

## WOODBRIDGE BUSINESS DISTRICT CONNECTIVITY STUDY

APRIL 17, 2023





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#### INTRODUCTION 1.

SLR International Corporation in collaboration with the Town of Woodbridge 2030 Task Force and in association with the South Central Regional Council of Governments (SCRCOG), developed a pedestrian based Connectivity Master Plan for the Woodbridge "downtown" Business District. The Woodbridge Business District currently lacks a safe network of pedestrian connections between businesses and adjacent residential zones. Gaps in sidewalks along roadway corridors and a lack of pedestrian and bicycle infrastructure at key intersections limit the walkability/ bikability in the project area, bifurcating businesses, and the ability for residence to "park once" and walk from business to business.

In 2013, the Woodbridge Economic Development Commission completed a Development Concept Plan for this area that outlined "strategies for the improvement and future development of the area to be known as the Village of Woodbridge." The Plan developed a set of recommendations for transforming the area from an auto-oriented commercial area into a modern mixed-use village center style of development. One of the Concept Plan's recommendations included <u>enhancing walkability and a unique local identity with</u> pedestrian improvements, as well as, establishing design standards for sidewalks, lighting, street trees, and other furnishings. The recommendations of the Concept Plan informed the recommendations set forth in the 2015 Plan of Conservation and Development.

This project aims to continue where the 2013 Concept Plan left off by providing actionable options that strengthen pedestrian and bicycle linkages throughout the district while providing recommendations for traffic calming - with the intent on encouraging alternative modes of transportation, attracting new and unique businesses, enhancing the existing residential neighborhoods and making the Woodbridge Business District a vibrant destination.

At the start of the project we were excited to learn that the 2030 Task Force had recently engaged an architectural consultant(Pirie Asssociates) to develop the Woodbridge Business District Placemaking Study. Coinciding with our project schedule, and as part of a joint public engagement process with our team, the study developed a preliminary vision and explored aspirational goals for the implementation of placemaking elements in the Business District.

2015 PLAN OF CONSERVATION AND DEVELOPMENT



## TOWN OF WOODBRIDGE



#### Village of Woodbridge **Development Concept Plan** Woodbridge, Connecticut

Woodbridge Economic Development Commission woodbridgeedc@woodbridgect.org

17 April 2013

Yale Urban Design Workshop

## 2. INVENTORY AND ANALYSIS

INVENTORY: the process of documenting various data from a given site.

ANALYSIS: the interpretation of the data to better understand the project area and make informed conclusions on the assets and liabilities of the Business District

#### 2.1 Existing Conditions

The core of the Business District is located within a valley historically known as "The Flats" and is strattled between Routes 63 (Amity Road) to the west, and Route 69 (Litchfield Turnpike) to the east. The southern edge of the district is bound by Route 15 (Merrit Parkway) and Bradley Road to the north. To the west of Amity Road sits a cluster of businesses along Selden Street, Hazel Terrace, June Street, and Bank Street. To the east of Litchfield Turnpike, Konolds Pond and the West River sits an industrial and corporate zone that houses a large quantity of the areas work force. Just north of Bradley Road sits additional businesses, healthcare/ medical facilities, and residences.





Figure 2-1 EXISTING CONDITIONS

Ο'	200'	400'	N
	۳[	2"	

## LEGEND

	SIDEWALK	
— SAN —	SEWAGE LINE	
$\sim$	TREE LINE	
00-	FENCE	
<u>0 0</u>	GUARDRAIL	
	PARCEL LINE	
	TOWN LINE	
	CATCH BASIN	
	LIGHT	
U	HYDRANT	
ø	POLE	
<u> </u>	SIGNAGE	
	TREE	
E	ELECTRICAL BOX	
•	MANHOLE	
28	PEDESTRIAN SIGNAL	

### 2.2 Current Zoning

The Woodbridge Business District is delineated by three zoning designations amenable to commercial and industrial uses: BI (Business and Industrial), DEV1 (Development District 1), and GB (General Business). The majority of parcels in the area are designated under one of these zones. The BI and GB zones generally allow for more intensive industrial and commercial uses, while the DEV1 district allows the operation of more selected retail and professional services, as well as senior and childcare facilities. Each of these zones include several parcels that present opportunities for new commercial development.

Additionally, four residential zones: C (Residential C), BB (Residential BB), A (Rsidential A) and D (residential D) are within and surround the business district. The location of these residential zones play an improtant role in providing a user base for businesses and encourage walking to and between retail amenities.







## ZONING CLASSIFICATIONS



**GB** GENERAL BUSINESS

**BI** BUSINESS / INDUSTRIAL

**DEV 1** DEVELOPMENT DISTRICT 1

**DEV 2** DEVELOPMENT DISTRICT 2

**A** RESIDENTIAL A

**BB** RESIDENTIAL BB

**C** RESIDENTIAL C

**D** RESIDENTIAL D

**p** Park



#### 2.3 Green Space and Recreational Open Space

One of the Business Districts' best assets is its proximity to, and quantity of open space and recreational opportunities. Flanking both sides of the project area are expansive forested ridgelines that include existing trail systems. Within the Business District, there are numerous recreational amenities including the Connecticut Sports Center, West River Field, and Amity Bowl bowling alley among others. Furthermore, Konolds Pond and West River sit along the eastern portion of the business district and provide an ecological and cultural resource for the area. The project area also has many locations with a mature tree canopy, which not only offers an aesthetic backdrop within the "village", but provides shade and cooling benefits as a measure of heat resilience. Creating pedestrian connections from the central retail/ commercial area to these open space areas provides residents, and visitors, with options for passive and active recreational opportunities.







Figure 2-3 OPEN SPACE

#### 2.4 Vehicular Circulation

Significant Traffic congestion during peak hours within the project area present challenges for pedestrian activity and future business development. The three State roads (Route 69, Route 63 and Lucy Street S.R. 749) see a high volume of commuter traffic and congestion that are further impacted by driveway access into business parcels. Lucy Street currently acts as the main east / west link between state roads 69 and 63 for vehicles traveling to adjacent towns to the north from Route 15.

As part of this project our traffic engineers reviewed future signal plans in the project area, and identified existing and proposed state projects. Signal upgrades are underway at the Lucy Street and Amity Road intersection (Project # 0173-0494) as well as the Litchfield Turnpike and Bradley Road intersection (Project #173-0486) - and should aliviate timing issues that impede vehicular through movements.

AADT (Annual Average Daily Traffic) was provided by the Connecticut Department of Transportation (CTDOT – State Project # 092-028) for each of the main roads in the project area. It is expressed as number of vehicles per day.

- Amity Road (north) has the highest AADT of 21,000 22,100
- Litchfield Turnpike (south) has the second highest AADT at 17,500-19,700
- Amity Road (south) has the third highest AADT at 17,900-18,7000
- Litchfield Turnpike (between Lucy Street and Bradley Road) has an AADT of 11,700-11,900
- Litchfield Turnpike (north) has an AADT of 9,300
- Lucy Street has an AADT of 6,400-7,000
- Bradley Road has an AADT of 3,800
- June Street has an AADT of 1,200
- Mettler Street has an AADT of 1,000
- Landin Street has and AADT of 800-1,000





Figure 2-4 VEHICULAR CIRCULATION



## LEGEND

AVERAGE I	DAILY	TRAFFIC	(ADT)
-----------	-------	---------	-------

- ≥ 20,000 VEHICLES
  - 15,000 TO 19,999
- 10,000 TO 14,999
  - 5,000 TO 9,999
  - 2,500 TO 5,000
  - < 2,500 VEHICLES



#### 2.5 Vehicular Collisions

Data on traffic crashes within the study area for the period of January 1, 2019 through May 1, 2022 were obtained via the Connecticut Crash Data Repository. During this period, the intersection of Litchfield Turnpike (Route 69) at the Route 15 on/off ramps experienced the highest volume of collisions, followed by the intersection of Amity Road (Route 63) at Bradley Road.

The southern portion of Litchfield Turnpike (Route 69) between the intersections of the Route 15 on/off ramps and Lucy Street experienced a high volume of vehicular collisions. The combination of vehicular volumes and high concentration of intersections along this stretch contribute to vehicular crash rates in this area.

At the intersection of Amity Road (Route 63) at Bradley Road, nearly all collisions involved vehicles turning into or out of Bradley Road and colliding with vehicles traveling on Amity Road (Route 63). Just south of this intersection, Amity Road (Route 63) widens from one northbound through lane to two northbound through lanes; any left-turning vehicles at the intersection must cross two lanes of northbound traffic and vehicles turning out of Bradley Road must do so from a stopped position, while vehicles on Amity Road (Route 63) are free-flowing. It is also noted that the speed limit on Amity Road drops from 45 mph to 35 mph for southbound vehicles a quarter-mile north of Bradley Road, but there is no visual cue indicating drivers should slow down, aside from two speed limit signs. The shoulder is also wide along the west side of Amity Road; this combination of factors can contribute to high vehicular speeds past the intersection at Bradley Road, increasing the likelihood of vehicular conflict.

Pedestrian collision data were also analyzed for the same time period of January 1, 2019 through May 1, 2022 and show that no pedestrian collisions were reported during this period. One pedestrian collision occurred in December 2018 on Litchfield Turnpike (Route 69) between the intersections of Lucy Street and Merritt Avenue when a pedestrian crossed Litchfield Turnpike (Route 69) without yielding rightof-way to a vehicle. One pedestrian collision occurred at the bend in South Bradley Road in February 2017. No bicycle collisions have been reported between 2017 and 2022.





Figure 2-5 VEHICULAR COLLISIONS (2019-2022)

Ο'	150'	300'	
	٦"	2"	

SLR

#### 2.6 Pedestrian Facilities - Sidewalks

During the initial round of site reconnaissance, existing sidewalk locations, sidewalk dimensions, sidewalk conditions, and general pedestrian facilities were documented. While existing sidewalks do exist in areas within the business district, the lack of a continous sidewalk network inhibits safe pedestrian movement throughout the area and between businesses. For example, the retail/ commercial area West of Amity Road known as the "Selden Area" (encompassing June Street, Hazel Terrace, Bank Street & Selden) lack sidewalks throughout - preventing pedestrian circulation between uses and connections east to Amity Road. Additionally, the lack of sidewalks east of Litchfield Turnpike discourages pedestrian movement between neighboring residential areas and the central downtown Business District.

