

Route 305 Corridor Study

Executive Summary



*Bloomfield Avenue / Old Windsor Road
Windsor and Bloomfield, Connecticut*



Introduction

This summary highlights the transportation findings and recommendations relative to traffic, safety, accessibility, pedestrian and bicycle facilities, and transit for Bloomfield Avenue / Old Windsor Road (Route 305). The study and its recommendations were developed by a study team composed of staff from the Capitol Region Council of Governments, the Town of Windsor, the Town of Bloomfield, and the consulting firm of Clough Harbour & Associates LLP. Advisory committees from the towns of Bloomfield and Windsor, area stakeholders, residents, business owners, and Connecticut Department of Transportation (CT DOT) officials provided input and guidance throughout the study process.



Map Source: © Google – Imagery



The study area includes an existing 2.5-mile segment of Route 305 that extends between Route 187 (Blue Hills Avenue) and Interstate 91 Interchange 37. The study area also includes an additional 2 miles of roadway that would potentially connect Route 187 with Route 189 (Tunxis Avenue).

The study identified current and future areas of concern and developed improvement recommendations and concepts that are consistent with the project goals and objectives for transportation and land use. The recommendations respond to needs and deficiencies identified by advisory committee members; public comments; stakeholder input; and future traffic projections which were revealed through a thorough

assessment of the corridor conditions. The concepts range from near-term localized improvements that can be accomplished in a relatively short time frame with small capital investment to longer-term improvements that will require significant time and capital funds to implement.

Existing Conditions

The ability to implement appropriate corridor improvements depends on correctly understanding the challenges and opportunities that exist throughout the study area. To uncover these challenges and opportunities, the study team completed an assessment of the Route 305 corridor relative to the existing transportation system; land use and development trends; physical and environmental constraints; and roadside aesthetics. A major component of the data collection process and subsequent existing conditions assessment was local insight provided by the corridor stakeholders. Meetings with each town's advisory committee and surveys of commuters and residents were public outreach mechanisms the study team used to help complete the existing conditions assessment.



→ Transportation

The existing Route 305 corridor primarily serves east-west mobility between Interstate 91, the center of Windsor to the east, and Blue Hills Avenue to the west. It is an important commuter corridor that provides access to residential development just west of Interchange 37 and commercial and industrial development in the area, including the Day Hill Corporate Area located north of the corridor in Windsor. Route 305 also provides access to commercial and industrial developments located further west in Bloomfield via Blue Hills Avenue and Old Windsor Road. The study team has evaluated existing traffic conditions, travel trends, roadway geometry, access management, accident history, and multimodal accommodations in the corridor.



Some of the key issues and critical areas include:

- Heavy peak hour traffic volumes and delays at the Interchange 37 northbound off ramp, Addison Road, and Marshall Phelps Road.
- Safety concerns at the signalized intersection of Mountain Road and the unsignalized intersections of Brookview Road, Sheffield Drive, and Brewster Road.
- Non-standard traffic merge from two lanes to one lane in the westbound direction near Brookview Road.
- A lack of marked crosswalks and limited accessibility of pedestrian pushbuttons at signalized intersections and a sidewalk system that stops at Brewster Road.
- Narrow shoulders that cannot safely accommodate bicyclists or pedestrians.
- Lack of direct connection between Route 305 and Tunxis Avenue (Route 189)

Limited roadway capacity and increasing vehicular traffic volumes threaten to exacerbate the transportation issues and deficiencies that currently exist along the Route 305 corridor. Maintaining mobility and improving safety in the corridor for all vehicular and non-vehicular uses are key transportation goals that the recommendations of this study sought to achieve.

→ Land Use and Development

Economic development in Windsor and Bloomfield has the potential to significantly increase traffic volumes on Route 305 and adjacent roadways if current development trends continue. An assessment of the full build-out potential of the industrial zoned areas in Windsor and Bloomfield indicated that:

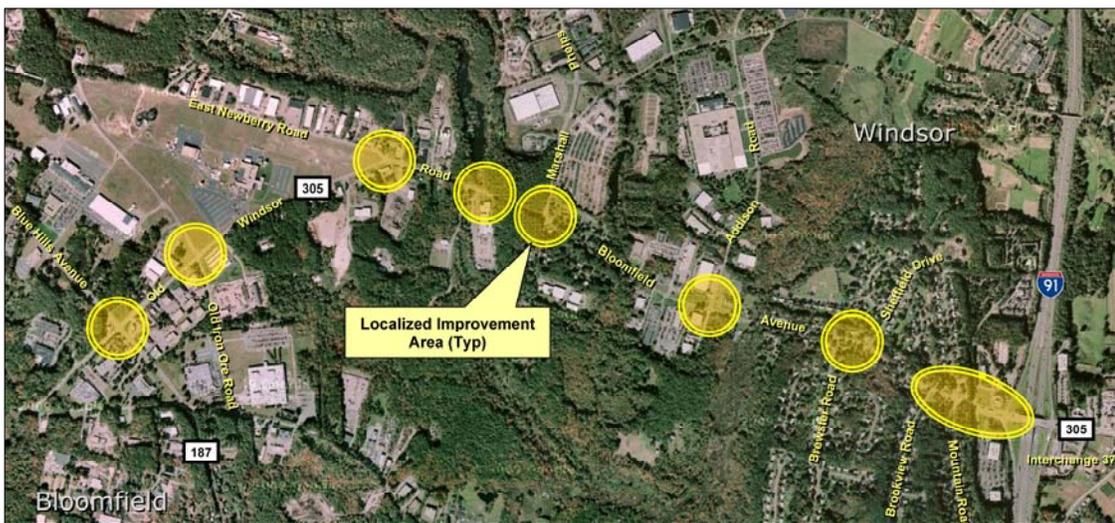
- Approximately 1,300 acres of vacant land could yield an estimated 11 million square feet of new development in Windsor.
- Approximately 1,000 acres of vacant land could yield an estimated 4.4 million square feet of new development in Bloomfield.



The forecasted traffic growth in the study area is based on a build-out scenario that assumes approximately 66% of the vacant land in Windsor and 50% of the vacant land in Bloomfield will be developed between now and the year 2030. Whether these developments are commercial, industrial, corporate office, retail, or residential uses is a key factor in determining potential traffic impacts. Development of commercial and industrial zoned land is controlled and influenced by a variety of factors, both regulatory and market-driven, therefore it is difficult to predict with any certainty what specific type of development will occur in the future. As a result, the study team assumed a future mix of land uses based on current zoning, recommendations of the respective municipal Plans of Conservation and Development, current land use trends, and anticipated future land use trends as determined in consultation with municipal staff.

Localized Improvement Concepts

For purposes of this study, localized improvements are defined as those improvements intended to address safety and operational issues at specific locations in the corridor. Generally, these improvements are considered near-term improvements as they could be accomplished in a relatively short time frame, with relatively small capital investment, and with minimal corridor impacts. Each of the localized improvements developed by the study team considers the priorities of the Windsor and Bloomfield communities as they relate to corridor safety, mobility, and residential preservation.



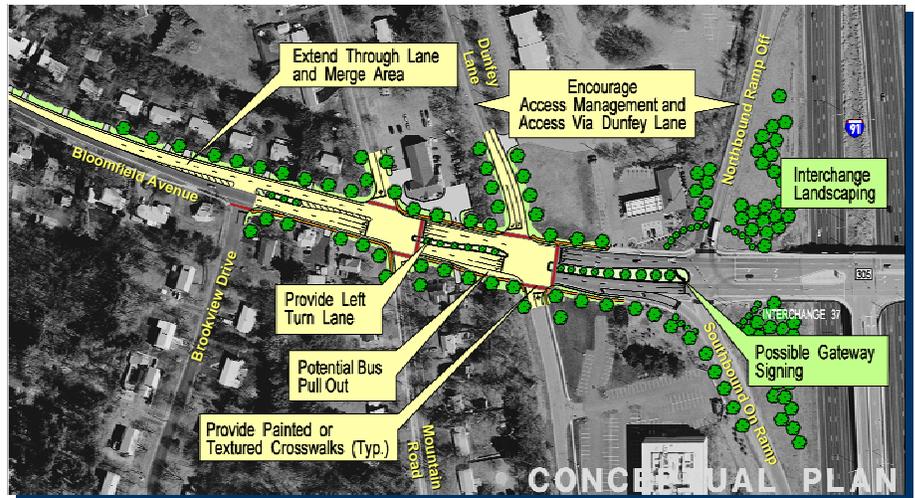
Map Source: © Google – Imagery

The improvements are conceptual in nature and are intended for planning purposes at this time. Before these concepts can be implemented, they will have to be refined and modified through a full planning and design process and will be subject to further review by State and local officials.

