

Route 20 Transportation & Land Use Study Alternatives Evaluation Matrix - Updated 11/15/2023

Concept	Location	Description	Existing Concerns/Issues	Potential Challenges	Reference	Safety Benefits	Relative Cost	Time Horizon	Property Impact	Recommended?
<b>Route 75 (Ella T. Grasso Turnpike) Corridor</b>										
A-1	<b>Route 75 Road Diet</b>	-Reduction to 1 Lane in Each Directions with Center Turn Lanes -Minor Curb Line Modifications -Buffered Bike Lane -Consider Sidewalk Buffer on Bridge	-High speeds -Access concerns -Safety concerns	-Existing Center Bridge Beam Raised above Travel Surface (flush with raised median) -Community Support	Figure 1 Capacity Analysis Results Tables	High	Low	Short-Term	None	Yes
A-2	<b>Route 75 Long-Term Vision</b>	-Roundabouts at 3 Key Intersections -Median Island along Segments between Intersections -Bike Facility		-Current Land Uses, Driveway Configuration, and Property Owner Preferences -Community Support	Figure 2	High	High	Long-Term	Moderate	Viable
B-1	<b>Route 75 at Route 20 EB Ramps</b>	-Replacement of Traffic Signal Equipment	-Outdated Signal Equipment	-Funding	Figure 1 Capacity Analysis Results Tables	Moderate	Medium	Mid-Term	None	Yes
B-2		-Add Bear's Driveway to Signalized Operation	-Unsignalized Approach Located opposite Off-Ramp	-Coordination with Property Owner		Moderate	Medium	Mid-Term	None	Yes
B-3		-Revise Phasing for Protected Only NB Left Turn -Consider SB Right Turn Slip Lane	-High SB Right Turn Volume -Few Gaps for Northbound Left Turns	-Funding		Moderate	Medium	Mid-Term	None	Viable
C-1	<b>Route 75 at Route 20 WB Ramps</b>	-Traffic Signal at Development Driveway/ DoubleTree Driveway (approved)	-Long History of Planning Adequate Access to Development Site with adjacent Route 20 WB Ramp and Signal	-Acquisition of 5 Ella T. Grasso Turnpike Property (Hotel)	OSTA Approved Plan (MSP-1)	Moderate	High	Mid-Term	Moderate	Viable
C-2		-Traffic Signal or Roundabout at Route 75/ New Town Road -Traffic Signal at Realigned Route 20 WB ramp/ New Town Road		-Ramp Relocation & Non-Access Line Approval -Route 75 Overpass Bridge Structure	Developer Sketch Plan Capacity Analysis Results Tables	Moderate	High	Long-Term	Moderate	No
D-1	<b>Route 75 Bike Facility</b>	-Dedicated Bike Lane	-Narrow Shoulders	-Lack of Protection from Traffic	Figure 3	Moderate	Low	Short-Term	None	No
D-2		-Buffered Bike Lane		-Maintenance - Pavement Markings	Figures 1 thru 3	High	Low	Short-Term	None	Yes
D-2		-Buffered Bike Lane with Flexible Delineator		-Maintenance - Delineators & Snow Removal	Figure 3	High	Low	Short-Term	None	Viable
D-3		-Shared-Use Path		-Driveway Conflicts	Figure 3	High	Medium	Long-Term	Moderate	Viable
E-1	<b>Route 75 Mid-Block Pedestrian Crossing</b>	-RRFB & Pedestrian Refuge Island at Homewood Suites	-Long Distance between Crossings -Pedestrian Safety/Access Issues	-Finding Appropriate Location based on High Traffic Generators -Driveway Reorganization -Location of Pedestrian Hybrid Beacon near Adjacent Driveways	Figure 1 FHWA Fact Sheets	High	Low	Short-Term	None	Viable
E-2		-Pedestrian Hybrid Beacon & Pedestrian Island at Homewood Suites		-Finding Appropriate Location for Signal that meets Signal Warrants	FHWA Fact Sheets	High	Medium	Long-Term	Moderate	No