As stated previously, to the east and west of the project boundary exists a network of woodland recreational trails. Any future improvements to the sidewalks within and around the project area should provide connections to these trails.

Pedestrian facilities that encourage people to meet, gather and engage with the streetscape are currently not present in the business district. There are no existing (public) benches or gathering areas located within the right-of-way, nor do any bike racks exist. There are no existing shade structures located in the project area. However, there are some mature trees along various sidewalks that do provide some shade for pedestrians. While there is vehicular and private parking lot lighting, there is no pedestrian level lighting along roadways that help to create a sense of security within the project area. There are 10 bus stops in the project area but as mentioned, none of these bus stops include canopied shade shelters.





Figure 2-6 EXISTING SIDEWALKS



#### **Pedestrian Facilities - Intersections** 2.7

SLR documented the existing conditions of each of the main intersections in the project area, to evaluate what elements are missing, are in disrepair, or could use improvement.

Below are the intersections included in this study with the corresponding observations:

#### Amity Road and Bradley Road 1.

- ADA drop ramp with cracked/partial detectable warning strip present at southeast corner of intersection
- Crosswalks not present at intersection
- No pedestrian signal
- Intersection is unsignalized; Bradley Road approach is STOP-controlled
- Bike accommodations are not present
- Sidewalks available along southeast corner of intersection

#### 2. Amity Road and Landin Road

- ADA drop ramp and detectable warning strips present at two corners of intersection
- Crosswalk present across east leg
- No pedestrian signal
- Intersection is unsignalized, with Landin Street STOP-controlled
- Bike accommodations are not present
- Sidewalks available along northeast and southeast corner of intersection

#### Amity Road and Lucy Street 3.

- ADA drop ramps present two corners of the intersection.
- No detectable warning strips at any ramps. CTDOT Project No. 0173-0494 will install new sidewalk ramps at northeast, southeast, and southwest corners of intersection.

- Crosswalks present across east and south legs of intersection.
- Pedestrian heads and push buttons present at three corners of intersection. Exclusive pedestrian phase will remain.
- Intersection is signalized. CTDOT project will include installation of new signal equipment.
- Bike accommodations are not present
- Sidewalks available along southeast corner of intersection

#### Amity Road and June Street 4.

- No ADA drop ramp or detectable warning strips at any corners of intersection
- Crosswalks not present at intersection
- No pedestrian signal
- Intersection is unsignalized, with June Street STOP-controlled
- No bike accommodations
- Sidewalks are not present at or approaching the intersection

#### 5. Litchfield Turnpike and Bradley Road

- No existing ADA drop ramps or detectable warning strips at intersection. Sidewalk ramp and concrete landing area to be installed at northeast and northwest corners of intersection. respectively, under CTDOT Project No. 0173-0486. intersection
- Crosswalks not present at intersection. Bar crosswalk to be installed across north leg under CTDOT.
- Side-street green pedestrian push buttons exist at southwest and southeast corners. Pedestrian push buttons and signal heads to be installed at northwest and northeast corners of intersection under CTDOT. Signal will operate with concurrent pedestrian phase with Leading Pedestrian Interval (LPI) upon signal upgrade.
- Intersection is signalized. New signal equipment to be installed under CTDOT.
- Bike accommodations are not present.

#### Litchfield Turnpike and Landin Street

6.

- Intersection is unsignalized, with Landin Street STOP-controlled Bike accommodations are not present.
- Sidewalks present along southwest and

#### Litchfield Turnpike and Lucy Street 7.

- Crosswalks present across west and north legs of intersection
- Intersection is signalized.
- Bike accommodations are not present.

8.

#### Litchfield Turnpike and Merrit Avenue

- No ADA drop ramps or detectable warning strips Crosswalk present across south leg of
- intersection.
  - Side street green pedestrian signal heads
  - southeast corners of intersection.
- Intersection is signalized.
- Bike accommodations are not present.
- Sidewalks available along west side of Litchfield Turnpike.

Sidewalks not present approaching any corner.

ADA drop ramp and detectable warning strips

- present at northwest and southwest corners.
- No crosswalks at intersection
- No pedestrian signal
- southeast corners of intersection.
- ADA drop ramp and detectable warning strips present at southwest, northwest, and northeast corners of intersection.
- Side street green pedestrian signal heads and
- push buttons present at northwest and northeast corners of intersection.
- Sidewalks present along northwest and
- southwest corners of intersection.
- and push buttons present at southwest and



1. AMITY AND BRADLEY



2. AMITY AND LANDIN



**3. AMITY AND LUCY** 



4. AMITY AND JUNE





5. LITCHFIELD AND BRADLEY



6. LITCHFIELD AND LANDIN



7. LITCHFIELD AND LUCY



8. LITCHFIELD AND MERRITT



### 2.8 Pedestrian Counts

In order to understand the level of existing pedestrian activity in the project area, pedestrian counts were conducted on Saturday June 4, 2022 from 12:00 – 2:00 PM. The project team noted that the majority of the pedestrians were sighted at the Landin Street and Amity Road intersection and along the southern leg of Litchfield Turnpike. Moderate pedestrian activity was observed at the Mettler Street and Amity Road intersections as well as the Lucy Street and Amity Road intersection. While sidewalks do exist in these areas, the low pedestrian activity in the study area can be attributed to lack of complete sidewalk connections throughout the Business District





Figure 2-8 PEDESTRIAN COUNTS



## LEGEND



\* PEDESTRIAN COUNTS CONDUCTED SATURDAY JUNE 4 AND JUNE 11, 2022 (2-2PM)

#### **RIGHT-OF-WAY ANALYSIS** 3.

A public "Right-of-Way" is a horizontally determined easement for public travel. Typically located outside of private property boundaries, the Right-of Way, for transportation purposes, delineates an area that typically includes the roadway, sidewalks, vegetation and utilities. We refer to this area as the "Public Realm". In the case of this project, three state roads (Route 63, Route 69 and Lucy Street) include right-of way that are managed and governed by the Connecticut Department of Transportation (CTDOT). The remaining roads within the study area are owned and regulated by the town of Woodbridge. In order to develop a pedestrian connectivity plan, the focus of this project, the project team analyzed the exisitng dimensional criteria of each roadway right-of-way to determine potential opportunities to increase pedestrian use within each space.

By facilitating and promoting pedestrian and bicycle elements within the right-of-way, the public realm space can become a safer, more efficient for multiple modes of active transportation, and assist in engaging community assets. SLR documented the existing conditions for the majority of the roads, using ArcGIS data, to create existing sections as a baseline for concept design. Our analysis found that a majority of the roadway lane widths are on average 13' or more (and in some areas as wide as 17' in one direction). With the existing roads taking up a majority of the public realm, there is little to no room for pedestrian facilities and landscaping.

Streets included in the right-of-way study:

- June Street (East Bound)
- Selden Street (North Bound)
- Amity Road / Route 63 (North Bound in 4 zones)
- Litchfield Turnpike / Route 69 (North Bound in 4 zones)
- Lucy Street (West Bound)
- Landin Street (West Bound)
- Bradley Road (West Bound)
- Bradley Road (East Bound)
- Bradley Road (North Bound)
- Lunar Drive (West Bound)
- North Bradley Road (North Bound)



Figure 3-1 COMPONENTS OF THE PUBLIC REALM





DISCLAIMER: EXISTING CONDITIONS INFORMATION HAS BEEN TAKEN FROM AVAILABLE GIS SOURCES AND AERIAL MAPPING, THEREFORE MAY NOT BE ACCURATE. TO BE COMPLETED TO POGRAPHIC SURVEY WILL NEED TO BE COMPLETED TO ACCURATELY VERIFY FIELD CONDITIONS PRIOR TO IMPLEMENTATION.

A COMPLETE INVENTORY OF THE EXISTING RIGHT-OF-WAY SECTIONS CAN BE FOUND IN: SECTION 7: CONCEPTUAL STREETSCAPE SECTIONS

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#### **PUBLIC ENGAGEMENT** 4.

An important component of the Connectivity Master Plan was to establish an equitable, engaging, and transparent design process. This was accomplished through a series of public engagement events over an 8-month period. Because this project includes design elements within the public realm, and specific ideas that affect community development, it was important to involve the community early and often throughout each stage of the project. The intent of our engagement excercises aimed to not only gather important feedback, but help in fostering a level of trust in our proposed alternatives - assuring that what we propose was in line with the goals of the local community. Only with the combination of a public engagement feedback loop between the community and the design professionals, could we assure the likelihood of developing successful solutions.

#### 4.1 **First Outreach Event**

SLR began the community outreach process by working closely with the 2030 Task Force Committee, which is a group comprised of public officials and key stakeholders. To start ,the group embarked on a discovery field trip to three case study downtowns to spark inspiration and guide design direction. These Connecticut downtowns included Ridgefield, Wilton, and Kent. A list of likes and dislikes of each location were compiled and analyzed by the team and later refined into several key objectives.

SLR then held the first community meeting on September 15, 2022 at 6:00PM. The goal of this meeting was to introduce the project, familiarize the public to the project area, and collect initial visioning and placemaking ideas. The evening began with a brief presentation followed by several engagement activities, which included a lighting charrette for each table.



# JOIN US TO RE-ENVISION THE WOODBRIDGE **BUSINESS DISTRICT**

SEP **15TH** 6:00 PM

NEW ENGLAND BREWING CO.





175 AMITY ROAD WOODBRIDGE, CT 06525





Figure 4-1 1ST COMMUNITY MEETING - CHARETTE IDEAS



SLR

After our intial public engagement session, the design team began to synthesize the information recieved during the public outreach and developed a consolidated map containing the ideas expressed by all participants. This map was later presented to the public. Drawing from the ideas expressed, and the inventory and analysis of the project area, the design team developed a Opportunities and Constraints diagram. The Opportunities and Constraints map identifieds use areas within the project area and elloborates on potential improvements that could happen to move toward the goal of creating a more pedestrian friendly business district.