→ Interchange 37 to Brookview Road

The improvement concept in this area addresses a number of issues and needs relative to safety, operations, and aesthetics. The following improvements are recommended:

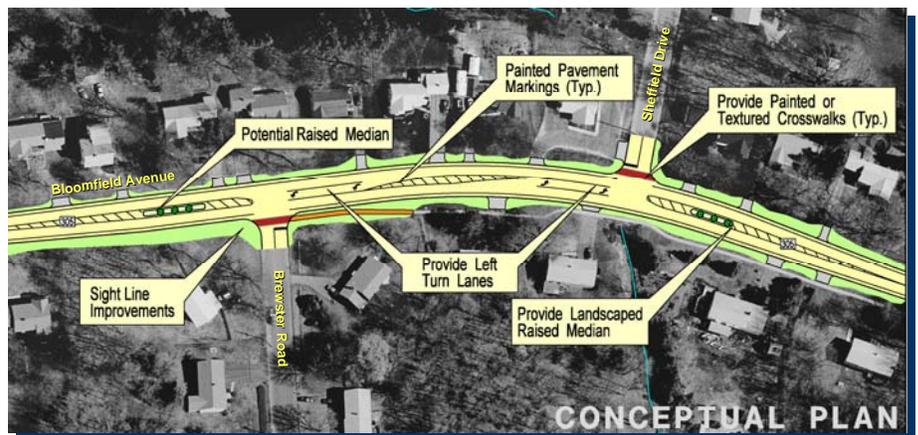
- Provide westbound left turn lane and protected left turn signal phase on Route 305 at the signalized intersection with Mountain Road.
- Provide a left turn lane from eastbound Route 305 to Mountain Road.
- Extend westbound merge.
- Extend the existing raised median from Dunfey Lane to Mountain Road and provide a raised median between Mountain Road and Brookview Drive.
- Provide textured or colored crosswalks on Route 305 at Mountain Road and Dunfey Lane
- Provide new landscaping and destination signage within the interchange area to serve as “gateway.”
- Encourage access management along Route 305 and provide eastbound left turn lane at Dunfey Lane.
- Provide widened shoulder/bus pullout for eastbound Route 305 between Mountain Road and Targeting Center.



→ Sheffield Drive and Brewster Road

The improvement concept in this area primarily addresses safety issues associated with vehicles turning to and from Sheffield Drive and Brewster Road, particularly vehicles turning left from Route 305 to these side roads. Recommendations for this area include:

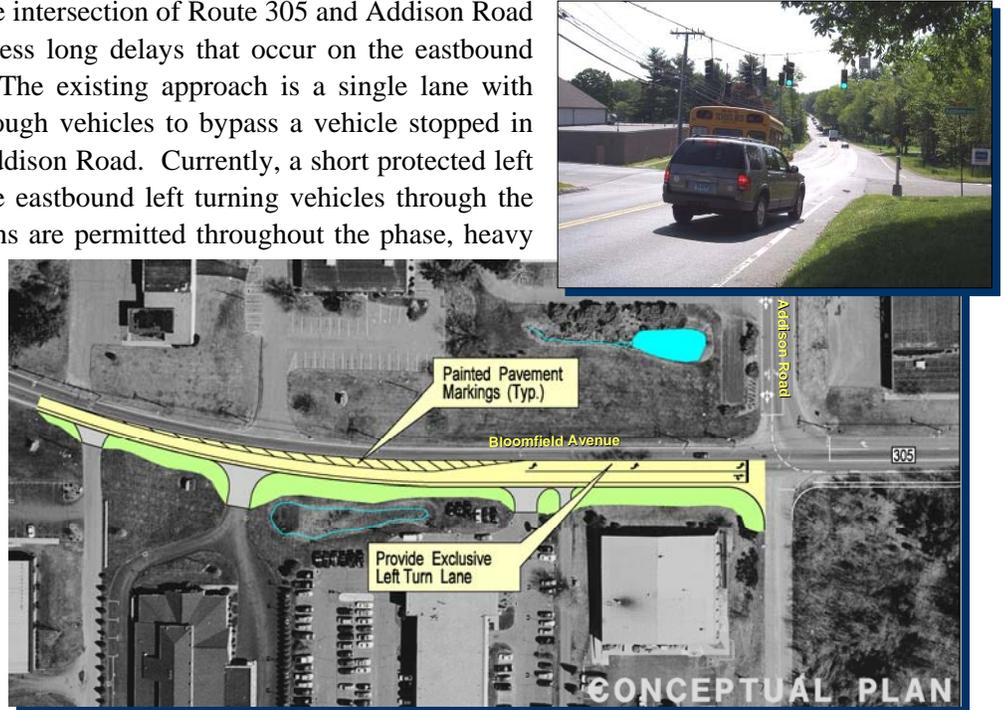
- Widen Route 305 between Sheffield Drive and Brewster Road to provide left turn lanes that will more safely accommodate left turning vehicles by removing them from the through traffic stream and minimizing opportunities for rear-end and sideswipe collisions at these locations.
- Improve sight lines to the west from Brewster Road by re-grading the earth slope in this area in conjunction with the turn lane improvements. Opportunities to lower the crest vertical curve in the area in conjunction with other improvements should also be investigated.
- Provide a raised median island on Route 305 east of Sheffield Drive to serve as a traffic calming measure on the approach to the intersection. Consider providing a similar raised median island west of Brewster Road if sight lines through the crest vertical curve can be improved such that the median would be visible to eastbound traffic on Route 305.



➔ Addison Road

The improvement concept at the intersection of Route 305 and Addison Road is a near-term solution to address long delays that occur on the eastbound approach to the intersection. The existing approach is a single lane with limited space available for through vehicles to bypass a vehicle stopped in traffic waiting to turn left to Addison Road. Currently, a short protected left turn phase is provided to move eastbound left turning vehicles through the intersection. Although left turns are permitted throughout the phase, heavy opposing westbound volumes limit the number of sufficient gaps to safely accommodate left turns.

The recommendation is to provide an exclusive eastbound left turn lane and protected left turn signal phase to reduce delays and queues and more safely accommodate eastbound left turns to Addison Road.

