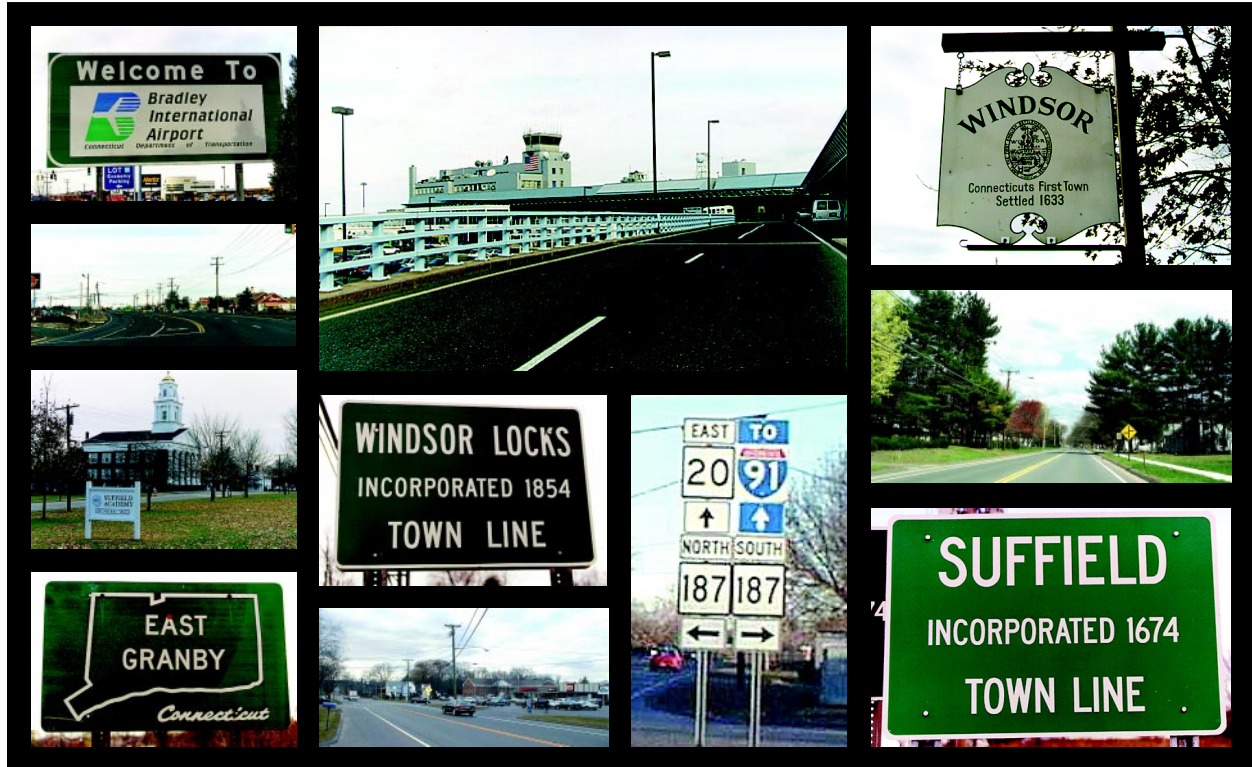




Bradley Area Transportation Study



Bradley International Airport is a major economic resource for the Capitol Region and the State of Connecticut and is expected to be the focus of the Region's future economic growth. The Capitol Region Council of Governments (CROC), the State, and the towns of Suffield, East Granby, Windsor, and Windsor Locks all share a common interest in assuring that we realize the full benefit of this growth. The Bradley Area Transportation Study includes a comprehensive analysis of current and future traffic conditions and land use in the airport area. The study identifies transportation improvements that are needed to accommodate growth and to develop a strategic plan for maintaining safe and efficient access to the airport area. The project team includes staff from CROC, Connecticut Department of Transportation, the four towns surrounding the airport, and the technical consulting firm, URS Corporation. The project team operates under the direction of a project Steering Committee as well as four Local Advisory Committees.