Figure 4-2 PUBLIC ENGAGEMENT SESSION #1 RESULTS

1 IMPROVE PEDESTRIAN CROSSING AT INTERSECTIONS PLEASING EAST/WEST PEDESTRIAN LINK BETWEEN RECREATIONAL

BRADLEY ROAD IMPROVEMENTS TO MIMIC TRADITIONAL "MAIN STREET" IMPROVE PEDESTRIAN CROSSING (DOT PEDESTRIAN SIGNALS 2023)

CREATE ACTIVITES ON KONOLD'S POND TO ENHANCE USE (EXAMPLE: JAZZ BAND ON THE RIVER/BOAT ATTRACTIONS)

CONSIDER A GONDOLA BETWEEN WEST ROCK AND THE LOWER BUSINESS

CREATE TRAILHEAD/CONNECTION TO WEST ROCK TRAILS PUT UTILITY LINES BELOW GRADE IN BUSINESS DISTRICT INCREASE PLANTINGS THROUGHOUT THE BUSINESS DISTRICT LUCY STREET IS DANGEROUS! ADD ON-STREET PARKING TO ENCOURAGE TRAFFIC

PERFECT AREA FOR AFFORDABLE HOUSING DEVELOPMENT BRAND AREA AS AN "ENTERTAINMENT DISTRICT" AND A PLACE FOR "DAILY" USE POTENTIAL CONNECTION TO RIVER (THROUGH RESIDENTIAL LOTS) CREATE A PEDESTRIAN CORRIDOR/PROMENADE THAT LINKS RESIDENTIAL TO

NEW VEHICULAR & PEDESTRIAN THROUGH STREETS ALLEVIATE CONGESTION AND PROVIDE OPPORTUNITIES FOR FUTURE BUILD-OUT SCENARIOS.

WALKABLE PLAZAS WITH DIFFERENT CHARACTERISTICS CONNECT BUSINESSES AND AN OPEN LAWN SPACE FOR EVENTS LOCATED IN THE HEART OF THE BUSINESS DISTRICT (INCLUDE AN AMPITHEATRE FOR MUSIC THAT USES WEST

LANDMARK/ ICONIC TOWER OR SCULPTURE PROVIDES A DESTINATION FOR VIEWS

CONSIDER A PEDESTRIAN BRIDGE OVER AMITY ROAD

CHANGE THE CHARACTER OF SELDEN SO IT DOESN'T FEEL LIKE THE "BACK" OF

30

CREATE "INVITING" PEDESTRIAN AND VEHICULAR ENTRANCES INTO SELDEN

ADD SIDEWALKS ON BOTH SIDES OF AMITY ROAD

CONSIDER TURNING EAST/ WEST CROSS STREETS INTO ONE-WAY

CONSIDER APARTMENTS ABOVE EXISTING BUILDINGS IN THE SELDEN AREA

INVESTIGATE WAYS TO EXPAND BUILDING MASSING ALONG AMITY ROAD

CREATE AN "EXPERIENCE" AND IMPROVE SIDEWALK CONNECTIONS BETWEEN NURSING HOME AND BUSINESS DISTRICT (ESPECIALLY DURING SNOW STORMS) NODE ALONG WEST RIVER FOR PARK, ACCESS, AND/OR PEDESTRIAN BRIDGE



Figure 4-3 OPPORTUNITIES & CONSTRAINTS



#### LEGEND



BUSINESS RESIDENTIAL

INSTITUTIONAL / INDUSTRIAL

RECREATION AND OPEN SPACE

PLAZA LINK

INTERSECTION IMPROVEMENT

ACCESS MANAGEMENT

RECREATIONAL LINK

PEDESTRIAN AND VEHICULAR LINK

**EXISTING TRAILS** 

## **OPPORTUNITIES**

WHILE SIDEWALKS EXISTS, THE LACK OF PEDESTRIAN BUFFERS MAKE
 WALKING ALONG A BUSY STATE ROAD FEEL UNCOMFORTABLE

**B** ABILITY TO CONNECT PEDESTRIANS TO THE RIVER

C PEDESTRIAN CONNECTIONS TO EXISTING TRAIL SYSTEMS

**D** LARGE OPEN ASPHALT PARKING AREAS PROVIDE FLEXIBILITY FOR FUTURE DEVELOPMENT AND IS IN LINE WITH RECOMMENDATIONS FROM THE POCD

E EXISTING ROADWAYS PROVIDE OPPORTUNITIES FOR PEDESTRIAN CONNECTIONS TO SELDEN STREET

CREATE "GATEWAY" ELEMENTS TO DELINEATE BUSINESS DISTRICT AND ALERT MOTORISTS OF CROSSING PEDESTRIANS

**G** EXISTING AND PROPOSED, ADJACENT RESIDENTIAL AREAS PROVIDE CRITICAL MASS FOR ECONOMIC INTERACTIONS WITHIN THE BUSINESS DISTRICT

INFILL & RE-USE DEVELOPMENT AREA (IN KEEPING WITH POCD)

CATALYTIC RECREATIONAL AREA

J STREETSCAPE IMPROVEMENTS, BIKE LANES, TREES AND ON-STREET PARKING

**(** PROVIDE BUS STOP SHELTERS AND MULTI-MOBILITY PLAZAS ALONG LUCY STREET AND AMITY ROAD

**I** EASTERN PEDESTRIAN PLAZA CREATES LINK BETWEEN BUSINESS DISTRICT AND RECREATION AMENITIES

M DEVELOP STREET SCENE ON SELDEN STREET AND HAZEL TERRACE

#### **CONSTRAINTS**

8

ACCESS MANAGEMENT IN/OUT OF BUSINESSES AND THE PROXIMITY TO THE ON/OFF RAMP CREATE A CONFUSING VEHICULAR SITUATION

LACK OF PEDESTRIAN CROSSING INFRASTRUCTURE TO SELDEN STREET

DISTANCE BETWEEN INTERSECTIONS CAUSE DRIVER CONFUSION AND QUEUING ISSUES

PHYSICAL BARRIERS AND DISTANCE BETWEEN BUSINESSES LIMIT PEDESTRIAN CONNECTIONS

LACK OF INTERSECTION COMPONENTS THAT ENFORCE VEHICULAR TRAFFIC CALMING AND PEDESTRIAN SAFETY ELEMENTS

BRADLEY ROAD COMMERCIAL AREAS FEEL DISCONNECTED FROM THE CORE BUSINESS DISTRICT

ROUTES 63 AND 69 ARE IDENTIFIED AS STATE BICYCLE ROUTES BY CONNECTICUT DEPARTMENT OF TRANSPORTATION YET LACK DEDICATED, SEPARATED AND PROTECTED BIKE LANES

EAST/WEST CROSS STREETS LACK PROTECTED BIKE LANES

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#### 4.2 Second Outreach Event

The second community meeting was held on November 29, 2022, in which SLR gave a recap of the results of the first community meeting, and followed with an in-depth presentation of the inventory and analysis gathered thus far. A major component of the analysis was the opportunities and constraints map, which summarized the assets and liabilities gathered from the physical analysis of the project area. SLR also defined "What is a Right-of-Way" and presented an example concept of one of the existing roadways. This was included to give a better understanding of the technical side of the design process, provide reasoning as to why certain conclusions were made, and to provide a sneek peek to the community for what is to come. Several activities were included throughout the evening, including an activity that ranked the priority streetscapes that the community felt should to be implemented in order.



Figure 4-4 2ND COMMUNITY MEETING



# JOIN US TO RE-ENVISION THE WOODBRIDGE **BUSINESS DISTRICT**

NOV. 29TH 6:00 PM

NEW ENGLAND BREWING CO. 175 AMITY ROAD WOODBRIDGE, CT 06525









#### 4.3 Third Outreach Event

The third and final community meeting was held on January 30, 2023. After a brief recap of the previous meeting and results of the preffered implementation ranking, SLR presented the Connectivity Master Plan that included corresponding roadway sections, plan enlargements and perspective renderings for intersection improvements, as well as cost estimates for the top three priority roads (Amity Road, Bradley Road, and Lucy Street). Final feedback was collected from the community and overall the concepts were well received and agreed upon.

SLR concluded the project outreach with a presentation to the town's Board of Selectman to review funding and next steps.





JOIN US TO RE-ENVISION THE WOODBRIDGE BUSINESS DISTRICT

JAN. 30TH 6:00 PM

NEW ENGLAND BREWING CO. (BACK ROOM) 175 AMITY ROAD WOODBRIDGE, CT 06525









#### 5. **CONNECTIVITY PLAN - SECTIONS**

Using data collected from the inventory and analysis maps and community feedback, SLR developed three conceptual streetscape cross section alternatives that could be implemented in each of the individual roadways, within the business district - with the goal of providing safe pedestrian/bicycle facilities, that connect business uses, while still supporting efficient vehicular travel. To do so, the design team used the existing conditions right-of-way (R.O.W.) measurements for each of the study streets and determed which of the three alternatives could "fit" within the given right-of-way.



**EXISTING STREET VIEW** 

#### 1. Multi-Modal Path (Wide R.O.W.)

The Mulit-Modal Path alternative is the most robust option that proposes a +/- 10 foot wide sidewalk on one side of the roadway to encourage multiple modes of active transportation options and users (bicycles, scooters, strollers, joggers) within the public realm. The multi-modal path enlivens the business district by creating a circuit of activity around and throughout the project area - and acts as a marketing tool for visitors to the area who recognize that the business district is a vibrant, healthy area to be a part of. With an abundance of people on the path, moving throughout the area, prospective retailers, restaurateurs and entrepenuers, new to the area, also get a glimpse of the potential customer base.

By narrowing the existing drive lanes down to an 11 foot width (traffic calming), the streetscape now can accomodate sidewalks on both sides of the roadway and provide spaces for gathering with new benches and pedestrian level lighting. Bus shelters can now be installed along the curb and new street trees planted to create a shade canopy over the roadways-further contributing to the pedestrian sense of place.