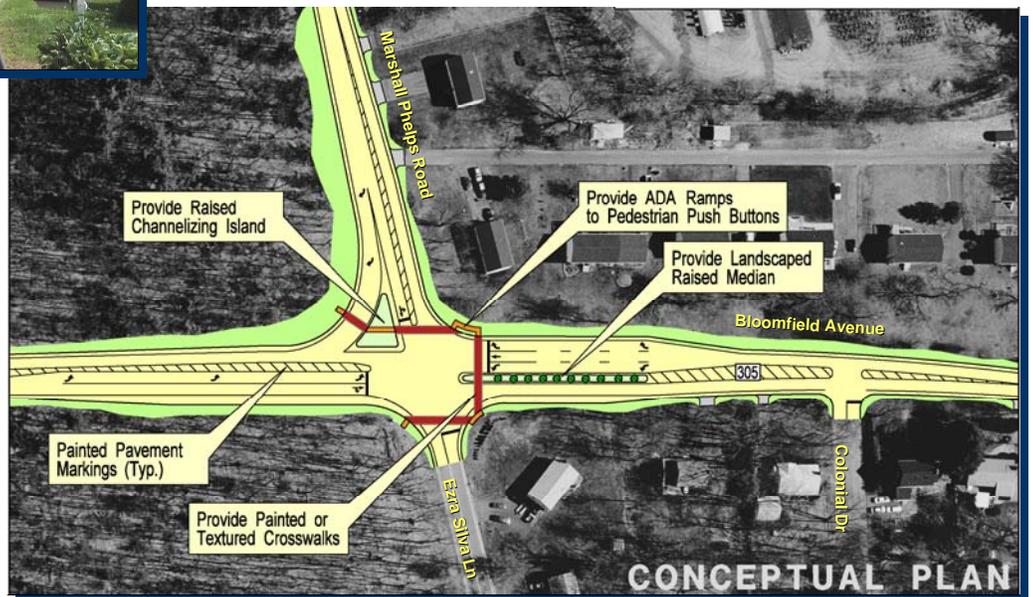


➔ Marshall Phelps Road



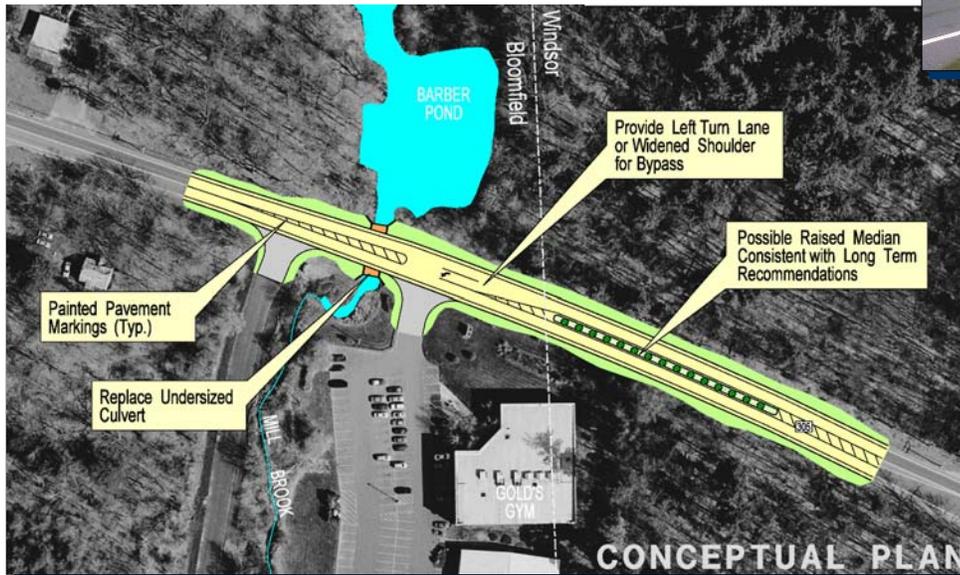
The improvement concept at the intersection of Route 305 and Marshall Phelps Road primarily addresses issues associated with the turning movements of large trucks. The concept also incorporates design elements that serve to calm traffic and provide a “gateway” into Windsor for eastbound traffic.

The recommendation includes a channelizing island to facilitate the right turn movements of large trucks from Marshall Phelps Road to Route 305 and a landscaped raised median island to provide a “gateway” feature and to help calm traffic.



→ Mill Brook Crossing

Recent flooding over Route 305 at the Mill Brook culvert crossing in Fall 2008 highlighted concerns at the crossing relative to the hydraulic capacity of the culvert and its ability to convey heavy flows during major rain events. The roadway at the culvert crossing is also a concern due to the narrow lanes and shoulders and the proximity of a commercial drive that experiences a significant volume of turning traffic.

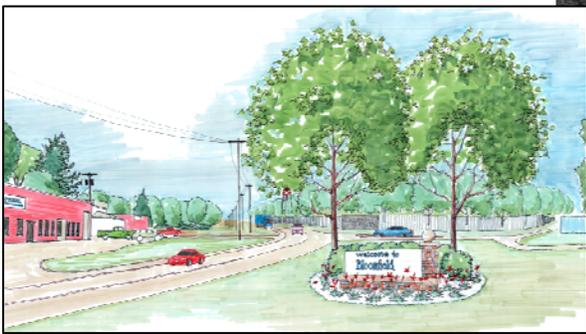
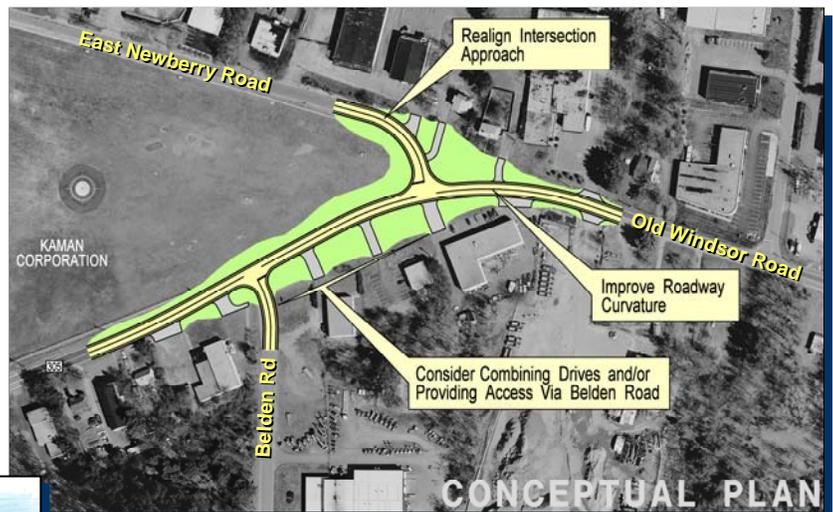


It is recommended to widen the roadway in conjunction with future culvert replacement to provide a westbound left turn lane to existing property or to provide a widened westbound shoulder that would accommodate bypassing traffic. A new structure should be sized to accommodate 11 ft travel lanes, 5 ft shoulders, and widening for a left turn lane.

→ East Newberry Road Intersection

The unsignalized intersection of East Newberry Road with Route 305 is a safety and operational concern due to poor intersection alignment and the location of the intersection on a sharp, non-standard horizontal curve.

It is recommended to provide standard roadway curvature along Route 305 while realigning the roadway slightly north to avoid impacts to existing developments located along the south side of Route 305 near the intersection.



Realigning the East Newberry Road approach to Route 305 will provide a perpendicular and better-defined intersection. Landscaping and gateway treatments could also be provided near the intersection to enhance aesthetics and to visually enclose the roadway for traffic calming benefits. Potential redevelopment of a portion of the Kaman property near the intersection of East Newberry Road could also be explored.

→ Old Iron Ore Road Intersection

The unsignalized intersection of Old Iron Ore Road with Route 305 and the private driveway to the existing Kaman Corporation property was identified through the public outreach process as a concern due to the offset alignment of the side road and driveway intersections.



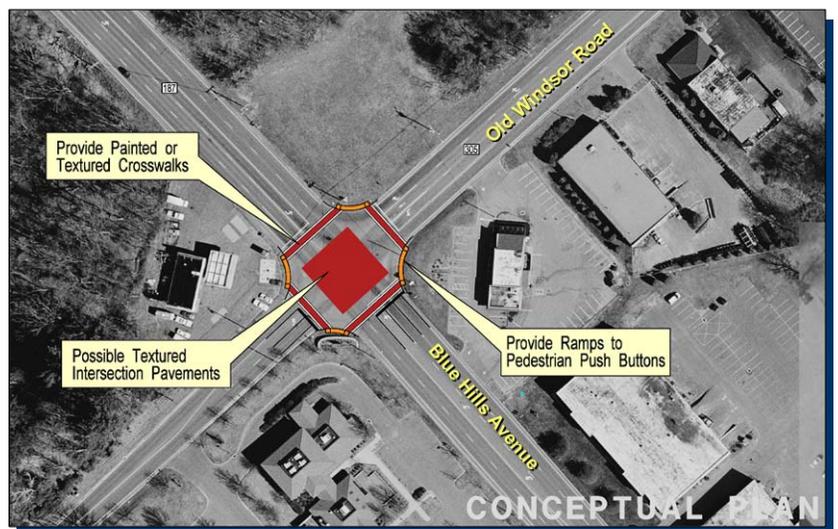
It is recommended that Old Iron Ore Road and the private driveway be realigned to eliminate the existing offset between the intersections. The intersection turning radii should be improved in conjunction with this realignment to minimize encroachment of large trucks on opposing travel lanes during turning maneuvers. Traffic conditions should be monitored at the intersection for possible future signalization.