Improvements identified in the study are categorized as "regional" or "local" based on the nature of their impacts and/or benefits. Most are classified as local improvements, indicating they are primarily of local neighborhood or town concern. However, the following four (4) improvements are identified as being of regional significance:

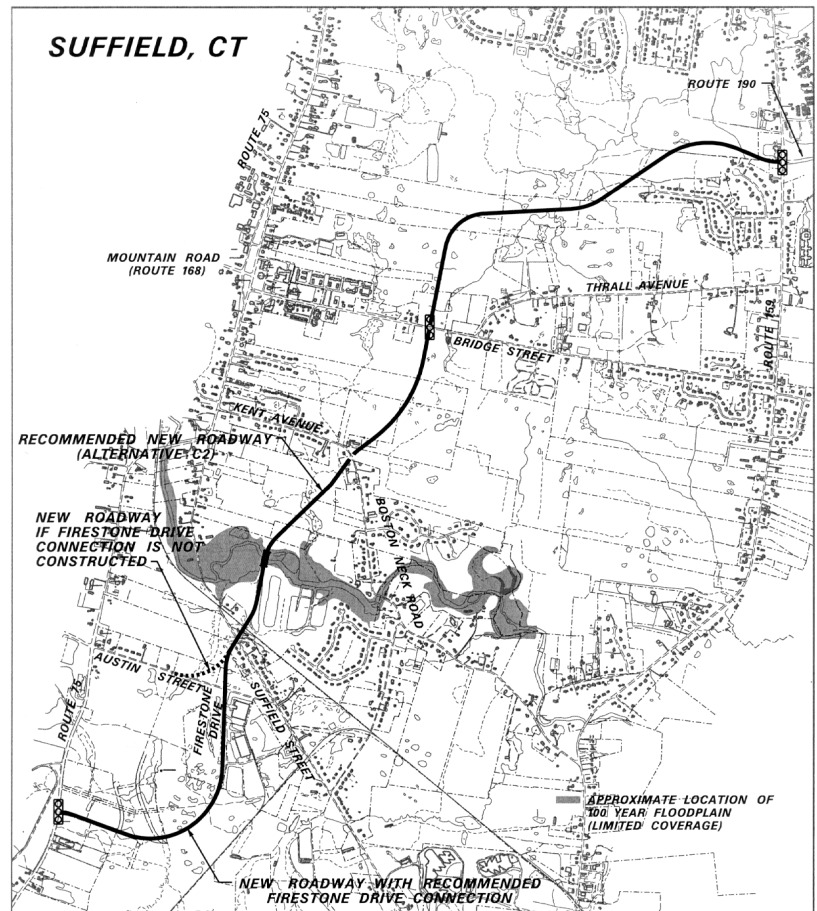
- Northern Bradley Connector Roadway
- Route 75 - Bradley Airport Gateway
- Bradley Park Road
- Improved Transit Service to the Bradley Area

Regional Improvements

Northern Bradley Connector Roadway

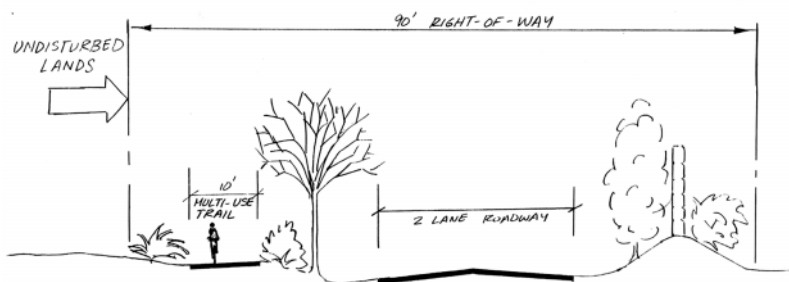
A new Northern Bradley Connector Roadway is recommended to connect Route 75 near Bradley Airport to Route 190 over the Connecticut River. Its purpose is to provide a direct connection between the cargo and industrial land uses on the northern side of the airport and the Route 190 bridge. This route is currently served by traveling along Route 75, Bridge Street, Thrall Avenue, and Route 159. A portion of this route, Route 75 from South Main Street to Bridge Street, lies within a significant Historic District and is designated a Scenic Roadway. Bridge Street and Thrall Avenue are residential roadways inappropriately serving significant regional traffic volumes. The new connector will provide much-needed direct access for industrial/commercial parcels on and adjacent to Bradley Airport. It will also distribute traffic and help preserve residential and historic areas from increased congestion as the airport area develops.