Lastly, one of the critical safety benefits of the Multi-Modal Path alternative is the separation created between vehicles and pedestrians. By providing a defined vegetative buffer between cars and people, users are more likely to feel that they are walking along a linear park space then within the confines of a vehicular travelway.



#### Figure 5-1 CONNECTIVITY SCENARIOS

## MULTI-MODAL PATH

**SLR**<sup>®</sup>

#### 2. Protected Bike Lane (Average R.O.W.)

Taking into account that in some cases the existing of right-of-way dimensions on certain roadways are not that wide and cannot accomodate a robust pedestrian streetscape section, the design team developed a midrange alternative known as the Protected Bike Lane. As identified in our analysis the Woodbridge business district currently does not include any bike lanes thus limiting the abilty of neighboring residential areas from having a safe , dedicated way to hop on a bycicle and ride to local businesses. The Protected Bike Lane alternative provides a one-way travel lane for bicyclists on a protected/striped, on-grade bike lane.

Similar to the Multi-Modal Path alternative, by reducing the roadway lane widths to 11 feet, the plan provides for a pedestrian sidewalk on the opposite side of the roadway - currently not found on the majority of streets in the business district. By accomodating both bicycles and pedestrians, the Protected Bike Lane alternative provides safe, efficient options for users to explore the project area, shopping from business to business. This alternative also creates a desired vegetative buffer, pedestrian scale lighting and a sepraration distance between vehicles and pedestrians, and provides the ability to plant shade trees on both sides of the corridors.



Figure 5-2 CONNECTIVITY SCENARIOS

## PROTECTED BIKE LANE

SLR

#### **3. Sharrow** (Narrow R.O.W.)

Where existing right-of-way severly limit accomodations for the mulitude of users, especially in the "Selden Area", the design team developed a streetscape section that provides symbolized sharrows within the roadways that allow vehicles and bicyclists to share the drive lanes. The proposed locations of the Sharrow alternative, within the project area, are along streets with low vehiclar volumes and low travel speeds. This option adds needed sidewalks where they currently do not exist and includes new street tree plantings, pedestrian level lighting and a separation between vehicle and people on the sidewalks.



Figure 5-3 CONNECTIVITY SCENARIOS

## SHARROW

**SLR**<sup>®</sup>

## 6. CONNECTIVITY PLAN - MASTER PLAN

The Connectivity Master Plan represents where each of the conceptual alternative sections, previously discussed, can be applied within the project area. And as such:

- Because of the low vehicular volume and travel speeds, as well as limited R.O.W. space, Hazel Terrace, Selden Street, June Street, and Bank Streets (also known as the Selden Area) will benefit from Sharrow alternaitve.
- Route 63 (Amity Road), Route 69 (Litchfield Turnpike) north of Landin Street, Bradley Road, Landin Street, and South Bradley Road (heading north) all have expansive right-of-ways that can accomodate the Multi-Modal Path option.
- Route 69 (Litchfield Turnpike) south of Landin Street, has right-of-way dimensional constraints and therefore can only accommodate the **Sharrow** option. Although within this area needed sidewalks can be provided for pedestrians.
- Because of the low vehicular volume and travel speeds, as well as limited space, the **Sharrow** option is applied to South Bradley Road.
- Lunar Drive and Research Drive can accommodate a Protected Bike Lane scenario.
- During the intial public engagement excercises and through our analysis
  of vehicular volumes and crashes, it became apparent that a new east/west
  connection, in the southern portion of the project area, between Route 69 and Route
  63 could alleviating vehicular congestion on Route 69 at the Route 15 on-ramp as
  well as queing issues that take place at the Lucy Street intersection. This will require
  significant cooperation with private land owners and is further elaborated as part of
  the Woodbridge Business District Placemaking Study. This new east/west Protected
  Bike Lane, inter-parcel connection, could result in new redevelopment attracting
  future businesses and enhance the area, creating a downtown "core".



Figure 6-1 CONNECTIVITY PLAN



SLR

## 7. CONCEPTUAL STREETSCAPE SECTIONS

Using the three concept streetscape alternatives, the design team developed streetscape sections for all of the identified roadways in the project area. Existing significant trees and above-ground utilities were incorporated into each design to retain the natural character of the Business District and look to ways to reduce costs. The proposed sections are intended to be used as an example of how these schemes would be implemented in various conditions.





## MAP KEY





#### Figure 7-1 R.O.W. ANALYSIS



SLR<sup>®</sup>

XISTING CONDITIONS INFORMATION HAS BEEN TAKEN ROM AVAILABLE GIS SOURCES AND AERIAL MAPPING, HEREFORE MAY NOT BE ACCURATE. PROPERTY AND OPOCRAPHIC SURVEY WILL NEED TO BE COMPLETED O ACCURATELY VERIFY FIELD CONDITIONS PRIOR TO MPLEMENTATION.


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### Figure 7-3 R.O.W. ANALYSIS









PROPOSED

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COMMERCIAL FRONTAGE (PARKING LOT)







FORES





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![](_page_40_Figure_3.jpeg)

![](_page_40_Figure_4.jpeg)

![](_page_40_Figure_5.jpeg)

![](_page_40_Figure_6.jpeg)

![](_page_40_Figure_7.jpeg)

![](_page_40_Figure_8.jpeg)

### **COMMUNITY DRIVEN PRIORITY FOR IMPLEMENTATION** 8.

As mentioned in the Community Engagement section, during our 2nd public outreach meeting we asked the attendees to provide input as to which specific streets they believed should become a priority for implementation and a driver for future funding opportunities. The graphic on the right illustrates the ranking of the implementation priority areas. After identifing the top three areas, SLR further refined the sections and, internally, developed a high-level construction cost estimates for each of the top three streets.

The first priority was Amity Road (from the town line to Bradley Road), second was Bradley Road (between Amity Road and Litchfield Turnpike), and third was Lucy Street. All three of these roads have expansive right-of-ways and can incorporate the Multi-Modal Path concept.

![](_page_41_Figure_3.jpeg)

![](_page_41_Figure_4.jpeg)

### RANK THESE DEVELOPMENT ZONES IN ORDER OF IMPLEMENTATION PRIORITY

(1 BEING MOST IMPORTANT, 11 BEING LEAST IMPORTANT)

	RANK (1-11)	DEVELOPMENT ZONE (SEE ABOVE MAP FOR LOCATION)	CONNECTIVITY SCENARIO
	7	A: HAZEL, SELDEN, JUNE, & BANK	
*	1	B: AMITY (FROM TOWN LINE TO BRADLEY)	
*	2	C: BRADLEY (BETWEEN AMITY AND LITCHFIELD)	
	4	D: LANDIN STREET	
*	3	E: LUCY STREET	
	6	F: LITCHFIELD (BETWEEN LANDIN AND LAWRENCE)	
	5	G: LITCHFIELD (FROM TOWN LINE TO LANDIN)	
	8	H: BRADLEY & SOUTH BRADLEY (GOING NORTH)	
	9	I: SOUTH BRADLEY (GOING SOUTH)	
	10	J: LUNAR DRIVE	
	11	K: RESEARCH DRIVE	

![](_page_41_Picture_10.jpeg)

**MAP KEY** 

![](_page_42_Figure_1.jpeg)

EXISTING 10'-6" ROW WOODBRIDGE PLAZA 9'-0" LAWN (PARKING LOT) 14'-0" 17'-0" 5'-0

PROPOSED

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D

![](_page_42_Picture_4.jpeg)

![](_page_42_Picture_5.jpeg)

DISCLAIMER: EXISTING CONDITIONS INFORMATION HAS BEEN TAKEN FROM AVAILABLE GIS SOURCES AND AERIAL MAPPING, THEREFORE MAY NOT BE ACCURATE. PROPERTY AND TOPOGRAPHIC SURVEY WILL NEED TO BE COMPLETED TO ACCURATELY VERIFY FIELD CONDITIONS PRIOR TO IMPLEMENTATION.

![](_page_42_Figure_8.jpeg)

![](_page_42_Figure_9.jpeg)

ROW

![](_page_43_Figure_0.jpeg)

Figure 8-3 R.O.W. ANALYSIS: BRADLEY ROAD (#2 RANKING)

![](_page_43_Picture_3.jpeg)

![](_page_43_Picture_5.jpeg)

![](_page_44_Figure_0.jpeg)

### SLR

### **INTERSECTION CONCEPTS** 9.

Using the data collected from the existing intersections studies, SLR created concepts for two prominent intersections in the project area. The intersections include: Route 63(Amity Road) at Bradley Road and Route 69(Litchfield Turnpike) at Lucy Street. Both of these concepts use design elements that delineate pedestrian and bicyclists spaces, create vehicular awareness, slow vehicle speeds, and mark the gateway into the Business District. The purpose of these concepts is to provide general design intent to be used as precursors to apply to the other intersections in the business district.

![](_page_45_Figure_3.jpeg)

**INTERSECTION DESIGN ELEMENTS** 

Figure 9-1 ANATOMY OF AN INTERSECTION

![](_page_46_Picture_0.jpeg)

Figure 9-2 CONNECTIVITY PLAN: INTERSECTIONS

![](_page_46_Picture_2.jpeg)

### LEGEND

![](_page_46_Picture_4.jpeg)

SLR<sup>®</sup>

MAP KEY

![](_page_47_Picture_1.jpeg)

DISCLAIMER: EXISTING CONDITIONS INFORMATION HAS BEEN TAKEN FROM AVAILABLE GIS SOURCES AND AERIAL MAPPING, THEREFORE MAY NOT BE ACCURATE. PROPERTY AND TOPOGRAPHIC SURVEY WILL NEED TO BE COMPLETED TO ACCURATELY VERIFY FIELD CONDITIONS PRIOR TO IMPLEMENTATION.

