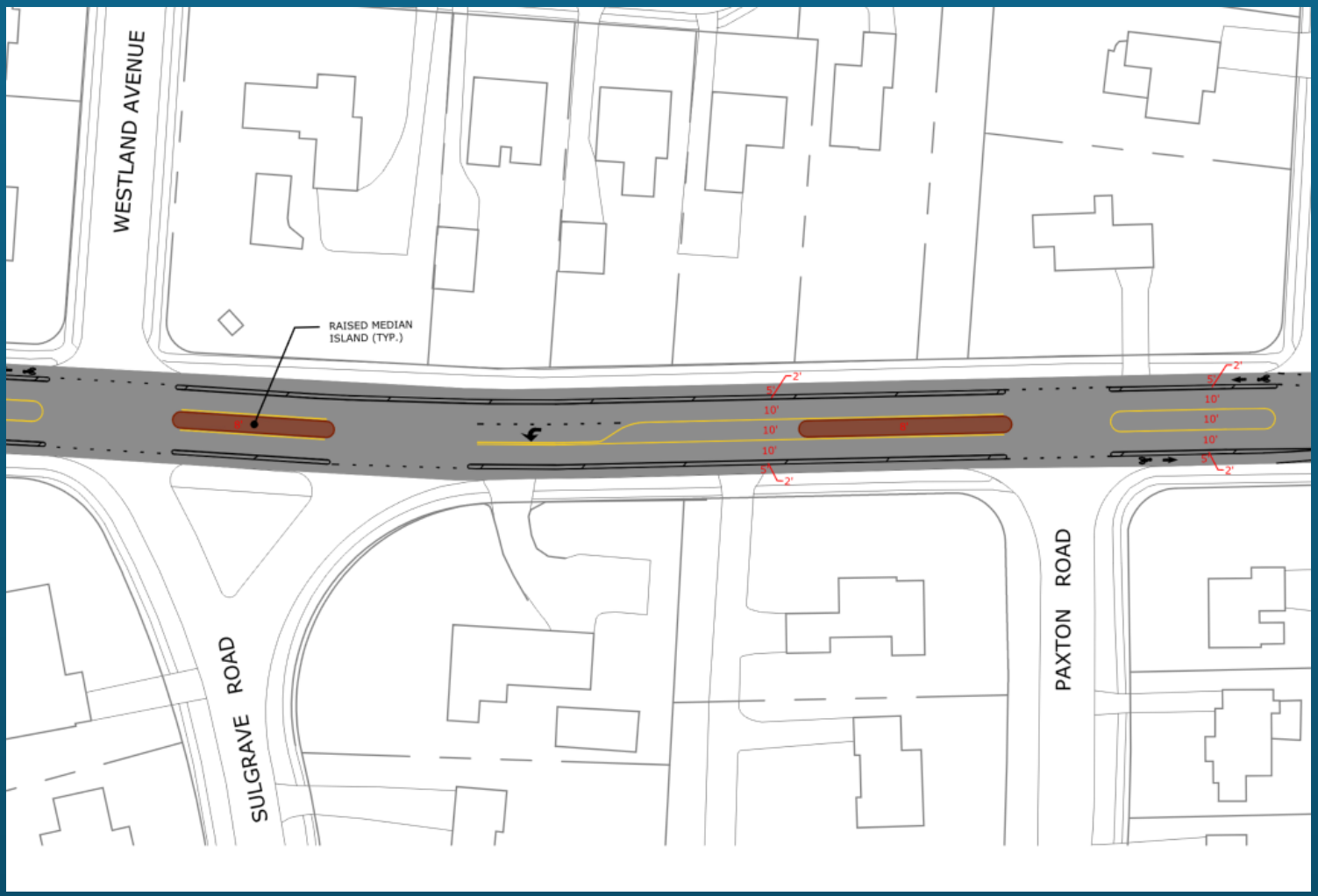
Westminster Drive Curb Extension & Crossing