The recommended Connector is a 4.3 mile long, two lane (one lane in each direction) rural roadway with a design speed of 35 to 40 miles per hour, and a roadway width limited to 32 feet (12' lanes with 4 foot shoulders). A linear park with a multi-use trail would run along its north side within a wide right-of-way from Bridge Street to Route 190. It is recommended that a multi-use trail meander through the park, connecting to a recommended sidewalk on the north side of Bridge Street leading to Suffield Center, and to the canal bank trail at the northeast end of the connector.



Northern Bradley Connector Roadway Alignment

Between Route 159 (at Route 190) and Route 75, the Connector will cross Bridge Street, Kent Avenue/Boston Neck Road, Suffield Street, and Austin Street. All intersections are to be at-grade, and all are envisioned as Stop Sign controlled (pending further design phase analysis) with the exception of Bridge Street at which a new signal is recommended. South of Austin Street the Connector would utilize Firestone Drive's current alignment, then connect to and continue along the existing right-of-way designated for Firestone Drive south (a paper road), and end at a signalized intersection with Route 75.



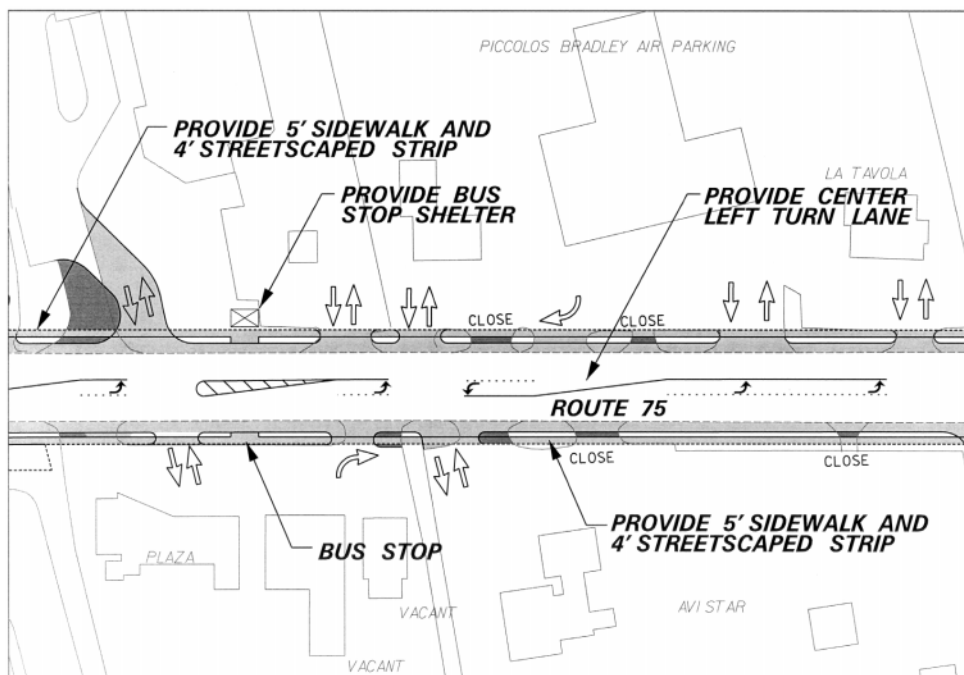
Typical Section - Bridge Street to Route 190