### A: AMITY AT BRADLEY - EXISTING

![](_page_47_Picture_4.jpeg)

Figure 9-3 BRADLEY ROAD - INTERSECTION CONCEPT

![](_page_47_Figure_7.jpeg)

A: AMITY AT BRADLEY - PROPOSED

SLR

![](_page_48_Picture_1.jpeg)

A: AMITY AT BRADLEY VIEW NORTH- PROPOSED

![](_page_48_Picture_3.jpeg)

Figure 9-4 BRADLEY ROAD - INTERSECTION CONCEPT

![](_page_48_Picture_5.jpeg)

![](_page_48_Picture_6.jpeg)

### **MAP KEY**

![](_page_49_Picture_1.jpeg)

DISCLAIMER: EXISTING CONDITIONS INFORMATION HAS BEEN TAKEN FROM AVAILABLE GIS SOURCES AND AERIAL MAPPING, THEREFORE MAY NOT BE ACCURATE. PROPERTY AND TOPOGRAPHIC SURVEY WILL NEED TO BE COMPLETED TO ACCURATELY VERIFY FIELD CONDITIONS PRIOR TO IMPLEMENTATION.

### **B: LITCHFIELD AT LUCY - EXISTING**

![](_page_49_Picture_4.jpeg)

Figure 9-5 LUCY STREET - INTERSECTION CONCEPT

### **B: LITCHFIELD AT LUCY - PROPOSED**

![](_page_49_Picture_8.jpeg)

SLR<sup>®</sup>

### **B: LITCHFIELD AT LUCY - EXISTING**

![](_page_50_Picture_1.jpeg)

**B: LITCHFIELD AT LUCY - PROPOSED** 

![](_page_50_Picture_3.jpeg)

Figure 9-6 LUCY STREET - INTERSECTION CONCEPT

### **10. APPENDICES**

### **APPENDIX 1 - SITE VISIT INVENTORY**

**MAP KEY** 

![](_page_52_Figure_2.jpeg)

![](_page_52_Picture_3.jpeg)

![](_page_52_Picture_4.jpeg)

![](_page_52_Picture_5.jpeg)

![](_page_52_Picture_6.jpeg)

![](_page_52_Picture_7.jpeg)

![](_page_52_Picture_8.jpeg)

![](_page_52_Picture_9.jpeg)

![](_page_52_Picture_10.jpeg)

![](_page_52_Picture_11.jpeg)

![](_page_52_Picture_12.jpeg)

![](_page_52_Picture_13.jpeg)

![](_page_52_Picture_15.jpeg)

![](_page_52_Picture_16.jpeg)

![](_page_52_Picture_17.jpeg)

![](_page_52_Picture_18.jpeg)

![](_page_53_Figure_0.jpeg)

![](_page_53_Figure_1.jpeg)

![](_page_53_Picture_2.jpeg)

![](_page_53_Picture_3.jpeg)

![](_page_53_Picture_4.jpeg)

![](_page_53_Picture_5.jpeg)

![](_page_53_Picture_6.jpeg)

![](_page_53_Picture_7.jpeg)

![](_page_53_Picture_8.jpeg)

![](_page_53_Picture_9.jpeg)

![](_page_53_Picture_10.jpeg)

![](_page_53_Picture_11.jpeg)

![](_page_53_Picture_12.jpeg)

![](_page_53_Picture_13.jpeg)

![](_page_53_Picture_16.jpeg)

![](_page_53_Picture_17.jpeg)

![](_page_53_Picture_18.jpeg)

![](_page_54_Figure_0.jpeg)

![](_page_54_Picture_1.jpeg)

![](_page_54_Picture_2.jpeg)

![](_page_54_Picture_3.jpeg)

![](_page_54_Picture_4.jpeg)

![](_page_54_Picture_5.jpeg)

![](_page_54_Picture_6.jpeg)

![](_page_54_Picture_7.jpeg)

![](_page_54_Picture_8.jpeg)

![](_page_54_Picture_9.jpeg)

![](_page_54_Picture_10.jpeg)

![](_page_54_Picture_11.jpeg)

![](_page_54_Picture_12.jpeg)

![](_page_54_Picture_13.jpeg)

![](_page_54_Picture_15.jpeg)

![](_page_54_Picture_16.jpeg)

![](_page_54_Picture_17.jpeg)

![](_page_54_Picture_18.jpeg)

![](_page_55_Figure_0.jpeg)

![](_page_55_Figure_1.jpeg)

![](_page_55_Picture_2.jpeg)

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![](_page_55_Picture_8.jpeg)

![](_page_55_Picture_9.jpeg)

![](_page_55_Picture_10.jpeg)

![](_page_55_Picture_11.jpeg)

![](_page_55_Picture_12.jpeg)

![](_page_55_Picture_13.jpeg)

### WOODBRIDGE BUSINESS CONNECTIVITY STUDY EXISTING CONDITIONS

![](_page_55_Picture_16.jpeg)

# FUNDING SOURCES

### **APPENDIX 2 - FUNDING SOURCES**

# Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds September 9, 2022

			P	edest	rian a	nd Bi	icycle	Fun	ding	Op	portu	nities:	U.S.	Depa	rtmen	t of 7	rans	portat	ion T	ransit	, Safet	ty, ai	nd Hi	ghway	Fund	ds		
			K	ey: \$ =	Activit	y may	be elig	ible. R	estric	tions	may a	pply, se	e progra	am not	es and g	uidanc	e. ~\$ =	Eligib	le, but r	not com	petitive	unles	s part o	f a larg	er proje	et.		
		- 1	OST	Prog	rams	_	_	Fee	leral	Tra	nsit	NHTS	Α					Fee	leral H	lighwa	y Adm	inist	ration		_			_
Activity or Project Type	RAISE	INFRA	RCF	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402 40	5 BFF BIP	CRP	CMAQ	HSIP	RHCP	NHPP	PRO TECT	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPS
Access enhancements to public transportation (benches, bus pads)	s	s	s	s		~\$	~\$	s	s	-	~\$		BKR	S	s		-	s	s	s	s				s	s	s	
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan				\$	TA					\$	\$			\$					-	s	s	\$		s	-	s	\$	
Barrier removal for ADA compliance	\$	S	\$	S		~\$	~\$	S	\$	~\$	~\$		S	\$				\$	\$	\$	\$	\$	S		\$	S	\$	
Bicycle plans			~\$	S				S		\$	S			S					S	S	S		\$	\$		S	S	\$
Bicycle helmets (project or training related)												\$								\$	SSRTS	š	\$				\$	
Bicycle helmets (safety promotion)	1							l i	i					1						s	SSRTS	5	S				S	
Bicycle lanes on road	~\$	~5	S	\$		~5	~\$	S	\$		~\$	11	10	S	\$	S	S	\$	S	S	S		\$			S	\$	S
Bicycle parking (see Bicycle Parking Solutions)	~\$	~\$	S	S		~\$	S	S	S		~\$			S	S			S		S	S	S	S		\$	S	\$	
Bike racks on transit	~\$		S	~\$			~\$	S	S		~\$			S	\$					\$	S					S	\$	
Bicycle repair station (air pump, simple tools)	~\$		5	~5		~\$	~\$	S	\$					\$						\$	\$					S	\$	
Bicycle share (capital and equipment; not operations)	~\$	~\$	5	~\$		~5	~\$	\$	\$					\$	\$			\$		\$	\$					S	\$	
Bicycle storage or service centers (example: at transit hubs)	-5	1	S	-5		-5	S	S	S	-				S	S	i I				s	\$					S	S	
Bridges / overcrossings for pedestrians and/or bicyclists	S	S	S	\$		-5	~\$	S	\$	11			S	\$	S	\$	S	S	S	\$	S	S	\$			S	\$	\$
Bus shelters and benches	S	5	\$	~\$		~\$	-\$	S	\$					5	S			S	\$	\$	\$				\$	S	\$	
Coordinator positions (State or local) (limits on CMAQ and STBG)				\$							\$				\$					\$	\$SRTS	ŝ	\$				\$	
Community Capacity Building (develop organizational skills/processes)				S	TA					S	S													S			S	
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	S	S	\$	S		~\$	~\$	\$	\$					S	-5	\$	\$	\$	S	\$	\$	\$	\$		\$	S	\$	\$
Curb ramps	S	S	S	S		~\$	~\$	S	S				\$	S	~\$	5	S	S	\$	s	S	\$	s		\$	S	S	\$
Counting equipment		S	\$	\$			~\$	5	\$							\$		\$		\$	\$	\$	\$	\$		\$	\$	\$
Data collection and monitoring for pedestrians and/or bicyclists	\$	S	\$	S			-5	S	\$	\$	\$			S		\$		\$		S	S	S	S	S		S	5	\$
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	S	S	~\$	_		S	\$	S	~\$	~\$			\$			(	\$	S	S	S	\$	\$			S	\$	
Historic preservation (pedestrian and bicycle and transit facilities)	~\$		~5	~\$		~\$	~\$	S	\$		~\$			\$						\$	S				\$	S	\$	
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	~\$	~\$	-5	~\$		~\$	~\$	\$	\$	~\$	~\$			\$				~\$	\$	\$	\$					\$	\$	
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	s	\$	\$		~5	~\$	\$	\$		~\$			\$	~\$	5	\$	5	\$	\$	\$	\$	\$		\$	5	5	\$
Maps (for pedestrians and/or bicyclists)				\$				\$	\$	\$	~\$			5	\$					\$	\$		\$	S	\$		5	
Micromobility projects (including scooter share)	S	-	S	~\$		~\$	~\$			1	~\$			S	S					\$	\$	5				S	\$	
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	5	\$		~\$	~\$						\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	S	\$	\$
Pedestrian plans	\$	~5	~5	\$				\$		\$	\$			\$					\$	\$	\$		\$	s		\$	\$	\$
Rail at-grade crossings	S	S	\$	~\$		\$	\$	S	S		l (			S		\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Recreational trails	\$		5	~\$			~5		Ì		l li			1					\$	\$	\$	\$			\$	\$	\$	
Resilience Improvements for pedestrians and bicyclists	\$	\$	\$	~\$		-5	~5		1	\$	~\$		~\$	~\$	-5			5	S	\$	\$	s	\$		\$	S	\$	
Road Diets (pedestrian and bicycle portions)	S	S	\$	\$		~\$	S		Í					S	\$	S		\$	\$	\$	\$		\$			S	S	\$