→ Route 187 (Blue Hills Avenue)

The improvement concept at the intersection of Route 305 and Blue Hills Avenue is representative of the near-term improvements to existing pedestrian accommodations that are recommended for all signalized intersections in the corridor. In general, the improvements are targeted to improving accessibility to existing pedestrian push buttons and the awareness of motorists to potential pedestrian activity by providing crosswalks. The study team believes that these measures are particularly important at the intersection of Blue Hills Avenue because of high traffic volumes, wide intersection approaches, and long pedestrian crossing distances that contribute to an unsafe and unfriendly pedestrian environment.

Recommendations for this intersection include the following:

- Install curb-cuts and sidewalk ramps that conform to the current Americans with Disabilities Act Accessibility Guidelines (ADAAG) to improve accessibility to existing pedestrian push buttons. Curb-cuts and ramps should be provided in all quadrants of the intersection to provide refuge off of the roadway surface for pedestrians waiting to cross.
- Provide painted crosswalk markings in the immediate near-term
- Provide textured and colored crosswalks and intersection pavement in conjunction with the next scheduled pavement maintenance at this intersection.



Long-term Capacity Improvements – Windsor

The future (year-2030) traffic forecasts and analyses demonstrate a potential need to provide additional traffic capacity along Route 305 in Windsor in order to maintain acceptable operations and vehicular mobility through the corridor in the future. The future forecasts indicate that the peak hour directional traffic volumes between Interchange 37 and Marshall Phelps Road will exceed the capacity of a single travel lane under the 2030 conditions. Two westbound travel lanes will be required to accommodate morning peak traffic and two eastbound travel lanes will be required to accommodate afternoon peak traffic. Without capacity improvements, traffic delays and congestion will occur throughout the corridor with the most significant delays on Route 305 being experienced at the Addison Road and Marshall Phelps Road intersections.

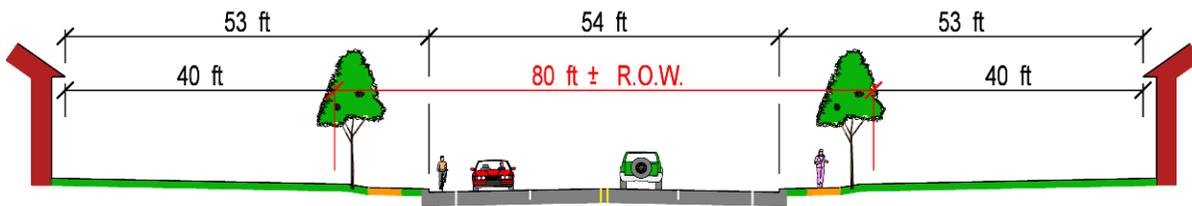


Various alternatives for improving traffic capacity in Windsor were vetted through the study process. However, four alternative concepts that would provide two travel lanes in each direction along Route 305 between Marshall Phelps Road and the existing four lane roadway near Mountain Road were evaluated in detail. These concepts include:

- **Concept A:** Basic Four Lane Roadway
- **Concept B:** Four Lane Roadway with Narrow Median
- **Concept C:** Four Lane Roadway with Wide Median
- **Concept D:** Basic Four Lane Roadway with U-turns

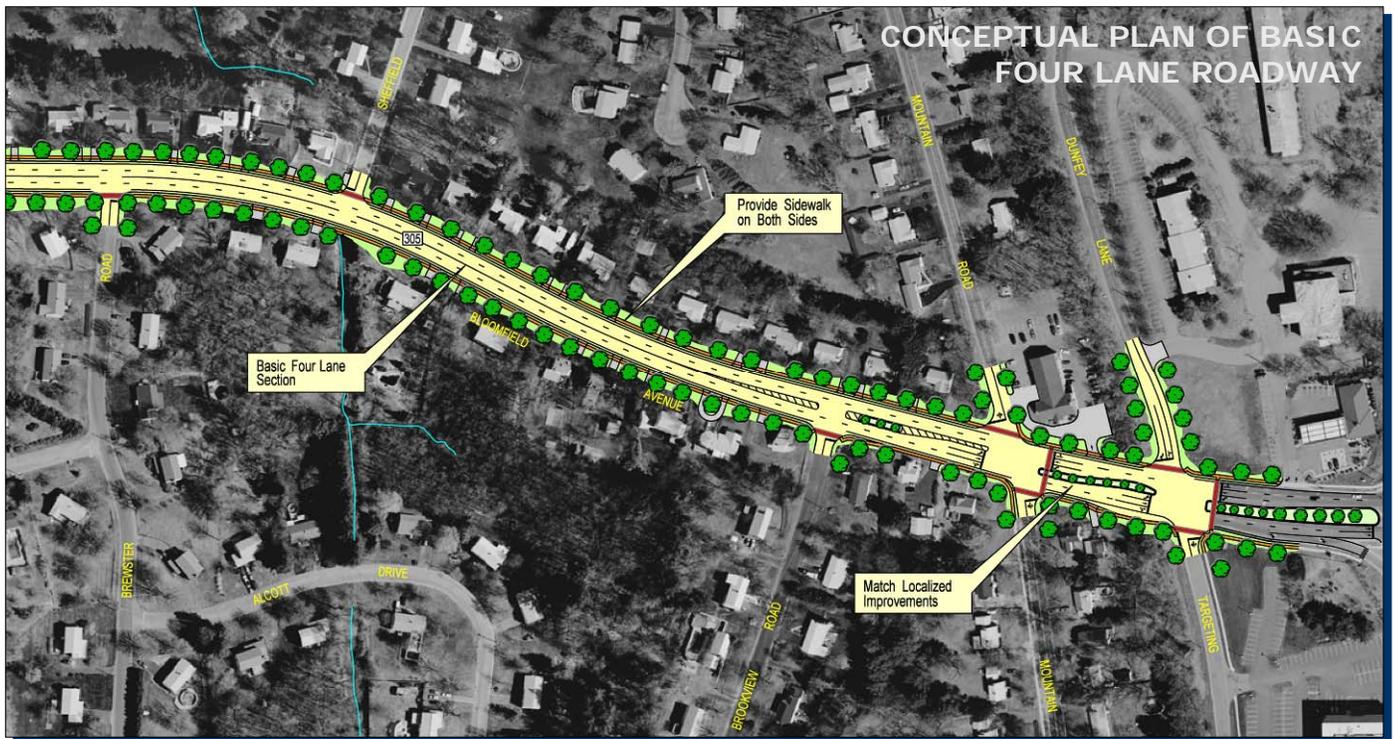
The basic four lane roadway is recommended between Marshall Phelps Road and Addison Road for all four alternative concepts. For Concept A, the basic four lane roadway would also be provided between Addison Road and Mountain Road. For Concept B and Concept C, the study team explored two different raised median applications that could be provided between Addison Road and Mountain Road. The raised median concepts were evaluated to address the goal of preserving the residential character of the corridor while improving safety. For Concept D, the study team incorporated provisions for u-turns into the basic four lane section.

→ Concept A: Basic Four Lane Roadway



Key Design Features:

- 11 ft lanes, 5 ft shoulders to accommodate bicyclists, 5 ft sidewalks
- Matches the existing four lane roadway near Brookview Road
- Widening equally on both sides of the roadway generally remains within the existing right-of-way



Advantages:

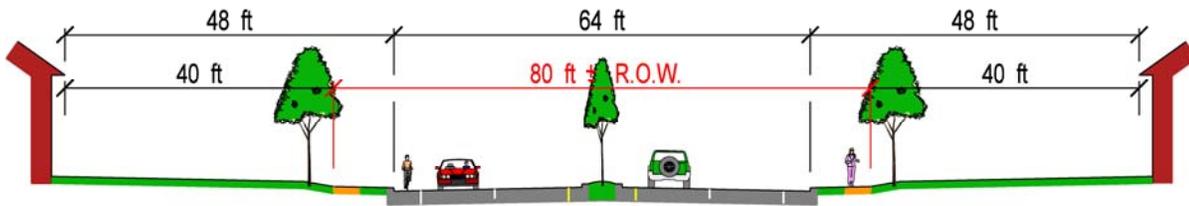
- Minimizes roadway width
- Minimizes right-of-way impacts
- Minimizes disturbance to existing frontage
- Lowest capital investment of the four concepts
- Matches localized improvement at Interchange 37 through Brookview Road