Estimated Cost: \$15.5 million

Regional Improvements

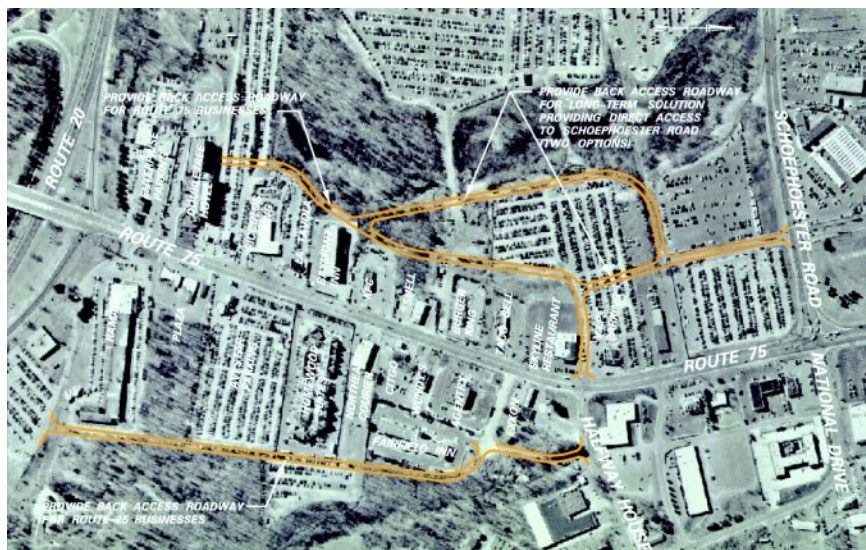
Route 75 - Bradley Airport Gateway

The 0.8 mile segment of Route 75 from High Street in Windsor to Schoephoester Road in Windsor Locks is consistent in both land use and its commercial look. Therefore, this segment was treated with a common theme irrespective of the town line that divides it. To improve access, safety, and aesthetics, center left-turn bays are recommended on Route 75 from the Route 20 westbound ramps to Halfway House Road, together with landscaped medians to both the north and south. To achieve this, it is necessary to relocate and consolidate driveways as needed to align them properly with left-turn bays. Intersection improvements at High Street, the Route 20 ramps, Halfway House Road, and Schoephoester Road are also proposed to alleviate congestion under existing and expected future conditions. Sidewalks, streetscaping, and bus stops (including bus stop shelters at selected locations) are included along both sides of the road, with crosswalks provided at signalized intersections.



Route 75 Center Left-Turn Bays

To help reduce traffic and unsignalized left-turns on Route 75, back access roadways are recommended on either side of Route 75. These roadways would provide access from the rear of businesses to Route 75 and Schoephoester Road at existing signalized intersections. Portions of these roadways could be exclusive to airport shuttles from hotels, car rental agencies, and park and ride lots. Where appropriate, the roadways could also serve the general public in providing a signalized location for traffic to enter Route 75 from restaurants, gas stations, and park and rides.



Back Access Roadways along Route 75

Estimated Costs: \$5.4 million for Route 75 Improvements / \$2.5 million for Back Access Roadways*

***Includes less expensive option for providing direct access to Schoephoester Road**

Regional Improvements

Bradley Park Road

Improvements to Bradley Park Road in East Granby include the addition of center left turn lanes, a landscaped median, and a sidewalk, along with intersection improvements. These improvements are recommended to improve access, safety, and aesthetics, and provide Bradley Park Road with a similar industrial park look of adjacent International Drive. Bradley Park road intersection improvements at Route 20 and Nicholson Road include provisions for safety and operational improvements and design measures to better accommodate truck traffic.