			P	edest ey: \$ =	rian a Activit	nd Bi	icycle be elig	Fun	nding Restri	g Op	port s may	unit	ies: l	U.S. I	Depa m not	tes and p	t of '	Frans	porta Eligib	tion T	ransit	, Safet	y, ar	nd Hi	ghwa of a lary	y Fun	ds ect.		
			OST	Prog	rams			Fe	dera	l Tra	ansit	NH	ITSA						Fee	deral I	Highwa	y Adm	inist	ration					
Activity or Project Type	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPI	P 402	405	BFP BIP BRR	CRP	CMAC	HSIP	RHCP	NHP	PRO TECT	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSI
Road Safety Assessment for pedestrians and bicyclists	1		\$	s	TA		~\$				~\$					1	\$	\$			\$	\$			S		S	S	S
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws				5							-5	\$	\$	-			\$				\$SRTS	\$SRTS		s	s			s	
Safety education positions				S							~\$	S				1	Ĵ.				\$SRTS	\$SRTS		\$				S	
Safety enforcement (including police patrols)				\$								\$	S				\$				\$SRTS	\$SRTS		\$				S	
Safety program technical assessment (for peds/bicyclists)			5	~\$	TA						~5	\$					\$				<b>\$SRTS</b>	SSRTS		S	S		S	S	
Separated bicycle lanes	\$	\$	\$	\$		~5	~\$	\$	S		~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	S	\$
Shared use paths / transportation trails	\$	\$	S	\$		~5	~\$	\$	\$		~\$				\$	\$	\$	\$	\$	\$	\$	S	\$	\$		\$	S	\$	\$
Sidewalks (new or retrofit)	\$	S	\$	\$		~\$	~\$	\$	S	-5	~5			S	\$	\$	\$	\$	\$	S	\$	\$	\$	S		\$	S	S	S
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	\$	s	S	\$		~5	~\$	\$	\$	~\$	~\$				\$	\$	\$	\$	\$	\$	\$	\$		\$		s	s	s	s
Signing for pedestrian or bicycle routes	S	S	S	S		~\$	~\$	\$	S		~\$				\$	\$	S		S	S	S	\$		S		\$	S	S	\$
Spot improvement programs (for pedestrian and bicycle facilities)	\$	\$		\$		~\$	~5	\$			~\$				\$		\$	\$	\$		\$	\$	\$	\$			S	\$	\$
Stormwater impacts related to pedestrian and bicycle project impacts	\$	\$	\$	-5		-5	~\$	S	\$								\$	\$	\$	\$	\$	\$	\$	\$			\$	S	\$
Traffic calming	\$	S	\$	\$		~S	~5	S							\$		\$		\$	\$	\$	\$		S			S	S	S
Trail bridges	\$	S	5	~\$		~5	S								5	~\$	5	\$	\$	\$	\$	S	\$	s			S	S	S
Trail construction and maintenance equipment				~\$		-5	5								\$						\$	\$	\$			-	~\$	~\$	~\$
Trail/highway crossings and intersections	\$	S	\$	S		~\$	~\$							S	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	S	S	S
Trailside/trailhead facilities (restrooms, water, not general park amenities)	~-S					~\$	~\$								~\$						\$	\$	\$			\$	S	S	
Training				\$	TA						~\$	S				\$	\$				\$	\$	S	\$	S			S	
Training for law enforcement on ped/bicyclist safety laws				~\$								\$	\$			~\$	\$				\$SRTS	\$SRTS		\$				5	
Tunnels / underpasses for pedestrians and/or bicyclists	\$	\$	5	\$		\$	\$	\$	\$						\$	5	\$	\$	\$	\$	\$	\$	\$	\$			S	S	\$
Vulnerable Road User Safety Assessment			\$	\$	TA												\$				\$	\$		\$	\$			5	\$

![](_page_57_Figure_0.jpeg)

![](_page_57_Figure_1.jpeg)

![](_page_57_Figure_2.jpeg)