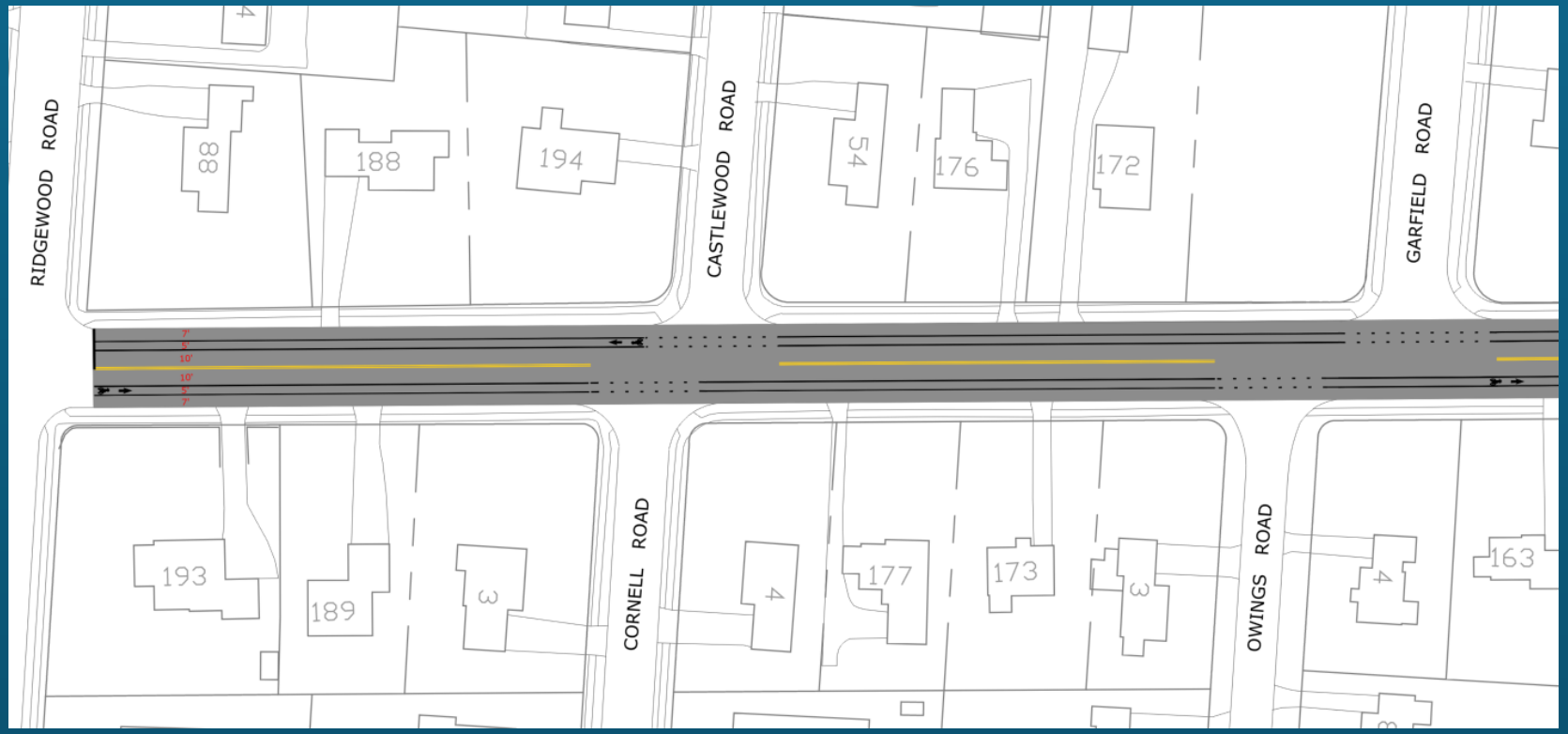
Wardwell Road Raised Intersection



Center Median Islands



Lane Arrangement – Ridgewood to Wardwell



Quick Builds

What are Quick-Builds?