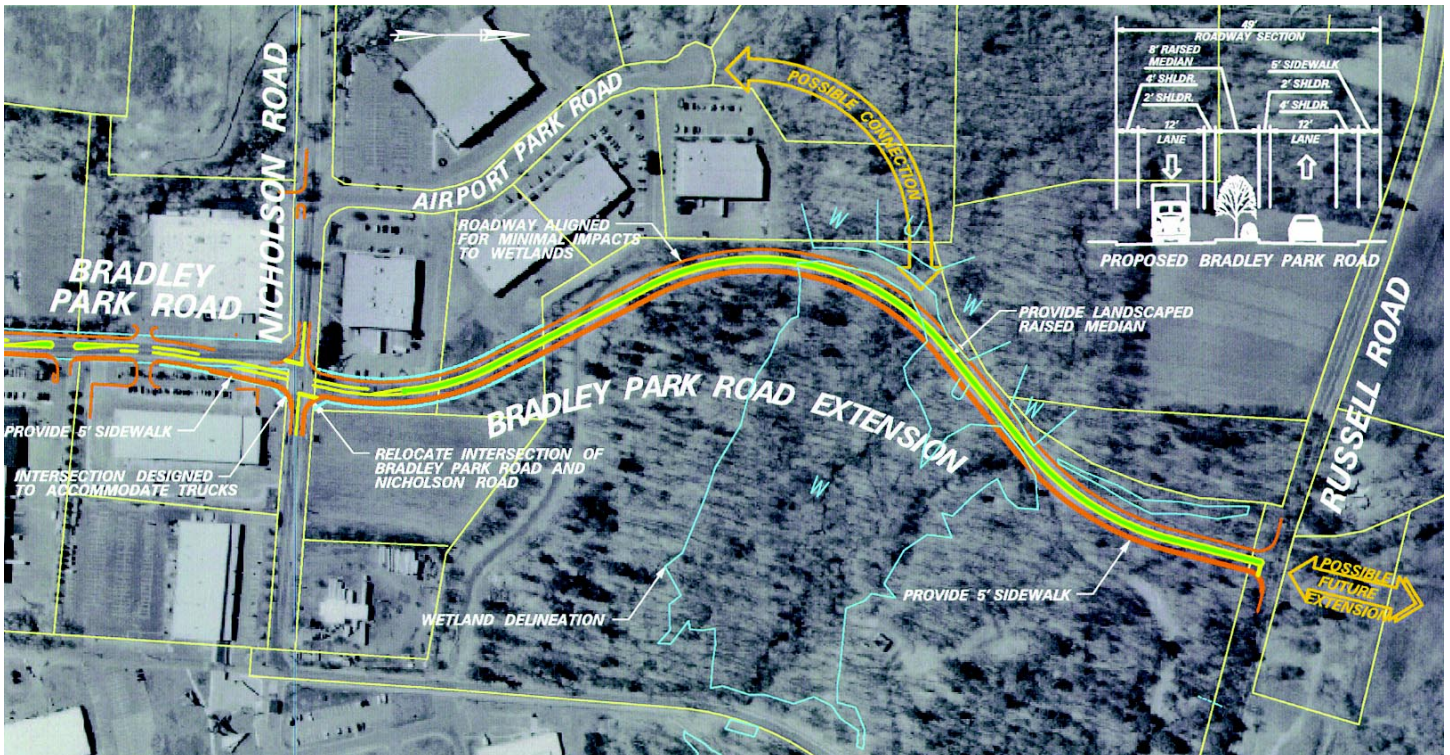


Bradley Park Road



Bradley Park Road Segment

Additionally, the extension of Bradley Park Road to the north, from Nicholson Road to Russell Road, is recommended. The extension would improve access to existing cargo and industrial land uses along the Perimeter Road, help improve security for the Air National Guard complex, and unlock the potential for new cargo and industrial development on land north of and on Russell Road. There is also the potential for future roadways that reach north of Russell Road to additional developable lands.