### PROPERTIES WITHIN APPROXIMATE PROJECT LIMITS

Parcel ID	Site Address	Owner Name	Mailing Address	Mailing City	Mailing State	Mailing Zip	Parcel ID	Site Addres
2303/930/10/A/	30 A LANDIN ST	LI YUE &	19 STURBRIDGE LN	WOODBRIDGE	ст	06525-0000	2303/930/7//	7 LANDIN ST
2303/930/12/A/	12 A LANDIN ST	LUCO, CAU	128 LANDIN ST	WOODBRIDGE	CT	06525-0000	2303/930/9//	9 LANDIN ST
2303/30/211// 2303/30/211//	211 AMITY RD	211 AMITY ROAD LLC	PO BOX 3962	WOODBRIDGE	ст	06525-0000	2301/1000/1745//	1745 LITCHFIELD
2303/30/214//	214 AMITYRD	PKD LLC	158 NEWTON RD	WOODBRIDGE	СТ	06525-0000	2301/1000/1749//	1749 LITCHFIELD
2303/30/219//	219 AMITY RD	FUNARD FAMILY LLC THE	16 MORGAN TERR	EAST HAVEN	ст	06512-0000	2301/1000/1753//	1753 LITCHFIELD
2303/30/220//	220 AMITYRD	220 AMITY ROAD LLC	220 AMITY RD	WOODBRIDGE	СТ	06525-0000	2301/1000/1757// 2301/1000/1264//	1757 LITCHFIELD
2503/30/225//	225 AMITY RD	WILLOW CT PROPCO LLC	650 MADISION AVE	NEW YORK	NY CT	20022-0000	2303/1000/1667//	1667 LITCHFIELD
2303/30/232//	232 AMITTRD 240 AMITY RD	CIANCOLA GLOBIA D CO-TRUSTEE	610 AVON DR	ORANGE	ст	06477-0000	2303/1000/1668//	1668 LITCHFIELD
2303/30/245//	245 AMITY RD	RESEARCH DEVELOPMENT AT	52 N PEASE RD	WOODBRIDGE	ст	06525-0000	2303/1000/1669//	1669 LITCHFIELD
2303/30/260//	260 AMITY RD	HWA REALTY LLC	PO BOX 760	NORWALK	ст	06852-0000	2303/1000/1670//	1670 LITCHFIELD
2303/30/264//	264 AMITY RD	KRAWCZYK PETER P JR TRUSTEE OF THE	80 DEER RUN RD	WOODBRIDGE	CT	06525-0000	2303/1000/16/1//	1671 UTCHFIELD
2303/30/270//	270 AMITY RD	WOODBRIDGE PROFESSIONAL CENTER	270 AMITY ROAD	WOODBRIDGE	ст	06525-0000	2303/1000/1674//	1674 LITCHFIELD
2701/30/149//	149 AMITY RD	HUGUENOT HOLDINGS LLC UND 60% INT &	1333A NORTH AVE	NEW ROCHELLE	NY CT	20804-0000	2303/1000/1675//	1675 LITCHFIELD
2701/30/172//	172 AMITYRD	TD BANKNORTH N A	380 WELLINGTON ST, 10TH FL	LONDON, ONTARIO	0	NGA 454-0000	2303/1000/1676//	1676 LITCHFIELD
2701/30/180//	180 AMITY RD	AMITY ROAD REAL ESTATE LLC	379 RACEBROOK RD	ORANGE	ст	06477-0000	2303/1000/1677//	1677 LITCHPIELD
2701/30/180/1/	176 AMITYRD	AMITY ROAD REAL ESTATE LLC	379 RACEBROOK RD	ORANGE	ст	06477-0000	2303/1000/1679//	1679 LITCHFIELD
2701/30/185//	185 AMITY RD	CREST WOODBRIDGE LLC	185 AMITY RD	WOODBRIDGE	CT	06525-0000	2303/1000/1681//	1681 LITCHFIELD
2701/30/185/1/	1/5 AMITYRD	DATAMA PLAZA LLC	185 AMITY RD 158 NEWTON RD	WOODBRIDGE	CT CT	06525-0000	2303/1000/1682//	1682 LITCHFIELD
2701/30/194//	194 AMITY RD	FPJ AMITY HOLDINGS LLC	PO BOX 460049	HOUSTON	TX	77056-0000	2303/1000/1684//	1684 LITCHFIELD
2701/30/198//	198 AMITYRD	FPJ AMITY HOLDINGS LLC	850 MAIN STREET, 5TH FLOOR	BRIDGEPORT	ст	06606-0000	2303/1000/1585//	1686 LITCHFIELD
2701/30/201//	201 AMITY RD	URIES REALTY LLC	200 HOLLEDER PKWY	ROCHESTER	NY	14615-0000	2303/1000/1687//	1687 LITCHFIELD
2701/30/204//	204 AMITY RD	CARMEL REALTY LLC	401 SACKETT POINT RD	NORTH HAVEN	ст	06473-0000	2303/1000/1689//	1689 LITCHFIELD
2701/30/208//	208 AMITY RD	UMALINO JOHN & IR	29 HEMINGWAY AVE	EAST HAVEN	CT CT	06511-0000	2303/1000/1690//	1690 LITCHFIELD
2303/930/10/8/	10 B LANDIN ST	LANDIN HOLDINGS LLC	1321 UPLAND DR 5T 3201	HOUSTON	TX	77043-0000	2303/1000/1691//	1691 UTCHFIELD
2303/930/12//	12 B LANDIN ST	LANDIN HOLDINGS LLC	1321 UPLAND DR STE 3201	HOUSTON	TX	77043-0000	2303/1000/1694//	1694 LITCHFIELD
2303/930/8/8/	8 B LANDIN ST	YUAN CHANG	8 LANDIN ST #B	WOODBRIDGE	ст	06525-0000	2303/1000/1695//	1695 LITCHFIELD
2301/180/105//	105 BRADLEY RD	LUCIANI THOMAS J & ROXANNE J	1733 UTCHFIELD TPK	WOODBRIDGE	ст	06525-0000	2303/1000/1696//	1696 LITCHFIELD
2303/180/1//2	1-Jan BRADLEY RD	KRE-BSI HUSKYWOODBRIDGE IIC	BO BOX 92129	- SOUTHEAKE	TY	0000	2303/1000/16/9//	1099 LITCHFIELD
2303/180/41//	41 BRADLEY RD	MULER VALERIA I	41 BRADLEY RD	WOODBRIDGE	CT	06525-0000	2303/1000/1708//	1700 UTCHFIELD
2303/180/45//	45 BRADLEY RD	RAUCCI DANIEL G	45 BRADLEY RD	WOODBRIDGE	ст	06525-0000	2303/1000/1707//	1707 LITCHFIELD
2303/180/49//	49 BRADLEY RD	WOODBRIDGE VILLAGE ASSOCIATES LLC	46 WESTCHESTER AVE	POUND RIDGE	NY	10576-0000	2303/1000/1711//	1711 LITCHFIELD
2303/180/53//	53 BRADLEY RD	WOODBRIDGE VILLAGE ASSOCIATES LLC	46 WESTCHESTER AVE	POUNDRIDGE	NY	10576-0000	2303/1000/1715//	1715 LITCHFIELD
2303/180/57//	57 BRADLEY RD	WOODBRIDGE VILLAGE ASSOCIATES LLC	46 WESTCHESTER AVE	POUNDRIDGE	NY	10576-0000	2303/1000/1719//	1719 LITCHFIELD
2303/180/1/101/	1 BRADLEY RD #101	O P INC	PO BOX 3865	WOODBRIDGE	CT CT	06525-0000	2303/1000/1722//	1722 LITCHFIELD
2303/180/1/103/	1 BRADLEY RD #102	O P INC	PO BOX 3865	WOODBRIDGE	ст	06525-0000	2303/1000/1725//	1725 LITCHFIELD
2303/180/1/104/	1 BRADLEY RD #104	O P INC	PO BOX 3865	WOODBRIDGE	ст	06525-0000	2303/1000/1729//	1729 LITCHFIELD
2303/180/1/105/	1 BRADLEY RD #105	O P INC	PO BOX 3865	WOODBRIDGE	ст	06525-0000	2303/1000/1731//	1731 LITCHFIELD
2303/180/1/106/	1 BRADLEY RD #106	O P INC	PO BOX 3865	WOODBRIDGE	ст	06525-0000	2503/1000/1733//	1733 UTCHFIELD
2303/180/1/201/	1 BRADLEY RD #201	DANIEL & ESPOSITO ATTORNEY & COUSELOR	1 BRADLEY RD #201	WOODBRIDGE	CT	06525-0000	2303/1000/1741//	1741 UTCHFIELD
2303/180/1/203/	1 88ADLEY 80 #202	O P INC	P O BOX 3865	WOODBRIDGE	cr	06525-0000	2303/1000/1746//	1746 LITCHFIELD
2303/180/1/204/	1 BRADLEY RD #204	O P INC	P O BOX 3865	WOODBRIDGE	ст	06525-0000	2701/1000/1646//	1646 LITCHFIELD
2303/180/1/205/	1 BRADLEY RD #205	O P INC	P O BOX 3865	WOODBRIDGE	CT	06525-0000	2701/1000/1646/2/	1660 LITCHFIELD
2303/180/1/206/	1 BRADLEY RD #206	O P INC	P O BOX 3865	WOODBRIDGE	ст	06525-0000	2701/1000/1659/1/	1663 LITCHFIELD
2303/180/1/301/	1 BRADLEY RD #301	ALPERT JAY & SHARON L	11798 WHITNEY AVE	HAMDEN	СТ	06517-0000	2701/1000/185/2/	1666 LITCHFIELD
2503/180/1/302/ 2303/180/1/303/	1 BRADLEY RD #302	ALPERT JAY & SHARON L ALPERT JAY & SHARON I	11798 WHITNEY AVE	HAMDEN	CT CT	06517-0000	2303/1030/27//	27 LUCY ST
2303/180/1/304/	1 88ADLEY 80 #304	ALPERT JAY & SHARON L	11798 WHITNEY AVE	HAMDEN	ст	06517-0000	2303/1030/29//	29 LUCY ST
2303/180/1/305/	1 BRADLEY RD #305	ALPERT JAY & SHARON L	11798 WHITNEY AVVE	HAMDEN	ст	06517-0000	2303/1030/31//	31 LUCY ST
2303/180/1/306/	1 BRADLEY RD #306	ALPERT JAY & SHARON L	11798 WHITNEY AVE	HAMDEN	ст	06517-0000	2303/1030/35//	35 LUCY ST
2303/180/1/401/	1 BRADLEY RD #401	SSRE VENTURES LLC	106 N RACEBROOK RD	WOODBRIDGE	ст	06525-0000	2303/1030/37//	37 LUCY ST
2303/180/1/402/	1 BRADLEY RD #402	O P INC	P O BOX 3865	WOODBRIDGE	CT	06525-0000	2701/1030/18//	18 LUCY ST
2303/180/1/404/	1 BRADLEY RD #405	VERSA ENTERPRISES ILLC	2446 WHITNEY AVE 2ND FL	HAMDEN	ст	06518-0000	2701/1030/19//	19 LUCY ST
2303/180/1/405/	1 BRADLEY RD #405	VERSA ENTERPRISES II LLC	2446 WHITNEY AVE 2ND FL	HAMDEN	ст	06518-0000	2701/1090/19/1/	22 LUCY ST
2303/180/1/406/	1 BRADLEY RD #406	O P INC	P O BOX 3865	WOODBRIDGE	ст	06525-0000	2701/1030/24//	24 LUCY ST
2303/180/1/501/	1 BRADLEY RD #501	O P INC	P O BOX 3865	WOODBRIDGE	CT	06525-0000	2701/1030/28//	28 LUCY ST
2303/180/1/502/	1 BRADLEY RD #502	O P INC	P O BOX 3865	WOODBRIDGE	cr	06525-0000	2701/1030/30//	30 LUCY ST
2303/180/1/503/	1 BRADLEY RD #504	GMCLLC	1233 JOHNSON RD	WOODBRIDGE	ст	06525-0000	2701/1030/32//	32 LUCY ST
2303/180/1/505/	1 BRADLEY RD #505	O P INC	P O BOX 3865	WOODBRIDGE	ст	06525-0000	2701/1030/35//	36 LUCY ST
2303/180/1/506/	1 BRADLEY RD #506	O P INC	P O BOX 3865	WOODBRIDGE	CT	06525-0000	2701/1030/9//	9 LUCY ST
2303/180/1/601/	1 BRADLEY RD #601	TEPCO	1 BRADLEY RD #601	WOODBRIDGE	ст	06525-0000	2701/1000/1659//	10 MERRITTA
2303/180/1/602/	1 BRADLEY RD M602	TEPCO	1 BRADLEY RD #602	WOODBRIDGE	CT	06525-0000	2303/1130/10//	10 METTLER ST
2303/180/1/604/	1 88ADLEY 80 #605	TERCO	1 BRADLEY RD INOA	WOODBRIDGE	CT	06525-0000	2303/1130/14//	14 METTLER ST
2303/180/1/605/	1 BRADLEY RD #605	TEPCO	1 BRADLEY RD #605	WOODBRIDGE	ст	06525-0000	2303/1130/15//	15 METTLER ST
2303/180/1/606/	1 BRADLEY RD #606	TEPCO	1 BRADLEY RD #606	WOODBRIDGE	ст	06525-0000	2303/1130/17//	17 METTLER ST
2303/180/1/700/	1 BRADLEY RD #700	O P INC	P O BOX 3865	WOODBRIDGE	CT	06525-0000	2503/1130/17A//	1/A METTLER ST
2303/180/1/800/	1 BRADLEY RD #800	O P INC	1 BRADLET KD #800 P.O.BOX 3865	WOODBRIDGE	CT CT	06525-0000	2303/1130/21//	21 METTLER ST
2204/250/28//	28 BURMA RD	BALDWIN ROCKVIEW LLC	895 BALDWIN RD	WOODBRIDGE	ст	06525-0000	2303/1130/23//	23 METTLER ST
2701/770/35//	35 HAZEL TERR	96 LUCIANI STREET LLC	12 POLE HILL RD	BETHANY	CT	06524-0000	2303/1130/25//	25 METTLER ST
2701/770/7//	7 HAZEL TERR	ANTONUCCI JOSEPHINE L	7 HAZEL TERR	WOODBRIDGE	ст	06525-0000	2303/1130/26//	26 METTLER ST
2701/900/11//	11 JUNE ST	CELOTTO JOSEPH JR & ANN	22 TUMBLEBROOK RD	WOODBRIDGE	CT	06525-0000	2303/1130/27//	27 METTLER ST
2/01/900/14//	14 JUNE ST	ALPERT REALTY LLC	PO BOX 422 PO BOX 1177	ORANGE	CT CT	06477-0000	2303/1130/31//	31 METTLER ST
2303/930/10A//	10 LANDIN ST	LANDIN COURT LLC	488 WASHINGTON ST	WALLINGFORD	cr	06525-0000	2303/1130/32//	32 METTLER ST
2303/930/11//	11 LANDIN ST	PACE MICHAELD JR &	11 LANDIN ST	WOODBRIDGE	ст	06525-0000	2303/1130/33//	33 METTLER ST
2303/930/12/A/	12 LANDIN ST	LANDIN COURT LLC	12 LANDIN ST	WOODBRIDGE	ст	06525-0000	2503/1130/34// 2303/1130/36//	34 METTLER ST 36 METTLER ST
2303/930/14//	14 LANDIN ST	CHEN SHI KAI &	14 LANDIN ST	WOODBRIDGE	cf	06525-0000	2303/1130/37//	37 METTLER ST
2303/930/15//	15 LANDIN ST	VULLIVAN PATRICIA & EST OF DANIEL	16 LANDIN ST	WOODBRIDGE	CT CT	06525-0000	2303/1130/38//	38 METTLER ST
2303/930/19//	19 LANDIN ST	RILEY MICHELE ANN	19 LANDIN ST	WOODBRIDGE	ст	06525-0000	2303/1130/40//	40 METTLER ST
2303/930/20//	20 LANDIN ST	20 LANDIN ST LLC	13 VICTOR RD	NORTH HAVEN	ст	06473-0000	2303/1130/44// 2303/1130/48//	44 METTLER ST
2303/930/22//	22 LANDIN ST	U XIA	242 PROSPECT ST	NEW HAVEN	ст	06511-0000	2303/1130/6//	6 METTLER ST
2303/930/23//	23 LANDIN ST	LIU JINGCHUN &	23 LANDIN ST	WOODBRIDGE	ст	06525-0000	2303/1130/7//	7 METTLER ST
2303/930/25//	25 LANDIN ST 26 LANDIN ST	CHEN HENG	25 DANDIN ST 26 LANDIN ST	WOODBRIDGE	CT CT	06525-0000	2303/1290/275//	275 OLD AMITY
2303/930/28//	28 LANDIN ST	CANEPARI AUGUSTINE F & MARY JANE	72 BLACK ROCK AVE	FAIRFIELD	ст	06824-0000	2303/1680/44//	44 SELDEN ST
2303/930/29//	29 LANDIN ST	HU SHAOJING &	243 CURRIER DR	ORANGE	ст	06477-0000	2303/1680/52//	52 SELDEN ST
2303/930/30//	30 LANDIN ST	CANEPARI FRED L & DONNA M	299 AMITY RD	WOODBRIDGE	ст	06525-0000	2303/1680/54//	54 SELDEN ST
2303/930/31//	31 LANDIN ST	HU SHAOJING &	243 CURRIER DR	ORANGE	CT	06477-0000	2303/1680/58//	58 SELDEN ST
2303/930/32//	32 LANDIN ST	PALUMBO JOSEPH & GHISLAINE	77 FORD RD	WOODBRIDGE	CT	06525-0000	2303/1680/62//	62 SELDEN ST
2303/930/36//	36 LANDIN ST	GANEN LLC	50 NEWTON RD	WOODBRIDGE	ст	06525-0000	2701/1680/10//	10 SELDEN ST
2303/930/37//	37 LANDIN ST	DICKERSON, ANNA D	425 AMITY RD	WOODBRIDGE	ст	06525-0000	2701/1680/30//	30 SELDEN ST
2303/930/38//	38 LANDIN ST	LAWAL AYINKE M	PO BOX 3831	WOODBRIDGE	ст	06525-0000	2701/1680/36//	36 SELDEN ST
2303/930/6//	6[LANDIN ST	STEINFELD MICHAEL & & KERRY P	6 LANDIN ST	WOODBRIDGE	CT	06525-0000	2701/1680/40//	40 SELDEN ST