E-3		-Traffic Signal or Roundabout			Figure 4	Moderate	Medium	Long-Term	None	No
F-1	<b>New Roadway between Route 75 and Old County Road</b>	-New road from Old County Road to Route 75 to divert traffic off Old County Road	-Truck Traffic on Old County Rd -Lack of Pedestrian Crossings -Traffic Calming	-Finding Appropriate Location based on High Traffic Generators -Potential Driveway Modifications -Property Acquisition	Figure 4	Moderate	High	Long-Term	Significant	No
F-2		-Traffic Signal or Roundabout for Mid-block Crossing	-Truck Traffic on Old County Rd -Lack of Pedestrian Crossings		Figure 4	Moderate	High	Long-Term	Significant	No
G	<b>Route 75 at Route 140 Realignment</b>	-Realignment of Route 140 at Route 75 -Replace Traffic Signal -Install Potential Barrier/ Vegetation along South Side of Route 140	-Skewed Alignment of Elm Street -Long Crossing Distance of Route 140 -Operational Issues at Adjacent Driveways	-Right-of-Way Impact	Figure 1	Moderate	Medium	Long-Term	Moderate	Viable
H	<b>Route 75 Traffic Signal Equipment</b>	-New Signal Equipment at All Traffic Signals along Route 75 to include the following: -Concurrent Pedestrian Phasing -Leading Pedestrian Interval -Countdown Pedestrian Signal -Signal Backplates -Traffic signal upgrade planned by CTDOT at intersection of Route 75 at Schoephoester Road (SPN 0171-0493)	-Outdated Signal Equipment	-Funding	FHWA Fact Sheets	Moderate	High	Mid-Term	None	Yes

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<b>Old County Road Corridor</b>										
I	<b>Old County Road Corridor Traffic Calming</b>	-Corridor Traffic Calming -Speed Radar Feedback Signs -Mid-Block Crossings & Enhancements -Formal Bike Lanes -Raised Crosswalks/Intersections/Median Islands -Potential Roundabout at Old County Circle & Village Lane	-Speeds -Truck Traffic -Safety/Bike-Ped Access -Future Operations	-Phasing of Improvements with Route 75 Improvements	Figures 5 thru 8	High	Medium	Short-Term	None	Yes
J-1	<b>Old County Road at Route 20 EB &amp; WB Ramps</b>	-Roundabout at Route 20 WB ramps	-700 Old County Road development coordination -Traffic Calming -Truck Traffic	-Adjacent Development Coordination -Community Support	Figure 8	Moderate	High	Long-Term	Moderate	Viable
J-2		-Roundabout at Route 20 WB & EB ramps			Figure 8	Moderate	High	Long-Term	Moderate	Viable
K-1	<b>Old County Road at Halfway House Road</b>	-Enhanced Stop Control (Advanced Warning, Signs on Both Sides of Roadway, Blinker Stop Sign)	-Safety Concerns	-Community Support	Figure 6 FHWA Fact Sheet	Moderate	Low	Short-Term	None	Yes
K-2		-Raised Crosswalks or Raised Intersection (In Conjunction with Stop Control or Traffic Signal)		-Community Support -Truck Traffic/Emergency Vehicles -Maintenance	Figures 5 thru 8	High	Medium	Short-Term	None	Yes
K-3		-Traffic Signal		-Community Support	Figure 6 Capacity Analysis Results Tables	Moderate	High	Mid-Term	Moderate	Viable
K-4		-Roundabout		-Right-of-Way Impact	Figure 9 Capacity Analysis Results Tables	High	High	Mid-Term	Significant	No
K-5		-Mini Roundabout		-Driveway Impacts -Community Support	Figure 6	High	Medium	Mid-Term	Moderate	No
L	<b>Old County Road Sidewalks</b>	-Sidewalk Infill	-Sidewalk Gaps	-Potential Right-of-Way Acquisition	Figures 5 thru 8	High	Medium	Short-Term	Moderate	Yes