Quick-builds are temporary projects that are fast and cheap to deploy and demonstrate the value of permanent changes. Quick-Build projects are defined by the following three characteristics (Capitol Region Council of Government's (CRCOG) *Guide to Community Quick-Builds for Complete Streets*):

Curb Extensions



Curb extensions shorten crossing distances, provide additional pedestrian waiting space, and calm traffic by physically narrowing intersections. This results in lower vehicular turning speeds and improves motorist sight lines to pedestrians. Curb extensions are most appropriate on wide streets or streets with marked parking lanes. *(Photo: CRCOG Quick-Build Guide)*

Median Island

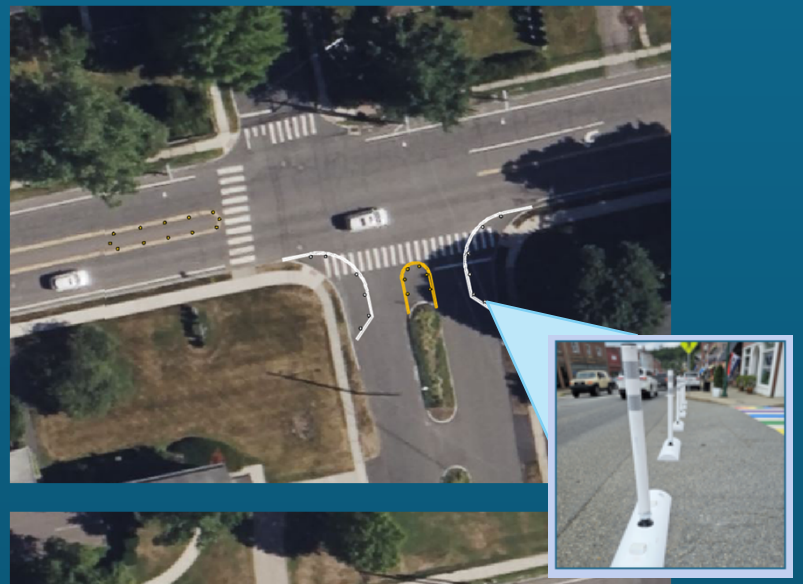


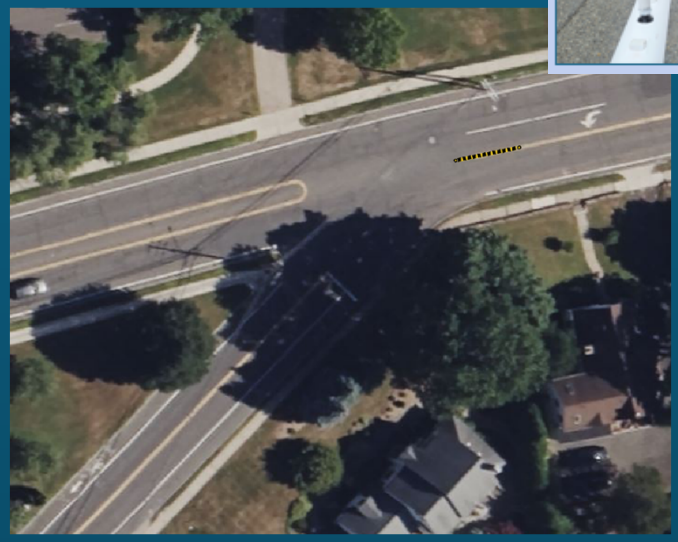
Median islands are similar to pedestrian refuge islands but do not include a crosswalk. Median islands can be helpful in access management, turning movement restrictions, roadway narrowing, and enforcing roadway markings (for example, discouraging through movement in a two-way left-turn lane).
(Photo: minneapolismn.gov)

Hardened Centerline



Hardened centerlines encourage motorists to make slower left-turns by tightening the turn radius while still giving larger vehicles the space they need to make their turn. They are most useful at intersections where left-turning traffic needs to yield to conflicting pedestrians or bicyclists on the far side of the intersection; for example, unsignalized intersections and signalized intersections with a concurrent pedestrian phase.
(Photo: stamfordct.gov)





Project Schedule



- Design work (on-going)
  - Public outreach
  - Quick builds Summer/Fall 2025
- Final design complete (Fall 2025)
- Bid and award construction contract (Winter 2026)
- Construction begins (Spring/Summer 2026)
- Estimated construction completion (Winter 2026)

Project Cost

- Estimated Construction Cost - $1.25M
- Major Item Cost Breakdown
  - Roadway Resurfacing $600,000
  - Sidewalk Ramps/Curb Extensions $120,000
  - Safety Enhancements $200,000

    (raised crosswalk, raised intersection, medians, hardened centerline)



Traffic During Construction



- Temporary lane shifts
- Expect delays
- No planned detours
- Seek alternate routes



Comments / Questions?

www.WestHartfordCT.gov/Engineering

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