Disadvantages:

- Aesthetic improvement opportunities are limited
- Large roadway pavement area could encourage higher travel speeds
- Motorists turning left from residential drives must cross two or more lanes of traffic

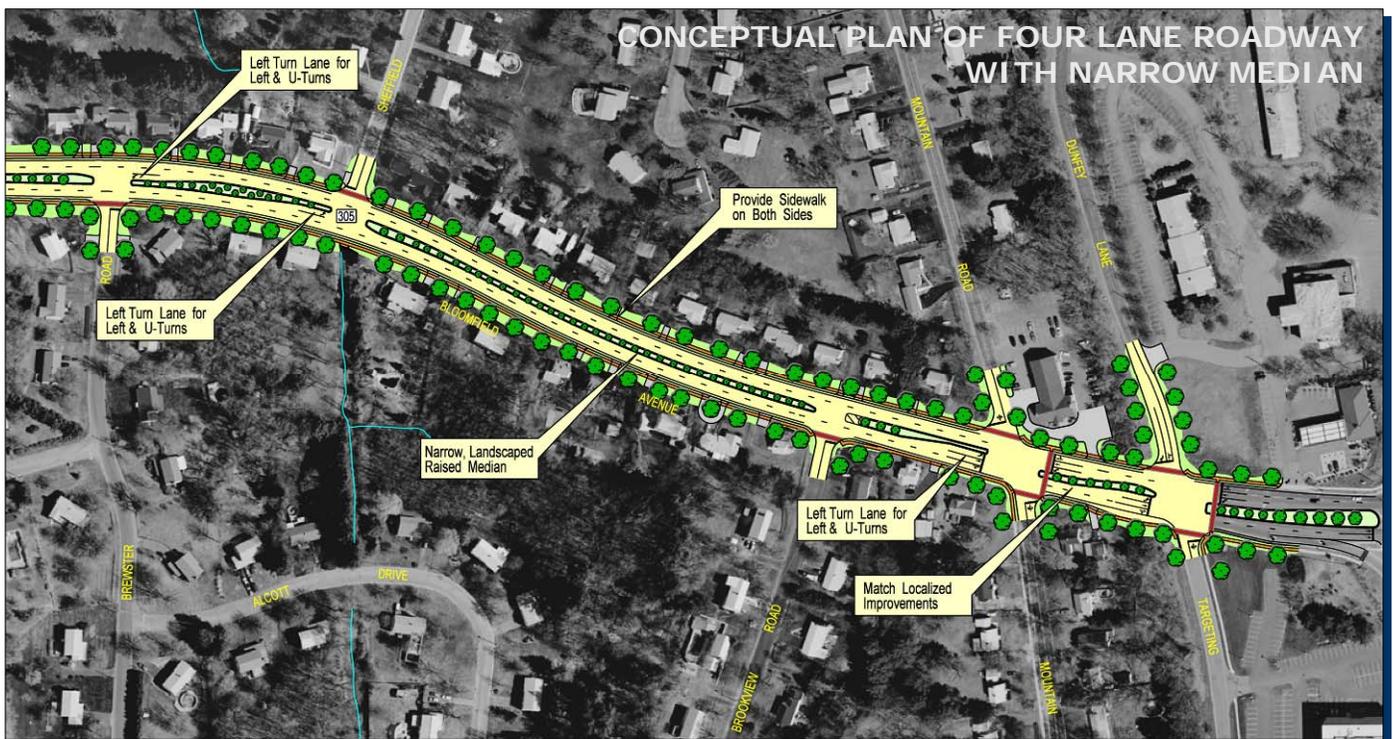
General Findings: This alternative concept would potentially impact approximately 19 properties along both sides of the roadway, though no full acquisitions are expected. The majority of property impacts would be narrow strip takings/right-of-way acquisitions along property frontages. The estimated construction cost is \$8.7 million (2009 dollars), excluding additional costs for partial right-of-way acquisitions and utility relocations.

→ Concept B: Four Lane Roadway with Narrow Median



Key Design Features:

- 11 ft lanes, 5 ft shoulders to accommodate bicyclists, 5 ft sidewalks
- 10 ft wide landscaped median providing aesthetics, access management, and traffic calming benefits
- U-turn opportunities available at Addison Road, Brewster Road, Sheffield Drive and Mountain Road
- Widening equally on both sides of the roadway balances potential property impacts



Advantages:

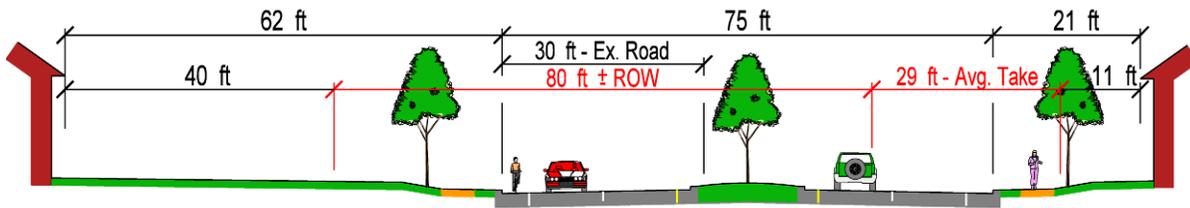
- Median provides landscaping & lighting opportunities
- Median amenities can provide traffic calming benefits
- Median shelters vehicles turning left turn from Route 305
- Reduces number of conflict points for turning vehicles
- Improves overall safety
- Less right-of-way area and fewer full acquisitions required than Concept C
- Matches localized improvement at Interchange 37 through Brookview Road

Disadvantages:

- Impacts greatest number of properties
- Prohibits left turns from drives
- Median landscaping requires routine maintenance

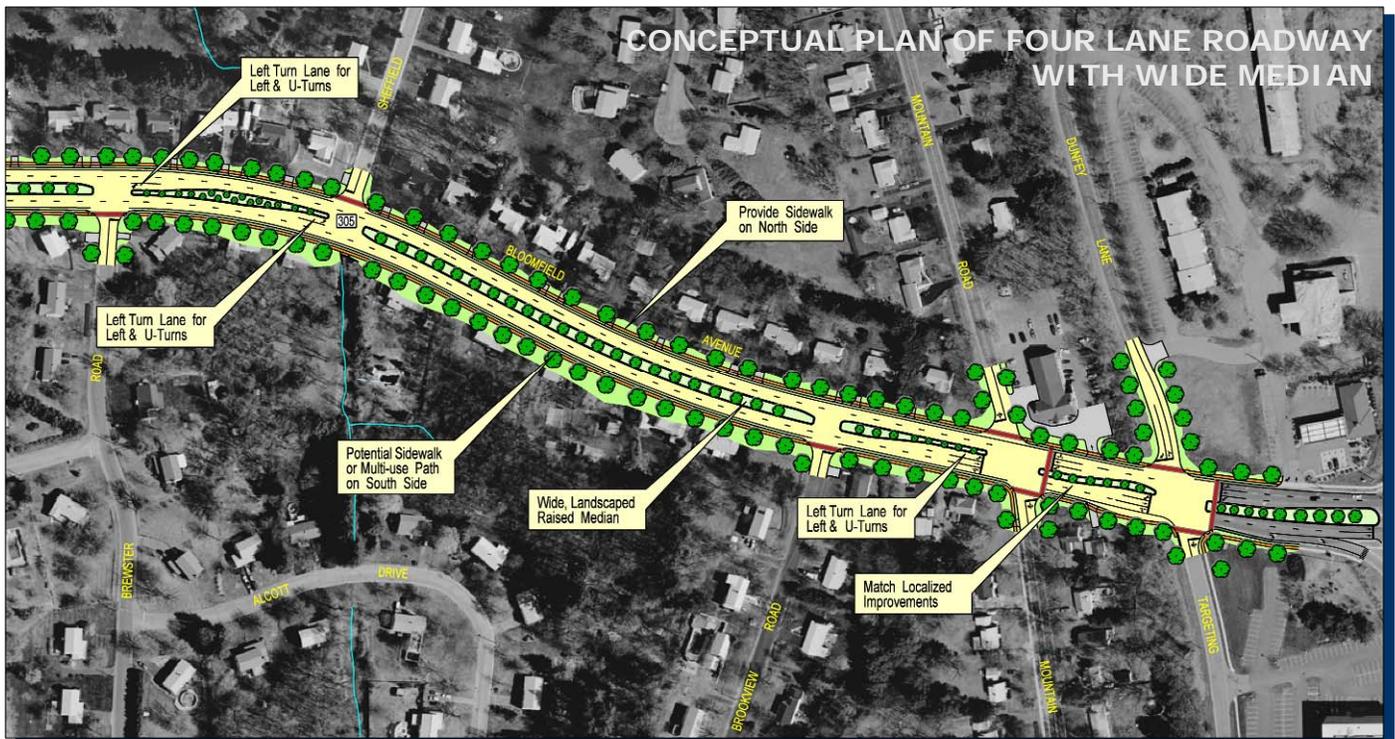
General Findings: This alternative concept would potentially impact approximately 51 properties along both sides of the roadway, including approximately four potential full acquisitions. The majority of property impacts would be narrow strip takings/right-of-way acquisitions. The estimated construction cost is \$10.0 million (2009 dollars), excluding additional costs for right-of-way acquisitions and utility relocations.