M-1	<b>Old County Road at Route 140</b>	-New Sidewalk and Sidewalk Ramp on North Side of Route 140 -Crosswalk Realignment & RRFB at Old County Road Crossing -Potential Barrier/ Vegetation along South Side of Route 140	-No Sidewalk Ramp/ Sidewalks on North Side of Route 140 -Skewed Alignment of Crossing	-Adjacent Driveway Access -Traffic Operations	Figures 1 & 5	High	Low	Short-Term	Moderate	Yes
M-2		-Close Old County Road at Route 140 and Provide Turnaround -Provide New Outlet Road to Route 140 -Potential Barrier/ Vegetation along South Side of Route 140	-Truck Through Traffic -Closely Spaced Intersections -Operational Issues at Dunkin' Driveway	-Right-of-Way Impact	Figure 5	High	High	Long-Term	Significant	Viable
N-1	<b>Pedestrian Crossing Enhancements</b>	-RRFB at Candlewood Suites Driveway	-Long Distance between Crossings -Speeds	-Community Support	Figures 1 & 4 FHWA Fact Sheet	Moderate	Low	Short-Term	None	Yes
N-2		-RRFB at Fox Hollow Drive/ Litchfield Drive			Figure 5 FHWA Fact Sheet	Moderate	Low	Short-Term	None	Yes
N-3		-RRFB at Old County Circle/ Merrigan Lane -Potential Raised Crosswalk & Median Island -Bus shelter on southwest corner of intersection -Sidewalk on west side of Old County Road			Figure 8 FHWA Fact Sheet	Moderate	Medium	Short-Term	None	Yes
<b>SR 401 (Schoephoester Road) Corridor</b>										
O-1	<b>Schoephoester Road at Light Lane</b>	-Traffic Signal Upgrade (Planned by CTDOT - SPN 0171-0459)	-Outdated Signal Equipment	-	Figure 10	Moderate	Medium	Mid-Term	None	Yes
O-2		-Roundabout (Included in CAA Master Plan)		-New Traffic Signal Planned by CTDOT	Figure 10 CAA Master Plan Figures 5-29 & 5-30	High	High	Long-Term	None	Viable
P	<b>Schoephoester Road Traffic Signal Equipment</b>	-New Signal Equipment at All Traffic Signals along Schoephoester Road to include the following: -Concurrent Pedestrian Phasing -Leading Pedestrian Interval -Countdown Pedestrian Signal -Signal Backplates -Traffic Signal Upgrade Planned by CTDOT at intersection of Route 75 at Schoephoester Road (SPN 0171-0493)	-Outdated Signal Equipment	-Funding	FHWA Fact Sheets	Moderate	Medium	Mid-Term	None	Yes
Q	<b>Schoephoester Roundabout Corridor</b>	-Roundabouts at Bradley Arrivals/ Departures, Postal Road, Light Lane, and Route 75	-Airport Access -Community Support	-New Traffic Signal Planned at Schoephoester Lane at Light Lane Intersection -Coordination with Airport Access Alternatives	Figure 10 CAA Master Plan Figures 5-29 & 5-30	High	High	Long-Term	Moderate	Viable

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<b>Bradley International Airport Connectivity &amp; Facilities</b>										
R-1	Route 20 to Airport Connection	-Replace Existing Jug-Handle with Flyover Ramp for Primary Airport Access -New Roadway from Hamilton Road not included	-Improve Direct Access to Airport / Deter Route 75 traffic	-Funding	Figure 10 CAA Master Plan Figure 5-29	High	High	Long-Term	Moderate	Viable
R-2		-Replace Existing Jug-Handle with Roundabout for Primary Airport Access -Re-align Cargo Road to be included in Roundabout -New Connection from Hamilton Road is not included		-Coordination with Airport Access Alternatives	Figure 10 CAA Master Plan Figure 5-30	High	High	Long-Term	Moderate	Viable