Bradley Park Road Extension from Nicholson Road to Russell Road

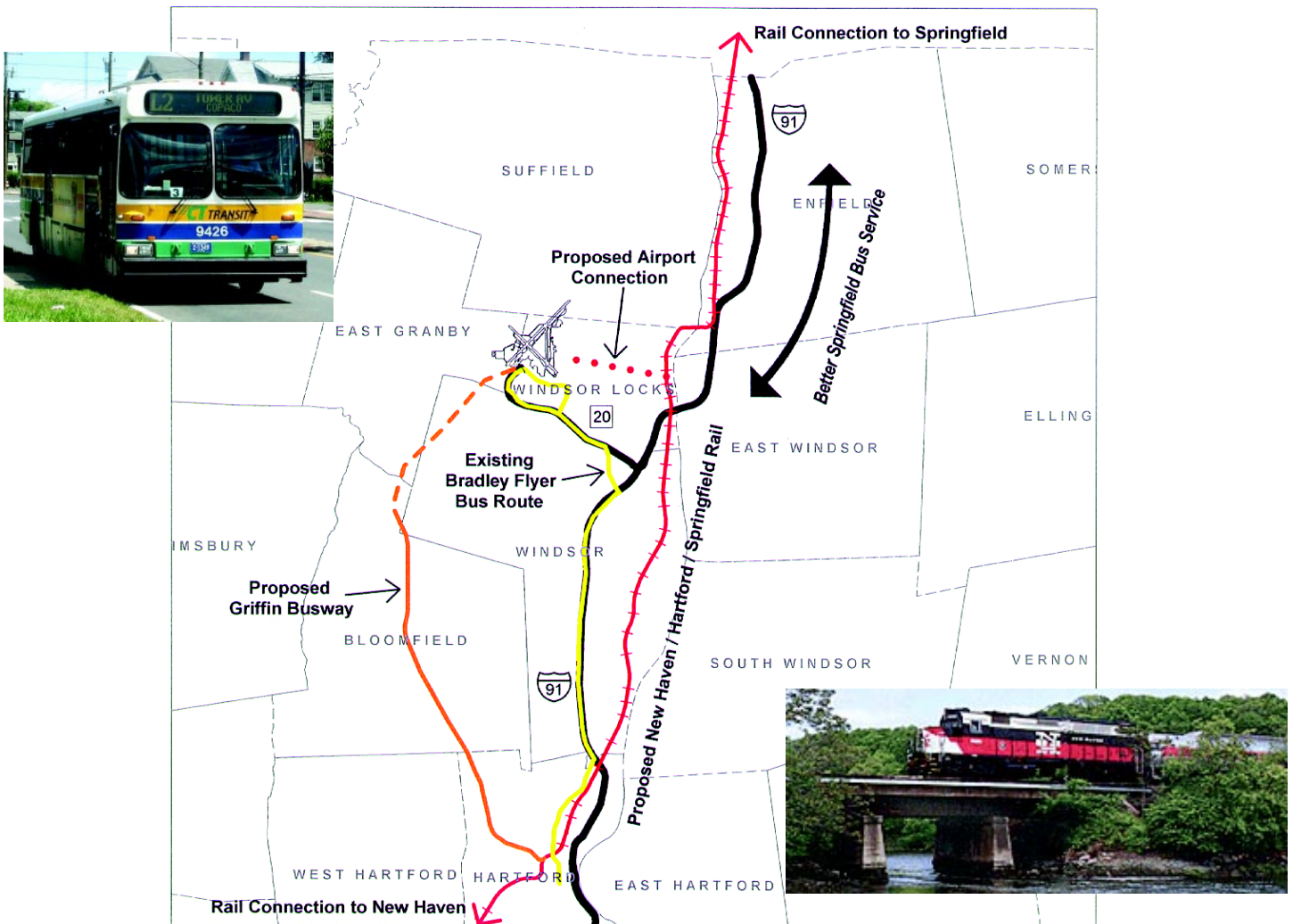
Estimated Costs: \$1.6 million for Bradley Park Road Improvements / \$1.9 million for Bradley Park Road Ext.

Regional Improvement

Improved Transit Service to the Bradley Area

An element of growing importance in the Bradley Area is transit. Coinciding with the time frame of this study was the development and adoption of a Regional Transit Strategy by CRCOG's policy board. Subsequently, the Regional Transit Strategy received Committee endorsement for adoption in this study. Endorsed transit elements, including elements of the Regional Transit Strategy significant to the Bradley Area are as follows:

- **Griffin Busway** – Proposed development of a Busway in the Griffin rail corridor running from Union Station in Hartford to the Griffin Office Park near the Bloomfield/East Granby Town Line. Bus routes would leave the busway to service the surrounding area (including Bradley Airport and adjacent industry/retail).
- **New Haven-Hartford-Springfield Commuter Rail** – Enhanced service located in the existing Amtrak corridor with bus rapid transit connection to Bradley Airport.
- **Additional Bradley Local Bus Service** – New Bradley Airport route proposed from Bloomfield, originating at Copaco Center (running on existing streets and/or the proposed Griffin Busway). Copaco Center is recommended to be a transfer center where various other routes interconnect, including a proposed circumferential route around Hartford.
- **Support Bus Connection to Hartford and Springfield** – Public/private providers.
- **Support Bradley Airport** – Support transit elements that facilitate achieving Bradley Master Plan objectives.



Transit Elements Significant to the Bradley Area

Local Improvements



Elm Street at Route 75



Route 75 at Route 20 Westbound



Route 75 at Schoephoester Road



Route 75 at Route 20 Eastbound



Route 75 at Rainbow Road



Day Hill Road Interchange Area

Windsor Locks

Route 75 at Elm Street (Route 140)

- Implement access management plan to consolidate and better align driveways along Elm Street's (Route 140) approach to Route 75.

Intersection of Route 75 and Schoephoester Road

- Provide a second northbound left turn lane from Route 75 to Schoephoester Road.
- Restrict traffic movements at southern bowling alley access to right in only, and provide a parking lot connection to National Drive, which has signalized access to Route 75.
- Recommend change of ownership of National Drive from a private road to town road.

Route 75 at Route 20 Westbound Ramps

- Provide a right turn on red restriction for Route 20 westbound off-ramp.
- Improve Route 75 southbound right-turn bay to Route 20 westbound.
- Provide service signs informing Route 20 motorists of services offered along Route 75.

Elm Street and North Street between Route 75 and Route 159

- Recommend that the Town Planning and Zoning Commission promote exploration of direct access to Route 75 for nearby potential development on the north side of North Street.
- Extend existing Elm Street and North Street sidewalks west to Route 75 and east to Route 159.
- Implement the *North Street Traffic Speed and Safety Study* (CROG 2001) recommendations.

Windsor

Intersection of Route 75 with Route 20 Eastbound Ramps

- Signalize Dale Drug driveway approach to the intersection.
- Provide southbound exclusive left-turn lane and modify signal phasing as necessary.
- Eliminate the Route 75 southbound transition from two lanes to one by providing one through lane and one right-turn lane on the southbound approach to the intersection

Route 75 and High Street Intersection

- Align High Street with Webster Bank's driveway to create a single four-leg intersection with Route 75.
- Provide new receiving access driveway from High Street to the rear of Rice Hardware Store.

Route 75 and Rainbow Road Intersection

- Reconfigure intersection and convenience store driveways to provide signalized driveway access.

I-91 Interchange with Route 75 and Day Hill Road

- Provide a clearance phase for Route 75 northbound traffic between its intersections with I-91 southbound and Day Hill Road eastbound.
- Provide advance-warning measures for eastbound Day Hill Road motorists approaching the Route 75 and Day Hill Road intersection.
- Provide a right-turn lane from Route 75 northbound to the I-91 northbound on-ramp and a second left-turn lane from the I-91 northbound off-ramp to Route 75 southbound, along with associated traffic signal timing modifications.
- Recommend additional study of a long-term traffic congestion solution involving direct (or more direct) connection for movements from Day Hill Road to I-91 northbound.

I-91 Signage to Kennedy Road

- Provide improved I-91 signage directing I-91 southbound motorists to Kennedy Road via Route 20.

Local Improvements



Route 159 and Mapleton Avenue



Route 159 and Thompsonville Road



Route 159 and Route 190



Suffield Town Center



Mountain Road



Mapleton Ave. & Thompsonville Rd.

Suffield

Route 159 - State Line to Route 190

- Provide traffic signal for Route 159/Mapleton Avenue intersection creating necessary gaps in Route 159 traffic during peak Six Flags Park travel times.
- Construct northbound left turn lane at Route 159/Hickory Road intersection to improve safety.