➔ Concept C: Four Lane Roadway with Wide Median



Key Design Features:

- 11 ft lanes, 5 ft shoulders to accommodate bicyclists, 5 ft sidewalks
- 21 ft wide landscaped median providing aesthetics, access management, and traffic calming benefits
- U-turn opportunities available at Addison Road, Brewster Road, Sheffield Drive, and Mountain Road
- Asymmetric widening, predominantly on the south side of the roadway, would impact fewer properties than a wide median option widened equally on both sides of the roadway



Advantages:

- Median provides enhanced landscaping & lighting opportunities
- Median amenities can provide traffic calming benefits
- Median shelters vehicles turning left turn from Route 305
- Reduces number of conflict points for turning vehicles
- Improves overall safety
- Concentrates impacts to one side of roadway resulting in fewer number of properties impacted

Disadvantages:

- Impacts large number of properties
- Requires highest number of full acquisitions
- Prohibits left turns from drives
- Median landscaping requires routine maintenance
- Requires some modification of localized improvement at Interchange 37
- Highest construction cost of the four concepts

General Findings: This alternative concept would potentially impact approximately 36 properties, predominantly along the south side of the roadway, including approximately 19 full acquisitions. The estimated construction cost is \$10.5 million (2009 dollars), excluding additional costs for right-of-way acquisitions and utility relocations.

→ **Concept D: Basic Four Lane Roadway with U-turns**

This alternative combines design features of Concept A and Concept C to provide a basic four lane roadway with u-turn opportunities at the intersections of Addison Road, Brewster Road, Sheffield Drive, and Mountain Road. U-turns would be accommodated at these locations by widening the roadway and providing a short segment of raised median with an exclusive left turn lane. This concept would address concerns voiced by corridor residents regarding the inconvenience of a continuous raised median while providing a potentially safer access option. By providing u-turn opportunities along the corridor, residents would have the option during peak traffic periods to turn right from their driveways and ultimately change directions to the left at a u-turn in order to avoid crossing multiple lanes of heavy traffic. During off-peak traffic periods, most residents would be able to make direct left turns from their driveways.



Key Design Features:

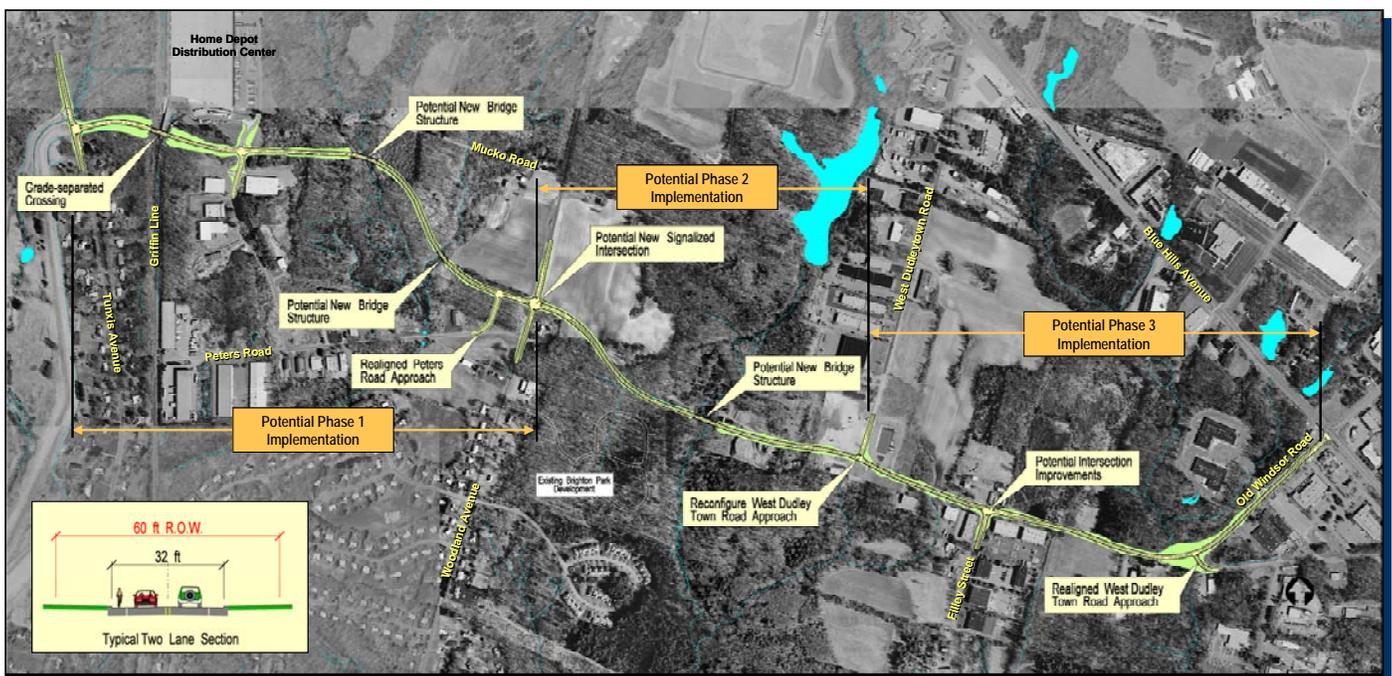
- 11 ft lanes, 5 ft shoulders to accommodate bicyclists, 5 ft sidewalks
- Matches the existing four lane roadway near Brookview Road
- Widening equally on both sides of the roadway
- U-turn opportunities available at Addison Road, Brewster Road, Sheffield Drive, and Mountain Road
- Short segments of landscaped median providing aesthetics, traffic calming benefits, and access management

General Findings: This alternative concept would potentially impact approximately 38 properties along both sides of the roadway, including approximately four potential full acquisitions. The majority of property impacts would be narrow strip takings/right-of-way acquisitions along property frontages. The estimated construction cost is \$9.2 million (2009 dollars), excluding additional costs for right-of-way acquisitions and utility relocations.

Long-term Improvement Concepts – Bloomfield

One of the primary goals of this study was to evaluate the feasibility of extending Route 305 from its existing terminus at Route 187 westerly approximately two miles to Route 189 in Bloomfield. The benefits of the extension would include providing another east-west connection through the region that would parallel Route 218 to the south and Day Hill Road to the north; providing a critical outlet for heavy truck traffic on Woodland Avenue; and improving access to some developable lands in Bloomfield for the purposes of creating new economic development opportunities. Several alternative alignment concepts for the extension were vetted through the study process, with two alternatives evaluated in detail. The following summarizes each of the two alternatives. It should be noted that each of these alternatives will require further evaluation and discussions with the Connecticut Department of Transportation and State Legislature when advanced to the next stage.