R-3		-New Roadway Connection Parallel to Hamilton Road from Route 20 Expressway to Schoephoester Road for Primary Airport Access -Roundabout at New Roadway and Schoephoester Road -Roundabout at New Roadway and Hamilton Sunstrand entrance -Re-align Route 20 ramps at Hamilton Road		-Right-of-Way Impact -Funding	Figure 10	Low	High	Long-Term	Significant	No
S	Airport Parking Options	-CAA Master Plan Proposed Parking on Schoephoester Road	-Vacant Former Rental Car Lots	-Accommodate Increased Traffic on Route 75/ Schoephoester Road	Figure 10 CAA Master Plan Figures 5-31 & 5-32	Low	High	Long-Term	None	Viable
<b>Transit Improvements</b>										
T	New Bus Shelters (Study Area)	-New Bus Shelters at All Existing & Future Bus Stops	-Lack of Shelters	-Potential Right-of-Way Impact	Transit Recommendations List	Moderate	Medium	Mid-Term	Moderate	Yes
U	Bus Stop Facility Enhancements (Study Area)	-Improve Sidewalks to Stops & Hardscape Waiting Areas -Art Installations -Area Maps -Trash Receptacles	-Lack of Waiting Areas & Accommodations at Bus Stops	-Potential Right-of-Way Impact	Transit Recommendations List	Moderate	Medium	Mid-Term	Moderate	Yes
V	Bus Routing (Study Area)	-Review Bus Routes to Accommodate Riders to/ from Employment and New Train Station -Reduce Headways -Add East-West Cross-Town Route	-Infrequent Stops -Inter-Route Connectivity	-Accommodate Future Development	Transit Recommendations List	Low	Medium	Mid-Term	None	Viable
<b>Trail Improvements</b>										
W-1	Multi-Use Trails	-CROG Proposed Connecticut River Trail: Existing Windsor Locks Canal Trail to the Existing Windsor Locks Train Station	-Lack of Connectivity between Study Area & Various Nearby Routes, Planned Routes, Future Development, Transit/Rail Connections	-Right-of-Way Impact -Environmental Impacts -Future Use of Old Train Station	Figure 12-A (Blue Dotted Line) <a href="#">CROG GIS Planned Trails</a>	High	Medium	Long-Term	Moderate	Yes
W-2		-Route 20 Trail: Route 75 to Hamilton Road along Route 20 Right-of-Way		-Environmental Impacts -Significant Embankment	Figures 12-A & 12-B (Pink Dotted Line)	High	Medium	Long-Term	None	No
W-3		-Route 20 Alignment Trail Spur: Rear of Route 75 Parcels to Loten Drive (Alternate along east side of Route 75 Right-of-Way)		-Right-of-Way Impact -Environmental Impacts	Figures 12-A & 12-B (Green Dotted Line)	High	Medium	Long-Term	Significant	Viable
W-4		-Route 20 Trail: Route 75 to South Center Street along Route 20 Right-of-Way		-Right-of-Way Impact	Figures 12-A & 12-C (Pink Dotted Line)	High	Medium	Mid-Term	Moderate	Yes
W-5		-Old County Road to CT River Trail: South Center Street to Existing Train Station/Proposed Connecticut River Trail		-Right-of-Way Impact -Environmental Impacts -Roadway Crossings	Figures 12-A & 12-C (Purple Dotted Line - East Segment)	High	Medium	Mid-Term	Moderate	Yes
W-6		-Old County Road to CT River Trail: Old County Road to South Center Street via Waterworks Park & Pending Development Property		-Right-of-Way Impact -Development Coordination -Environmental Impacts	Figures 12-A & 12-C (Purple Dotted Line - West Segment)	High	Medium	Long-Term	None	Viable
W-7		-Windsor Locks to Windsor Trail: Old County Road to Windsor Trail along Existing Joseph Lane Right-of-Way		-Width and height clearance under Route 20 Overpass of Old County Road	Figures 12-A & 12-C (Light Green Dotted Line)	High	Medium	Mid-Term	None	Yes