Route 159 and Thompsonville Road

- Provide northbound and southbound left turn lanes to improve operations and safety.
- Improve intersection turning radii.
- Pursue alternative access for Fleming Transportation Inc. including limited direct access to Route 159.

Route 159 and Route 190 (over the Connecticut River)

- Provide a second southbound left turn lane and a fully protected left turn signal phase.
- Provide additional advance warning devices ("signal ahead" signage with flashing beacon) for Route 190 westbound motorists approaching Route 159 traffic signal.

Route 159 from Harvey Lane to Boston Neck Road

- Provide consistent 6 foot shoulders.
- Provide northbound left turn lane from Route 159 to Boston Neck Road.
- Improve the alignment of the Boston Neck Road approach to Route 159.

Route 75 and Route 190

- Provide traffic signal when warrants are met.

Town Center: Route 75, Bridge Street, and Mountain Road

- Replace existing sidewalks within the town green with walkways, landscaping, and lighting similar to those provided west of High Street adjacent to Suffield Academy.
- Install pedestrian signals for existing crosswalks across Route 75 and Bridge Street.
- Upgrade traffic signals to current far side standards.

Route 75 and Remington Street

- Add left turn lane from Route 75 to Remington Street.

Mountain Road (Route 168) West of Route 75

- CVS commercial center - Provide driveway consolidation, parking lot reconfiguration, and conceptual landscaping improvements consistent with the TCSP project. Align the primary driveway across from Ffyer Place and install new traffic signal when warrants are met.
- Consolidate the east High School driveway and the west Middle School driveway. Align school access with New England Bank driveway to reduce driver confusion and improve sight distance.

Mapleton Avenue and Thompsonville Road

- Reconfigure intersection to a more standard configuration.

Local Improvements



Route 187 and School Street



Route 20 and School Street



Route 20 and East Street



East Granby Town Center



Route 20



Route 20 and Bradley Park Road

East Granby

Route 187 and School Street Intersection

- Realign School Street and Memorial Drive to a more conventional intersection configuration.
- Design improvements to accommodate anticipated school bus traffic.
- Install traffic signal when warrants are met.
- Provide sidewalk on the north side of School Street and Memorial Drive.

Route 20 and School Street Intersection

- Provide sidewalks on north side of School Street and south side of Route 20 from School Street to East Street.
- Relocate School Street stop bar and stop sign and trim vegetation to improve sight distance to west.
- Provide westbound left turn lane from Route 20 to School Street (contingent on Route 187/School Street intersection improvements).

Route 20 and East Street Intersection

- Provide exclusive southbound left turn lane and advance signal phasing.
- Realign Nicholson Road approach to East Street to further separate it from Route 20.
- Provide sidewalk on west side on East Street.

Route 20 and Bradley Park Road/International Drive Intersection

- Improve radius at northeast corner of intersection to accommodate right turns for trucks.
- Add a second westbound left turn lane from Route 20 to International Drive and modify signal phasing and timing to eliminate permissive left turns (provide protected lefts only).
- Provide direct right turn access from Route 20 to Rockbestos-Surprenant Corporation.

Route 20 and East Granby Town Center

- Provide bicycle accommodations along Route 20 from the center of town west to the Rails to Trails bikeway.
- Extend the existing landscaped median on Route 20 east to Bradley Park Road.
- Provide Town Center Concept Plan incorporating streetscaping, landscaping, and pedestrian improvements.
- Monitoring of accident data verified the effectiveness of recent Route 20/Route 187 intersection improvements.

Study-Wide Recommendations

- Provide the Towns with Traffic Calming Strategies for possible implementation. Comments indicated that citizens perceived speeds were too high on Route 75 in Windsor, Seymour Road and Spoonville Road in East Granby, North Street, Spring Street, Elm Street, and Old County Road in Windsor Locks, and Route 75 in Suffield.
- Recommend all new construction and major reconstruction projects include standard shoulder widths whenever possible.
- Recommend the installation of pedestrian facilities with all new construction, reconstruction, and major maintenance projects whenever possible.
- Review municipal regulations relative to access management and provide recommended regulatory changes.