➔ Grade-Separated Railroad Crossing

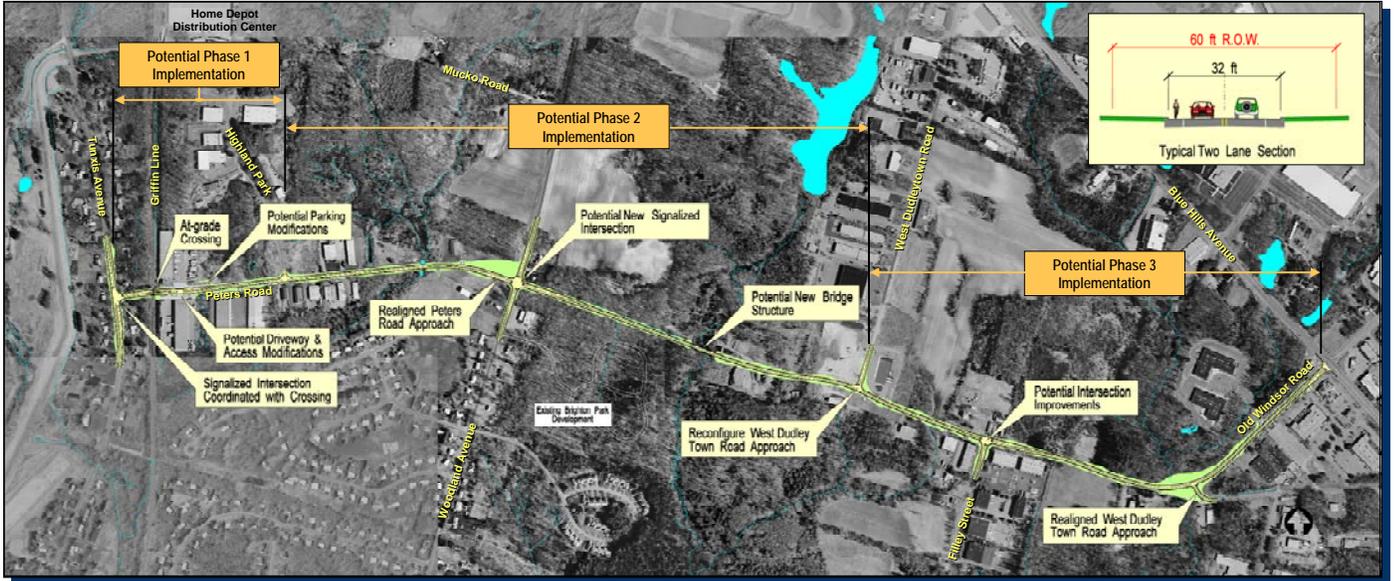


Key Design Features and Considerations:

- Alignment follows existing sections of Old Windsor Road and West Dudley Town Road and new road segments traveling northwest connecting West Dudley Town Road to Woodland Avenue (north of Peters Road) and Woodland Avenue to Route 189
- Roadway would cross Griffin Line with a new bridge structure approximately 140 ft long and roadway approach grades of approximately 6.5%
- Grade-separated railroad crossing provides safe crossing movements
- No impact on existing rail operations
- Wetland and floodplain impacts expected

General Findings: This alternative concept would potentially impact approximately 25 properties, though no full acquisitions are expected. The estimated construction cost is \$22.9 million (2009 dollars), excluding additional costs for right-of-way acquisitions and utility relocations.

➔ At-Grade Railroad Crossing



Key Design Features and Considerations:

- Alignment follows existing sections of Old Windsor Road, West Dudley Town Road, and Peters Road and provides new roadway segments connecting West Dudley Town Road to Peters Road and Peters Road to Route 189
- Most direct east-west connection between Route 187 and Route 189 for a possible Route 305 extension
- An active railroad warning system with automatic lights and gates coordinated with new traffic signalization at Peters Road/Route 189 would minimize safety risks inherent to the potential at-grade railroad crossing
- Improvements to the existing rail siding would mitigate possible limitations imposed on rail operations
- Wetland and floodplain impacts expected.
- In accordance with the General Statutes of Connecticut (Section 13b-268), an at-grade railroad crossing cannot be constructed unless authorized by special act of the General Assembly.



General Findings: This alternative concept would potentially impact approximately 31 properties, including one full acquisition. The estimated construction cost is \$15.7 million (2009 dollars), excluding additional costs for right-of-way acquisitions and utility relocations.

Multimodal Considerations

There are a number of recommended improvements in the Route 305 corridor that would encourage multimodal transportation by addressing the travel needs of pedestrians, bicyclists, and transit users.

→ Pedestrian and Bicycle Improvements

Near-term Improvement Recommendations

- Re-stripe the existing roadway to provide 11 ft lanes while maximizing the existing shoulder width. Provide shoulders that are 4 ft wide or wider, where possible.
- Install curb-cuts and ramps to improve access to pedestrian push buttons at all signalized intersections. All sidewalk ramps should include tactile warning surfaces for visually impaired pedestrians in accordance with current American with Disabilities Act Accessibility Guidelines (ADAAG).
- Provide painted and/or textured crosswalks along Route 305 to improve pedestrian visibility and safety.
- Reset catch basin tops and install bicycle-safe grates to improve rideability of existing shoulders.

Long-term Improvement Recommendations

- Provide 11 ft lanes and 5 ft shoulders if sufficient right-of-way is available on any newly constructed roadway sections.
- If desired by area residents, extend the sidewalk on the south side of Route 305 westerly to Addison Road. The sidewalk currently ends at Brewster Road.
- Extend the sidewalk on the north side of Route 305 westerly to Marshall Phelps Road. The sidewalk currently ends at Mountain Road. Much of the area recommended for sidewalk construction is residential, though there is some commercial development west of Addison Road that would benefit from the improvements.
- Provide a crosswalk across Route 305 at Addison Road. This will assist pedestrians crossing between the north side sidewalk and the termini of the south side sidewalk.

→ Transit Improvements

- Provide widened shoulders or bus pullouts with amenities for bus stops on Route 305 near Mountain Road and near Route 187 (Blue Hills Avenue).
- Design sites being considered for mixed use development in the vicinity of Interchange 37 with an eye to transit usage, insuring that these sites can be easily served by transit operating along Route 305.
- Establish a Transportation Management Association (TMA) in cooperation with Day Hill Road and area employers. The TMA would work to advance traffic demand management (TDM) strategies such as operating employer shuttles, staggering work shifts, implementing compressed work weeks, accommodating telecommuting, and encouraging use of alternative modes (bicycle, transit, vanpool, carpool) through incentive programs.
- Town officials should continue to collaborate with regional and state officials as well as other stakeholders to continue to identify future mass transit opportunities and systems as they relate to connections to the New Haven – Hartford – Springfield rail corridor and the Griffin Busway corridor.
- Support the findings and recommendations of the Northwest Corridor Transit Study including providing for a transit hub at Interchange 38; providing a Park ‘n Ride lot at the Griffin Office Park; improving transit service (including service from downtown and from other suburbs) to the transit hub and Park ‘n Ride lot; establishing a network of shuttles to employment sites; and improving transit amenities by providing bus pullouts, sidewalks and bus shelters where appropriate.



Land Use Strategies

To help mitigate future traffic growth, future development along the Route 305 corridor should be guided by land use and transportation policies that facilitate mode shift—that is, improvements and policies that will encourage people to use public transit or other alternative forms of travel to get to their places of employment or other destinations. Possible improvements and traffic mitigation strategies to affect mode shift and to encourage people to avoid driving during peak traffic periods include transit-supportive land uses which serve to decrease dependency on the single-occupant automobile and thereby reduce traffic congestion.

Denser, quality, mixed-use development (that includes a significant number of residential units) constructed along existing arterials and bus routes in our cities and towns will serve to reduce sprawl in outlying areas and reduce distances that people commute to work by providing people with housing opportunities closer to where they work and shop. **Improvements to the Route 305 corridor, therefore, should not only address ways to increase road capacity, but also foster patterns of development that improve access to transit and encourage use of transit by co-locating uses at or near transit hubs.** Transit-supportive land uses recommended for the Route 305 study area include Neighborhood Transit Centers (NTC) in Windsor and Traditional Neighborhood Development (TND) in Bloomfield.

