



Almond Grove District Street Reconstruction Project

Broadway, Bachman & Tait Avenues

Public Meeting, May 20, 2014

Frequently Asked Questions

Q: Is the design shown at the May 20th Community Meeting the design that will be installed?

A: No, the design shown at the May 20th community meeting was conceptual only and presented to gauge the community's response to the conceptual design, in particular, the traffic calming features.

Q: Does this project include utility undergrounding?

A: No. utility undergrounding, though desirable, was cost prohibitive for the project. Grant provided Rule 20A Funding is available for undergrounding of utilities, but only on streets that are used most by the public, such as arterial roadways.

Q: What is being done to prevent future utility cuts in the new pavement?

A: Coordination meetings will occur between the Town and utility stakeholders regarding these proposed improvements and stakeholder near-term construction plans. Many utility upgrades have already taken place in recent years. Concrete design will take into consideration future utility cuts and include trench cut restoration standard details.

Q: What is being done to prevent sloppy repairs and patchwork pavement after utility cuts are made in the new pavement?

A: Narrow pavement joint spacing is being considered to make the pavement more serviceable and easier to replicate when utility cuts are necessary and design plans will include trench cut restoration standard details.

Q: Is tree preservation being considered?

A: Yes. The Town is reviewing design features that will help with tree preservation, including expansion of substandard planter strip areas.

Q: How will I get into my house during construction?

A: Pedestrian access to homes will be maintained throughout construction. It is anticipated that driveway access to homes will be maintained during construction with minimal short duration closures for concrete paving.

Q: Why were Tait, Broadway and Bachman selected for the Phase 1 project?

A: The initial street selection for the Phase 1 project was based on functional classification (streets that have more traffic were selected over residential streets) and in the pavement condition Index (PCI) of the streets (lower PCI streets, which have greater pavement deterioration, were selected over higher PCI streets).

Q: Can we install Traffic Circles with the project?

A: The use of traffic circles was reviewed, but ultimately viewed as infeasible due to the requirement for additional right of way from property owners adjoining intersection where they would be placed.