W-8		-Old County Road to Canal Trail: Old County Road to Windsor Locks Canal Trail via Parks, Schools, Local Roads		-Right-of-Way Impact -Environmental Impacts	Figures 12-A & 12-D (Orange Dotted Line) Figure 13	High	High	Long-Term	Moderate	Yes
W-9		-Canal Trail Connector Spur: Route 75 at Route 140 to Downtown/ New Train Station via Parks & Local Roads		-Right-of-Way Impact -Environmental Impacts	Figures 12-A & 12-E (Teal Dotted Line) Figure 13	High	High	Long-Term	Moderate	Viable

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<b>Access Management</b>										
X	<b>National Drive/ Corporate Drive</b>	-Adopt National Drive & Corporate Drive as Town roads -Install Sidewalks & Pedestrian Accommodations -Consolidate Business Driveways, where possible	-Access Hinders Development -Roadways Owned by Association -Lack of Pedestrian Facilities	-Cost -Town Maintenance -Coordination with Developments -Right-of-Way Impacts	Figure 11	Moderate	High	Mid-Term	Moderate	Yes
AM	<b>Access Management</b>	-Spare Time Driveways - Close Route 75 access point and add driveway to site along National Drive -Close Auto Direct Driveway on Route 75 and Maintain Adjacent Parcel Interconnection -Consider Closing Driveway(s) for Businesses with Access to both Route 75 and Old County Road -Consider Right-In/ Right-Out Access to Route 75 at 6 National Drive -Consider Parcel Interconnection on Route 75 between Rice Hardware and Adjacent Parcel to Provide Access to High Street -Consider Parcel Interconnection on Route 75 between Hampton Inn and Bear's -Incorporate CTDOT Driveway Standards & FHWA Best Practices into Town Standards	-Safety/ Access Concerns	-Coordination with Property Owners	Figure 1 & Figure 11 FHWA Fact Sheet CTDOT Driveway Standards	Moderate	Medium	Long-Term	Moderate	Yes
<b>Land Use and Development</b>										
LUD-1	<b>Transition Zone between Route 75 and Old County Road</b>	-Mixed-Use Development (Residential, Retail, Medical, Service)	-Underutilized Parcels -High Driveway Density -Roadway Maintenance Deficiencies	-National Drive & Corporate Drive Association -Building Height Restrictions	Development & Recommended Land Use Lists	N/A	Low	Dependent Upon Private Investment	None	Yes
LUD-2	<b>Old County Road Corridor</b>	-Residential Development	-Vacant Parcels	-Local Approvals -Community Support		N/A	Low		None	Yes
LUD-3	<b>Airport Areas</b>	-Warehouse/ Industrial/ Business Park Uses	-Vacant Parcels	-Local Approvals -Community Support		N/A	Low		None	Yes
LUD-4	<b>700 Old County Road Parcel</b>	-Potential Warehouse Development	-Existing Driveway located within 200' of Route 20 WB Ramp	-Local Approvals -Community Support		N/A	Low	Mid-Term	None	Yes
LUD-5	<b>Future Development Requirements</b>	Requirements for Future Development: -Sidewalk Connection between Development & Public Network -Bicycle Storage & Amenities -Implement Transportation Demand Management (TDM) Plan -Adherence to Access Management Standards/Best Practices -Reduce Building Setback Requirements	-Pedestrian & Bike Access -Travel Demand for Additional Development	-Community Support of Regulation Revisions	Future Development Requirements List	High	Low	Long-Term	None	Yes