➔ Neighborhood Transit Centers at Interchange 37, Windsor



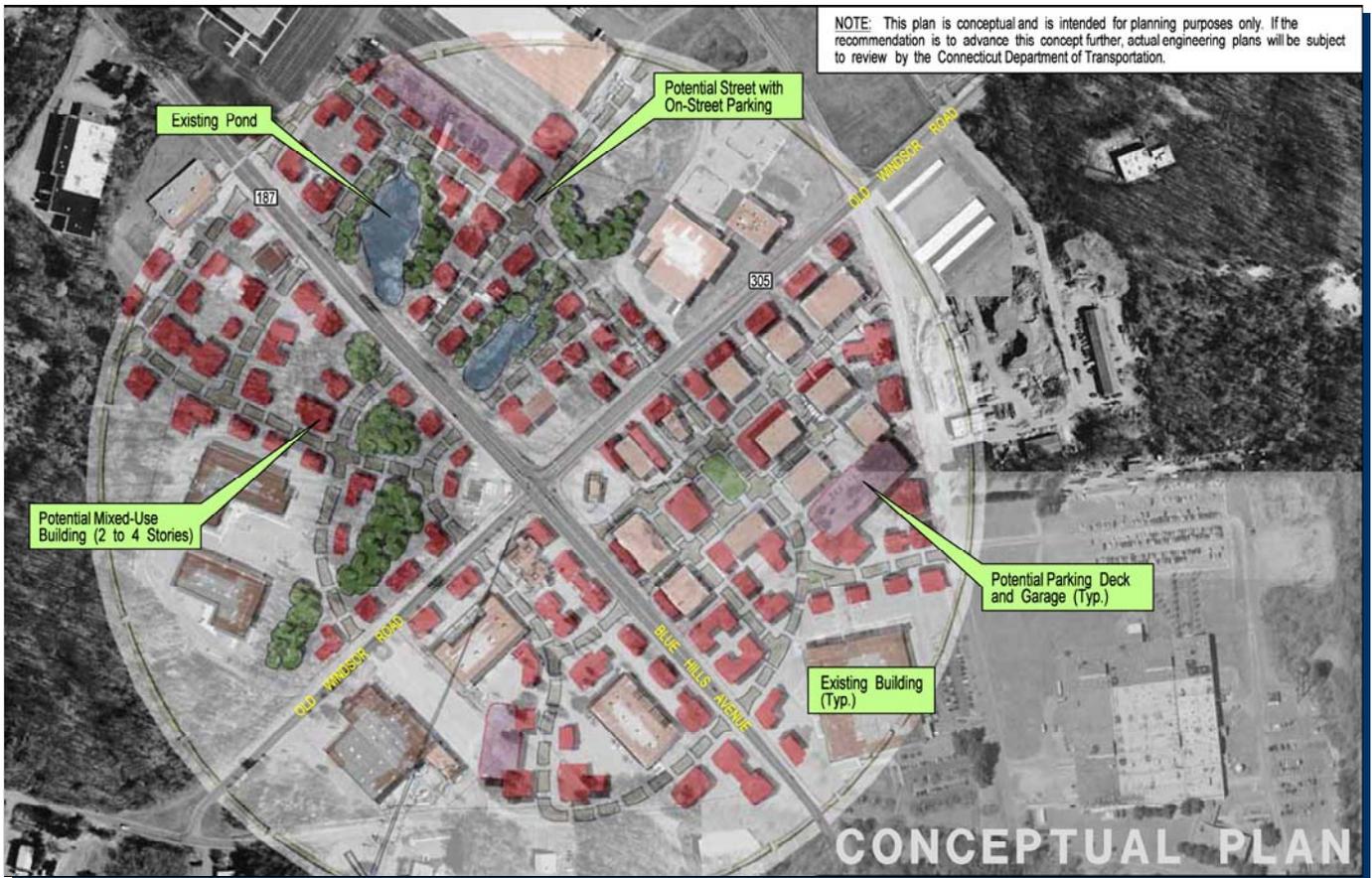
Concept plans for the northwest quadrant of the interchange could incorporate mixed-use development with the potential for a bus transit station, or pulse point, to create a compact, neighborhood-oriented development where transit supports land use and vice versa. ‘Neighborhood Transit Centers’ could convert under-utilized industrial sites, strip shopping plazas and other auto-oriented uses to compact, mixed-use developments that would support transit, mitigate traffic growth, and provide a neighborhood center for social and cultural activities.

NTC’s encourage *park and walk* behavior. Increasingly, people prefer to live, work, and conduct business and social activities in mixed-use districts that are attractive, compact, walkable, have a human scale, cater to an array of lifestyles, and are alive with a diversity of activities (business, retail, entertainment, dining, cultural, mixed-income housing, artist lofts and galleries). These innovative developments foster sustainable lifestyles and make transit, walking, and biking convenient, attractive options for building occupants – residents and office workers alike.

NTCs provide better travel options for its residents and effectuate expansion of the ridership of current transit services. NTC’s can provide the town with new economic activity while minimizing the impacts of this activity on highway congestion. Opportunities to develop such neighborhood transit centers in other quadrants of Interchange 37, such as the southeast quadrant, could also be explored as development and reinvestment opportunities present themselves.

➔ **Traditional Neighborhood Development Strategy to Redevelop the Intersection of Old Windsor Road/Blue Hills Avenue, Bloomfield:**

The TND strategy would convert relatively low-density, one story “flex buildings” and other land into high-density, pedestrian and transit-oriented, walkable, mixed use developments using the urban planning principles of ‘New Urbanism’. It would utilize two, three, or even four story buildings constructed on new streets carved out of the existing sites and create a traditional town center. This use of “liner buildings” could convert existing one-story flex buildings to more pedestrian-oriented and less automobile-oriented development by constructing two or three story additions along the front of flex buildings. This strategy would create a ‘street-wall’ and optimize development opportunities without the need to construct additional parking. Like NTC’s, TND’s would encourage *park and walk* behavior and provide mixed use districts where people could live, work, and conduct business and social activities without the need to use a car. Design standards ensure that TND’s are attractive, compact, walkable, and are designed in a human scale. The diversity of uses could include businesses, retail, entertainment, dining, mixed-income housing, churches and civic buildings.



It should be noted that the transit-supportive land use recommendations of this study are illustrative only and that the towns of Bloomfield and Windsor would not be acquiring private land for redevelopment. Rather, if residents and business owners support the concepts, the private sector would initiate and implement the development and assemble any land that may be necessary. The municipalities have or are proposing to revise land use and zoning regulations to facilitate these redevelopment initiatives by revising zoning to allow for these uses and densities.

Estimated Construction Costs

The following table outlines the planning-level construction cost estimates for the localized improvement concepts, long-term capacity improvement concepts, and extension of Route 305 concepts. The cost estimates are presented in 2009 dollars and were developed using unit prices and other cost parameters derived from the Connecticut Department of Transportation's *Preliminary Cost Estimating Guidelines*. The cost estimates include incidentals to construction and contingencies but do not include costs associated with right-of-way acquisitions, utility relocations, environmental mitigation, or engineering.

Planning-level Construction Cost Estimates

Localized Improvement Concepts	Estimated Cost (2009 \$)
<ul style="list-style-type: none"> • Interchange 37 to Brookview Road • Sheffield Drive and Brewster Road • Addison Road • Marshall Phelps Road • Route 305 (Old Windsor Road) at Mill Brook Crossing • East Newberry Road • Old Iron Ore Road • Route 187 (Blue Hills Avenue) 	<ul style="list-style-type: none"> \$ 2.1 million \$ 820,000 \$ 600,000 \$ 1.0 million \$ 750,000 \$ 1.8 million \$ 480,000 \$ 390,000
Long-term Capacity Improvement Concepts	Estimated Cost (2009 \$)
<ul style="list-style-type: none"> • Concept A: Basic Four Lane Roadway (No Median) • Concept B: Four Lane Roadway with Narrow Median • Concept C: Four Lane Roadway with Wide Median • Concept D: Basic Four Lane Roadway with U-turns 	<ul style="list-style-type: none"> \$ 8.7 million \$ 10.0 million \$ 10.5 million \$ 9.2 million
Extension of Route 305 Concepts	Estimated Cost (2009 \$)
<ul style="list-style-type: none"> • At-grade Railroad Crossing Concept • Grade-separated Railroad Crossing Concept 	<ul style="list-style-type: none"> \$ 15.7 million \$ 22.9 million

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For more information or to see the full report contact CRCOG at (860) 522-2217 or go to CRCOG's website at www.crcog.org

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