![](_page_57_Figure_7.jpeg)

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755	OwnerName	Mailing Address	Mailing City	Mailing State	Mailing Zip
	LUCIANI GLORIA D TRUSTEE OF	405 TIMBERLANE DR	ORANGE	CT	06477-0000
r	CAROFANO ANNETTE B	9 LANDIN ST	WOODBRIDGE	CT	06525-0000
1 MA	PASOLINI DEBRA	1245 LITCHEELD TRY	WOODBEINGE	CT	06525-0000
D TPK	PERROTTI FRANCES D	1249 LITCHEIELD TPK	WDODBRIDGE	CT	06525-0000
D TPK	PERIOTI CAROLA	1253 LITCHER D TPK	WOODBRIDGE	CT	06525-0000
D TPK	KING JIONG &	1257 LITCHFIELD TPK	WOODBRIDGE	CT	06525-0000
D TPK	1764 LITCHFIELD TURNPIKE LLC	707 SUMMER ST	STAMFORD	CT	06905-0000
D TPK	UU YI HONG & QIAO LUN	1967 L/TCHFIELD TPK	WOODBRIDGE	CT	06525-0000
D TPK	CAREW JAMES	1668 L/TCHFIELD TPK	WOODBRIDGE	CT	06525-0000
D TPK	GREEN EAST INVESTMENT AND	18 VERNON CT	WOODBRIDGE	CT	06525-0000
D TPK	SHIN HO KWANG	46 TUTTLE CT	BETHANY	CT	06524-0000
D TPK	LAZAROFF MARY JANE &	170 CENTER RD	WOODBRIDGE	СТ	06525-0000
D TPK	DEGENNARO & ASSOCIATES LLC	7 LEDGE RD	WOODBRIDGE	CT	06525-0000
D TPK	MARTINO EDWARD D & PATRICIA S	367 PINE TREE DR	ORANGE	CT	06477-0000
D TPK	DEGENNARO & ASSOCIATES	7 LEDGE RD	WOODBRIDGE	CT	06525-0000
D TPK	1676 LITCHFIELD TURNPIKE LLC	367 PINE TREE DR	ORANGE	CT	06477-0000
D TPK	DEGENNARO & ASSOCIATES	7 LEDGE RD	WOODBRIDGE	CT	06525-0000
D TPK	MARTINO EDWARD D	1674 LITCHFIELD TPK	WOODBRIDGE	CT	06525-0000
D TPK	WONG GEOFF &	46 TUMBLEBROOK RD	WOODBRIDGE	СТ	06525-0000
D TPK	ZHOU KAIFENG & KAIZHE &	70 ACORN HILL RD	WOODBRIDGE	СТ	06525-0000
D TPK	LAWAL AYINKE M	PO BOX 3831	WOODBRIDGE	CT	06525-0000
D TPK	ARPAIA RUSSELL C & LISA H	70 CENTER RD	WOODBRIDGE	ст	06525-0000
D TPK	AUDIE, DAVID A	587 LAMPLIGHT RD	ORANGE	ст	06477-0000
D TPK	PRIMO CAPITAL LLC	5 IRONWOOD WAY	ORANGE	СТ	06477-0000
D TPK	AUDIE, DAVID A	587 LAMPLIGHT RD	ORANGE	CT	06477-0000
D TPK	AUDIE DAVID A AND	578 LAMPUGHT RD	ORANGE	CT	06477-0000
D TPK	DICKERSON CHRISTOPHER R	6 METTLER ST	WOODBRIDGE	CT	06525-0000
D TPK	AUDIE, DAVID A	587 LAMPLIGHT RD	ORANGE	CT	06477-0000
D TPK	LUCIANI BLAKE	1693 LITCHFIELD TPK	WDODBRIDGE	CT	06525-0000
D TPK	ASSUMPTION THE CHURCH OF THE	75 CENTER RD	WDODBRIDGE	ст	06525-0000
D TPK	KAUN ROBYN C & BARRY R	12 ALUNG AVE	WDODBRIDGE	CT	06525-0000
D TPK	ASSUMPTION THE CHURCH OF THE	75 CENTER RD	WOODBRIDGE	ct	06525-0000
D TPK	1332 CHAPEL STREET ASSOCIATES LLC	1334 CHAPEL ST	NEW BAVEN	CT	06511-0000
D TPK	ASSUMPTION THE CHURCH OF THE	75 CENTER RD	WOODBRIDGE	ст	06525-0000
D TPK	MA XI ANYONG &	1703 LITCHFIELD TPK	WOODBRIDGE	ст	06525-0000
D TPK	BAKIU, SONILA	1707 LITCHFIELD TPK	WOODBRIDGE	ст	06525-0000
D TPK	WANG QING	2 FINCH LANE	GUILFORD	ст	06437-0000
D TPK	SABELUCO EVELYN F	2 BROOKSIDE DR	WOODBRIDGE	CT	06525-0000
D TPK	WRIGHT ROY CHARLES II &	1719 LITCHFIELD TPK	WOODBRIDGE	ст	06525-0000
D TPK	GLUNT TYLER I &	1721 LITCHFIELD TPK	WOODBRIDGE	СТ	06525-0000
D TPK	WOODBRIDGE VILLAGE ASSOCIATES LLC	46 WESTCHESTER AVE	POUND RIDGE	NY	10576-0000
D TPK	CARASONE FREDERICK A	1725 LITCHFIELD TPK	WOODBRIDGE	ст	06525-0000
D TPK	KAGAN LEONARD & SOPHIA	1729 LITCHFIELD TPK	WOODBRIDGE	ст	06525-0000
D TPK	PANTALONE ROBERT A	1731 LITCHFIELD TPK	WOODBRIDGE	ст	06525-0000
D TPK	LUCIANI THOMAS J & ROKANNE J	1733 L/TCHFIELD TPK	WOODBRIDGE	CT	06525-0000
D TPK	FASULO JANICE	1737 LITCHFIELD TPK	WOODBRIDGE	CT	06525-0000
D TPK	SMITH MARY	1741 LITCHFIELD TPK	WOODBRIDGE	CT	06525-0000
D TPK	1746 LITCHFIELD TURNPIKE LLC	1746 LITCHFIELD TPK	WOODBRIDGE	CT	06525-0000
D TPK	LITCHFIELD REALTY TRUSTS LLC	PO BOX 1340	MADISON	CT	06443-0000
D TPK	LITCHFIELD REALTY TRUSTS LLC	PO BOX 1340	MADISON	ст	06443-0000
D TPK	LITCHFIELD TURNPIKE LLC &	15 HOSLEY AVE	BRANFORD	СТ	06405-0000
D TPK	LITCHFIELD TURNPIKE LLC &	15 HOSLEY AVE	BRANFORD	CT	06405-0000
D TPK	KEP FAMILY UMITED PARTNERSHIP	PO BOX 1340	MADISON	CT	06443-0000
	27 LUCY STREET ASSOCIATES LLC	27 LUCY ST	WOODBRIDGE	CT	06525-0000
	COLOMONICO JOSEPH JR	1 BEECHWOOD RD	WOODBRIDGE	ст	06525-0000
	X0 LE LLC	SO NEWTON RD	WOODBRIDGE	cr	06525-0000
	SANTACROCE MARTIN D &	8341 GLENFINNAN CIR	FT MYERS	FL	33912-0000
	PERKINS KIDS LLC	30 LUCY ST	WOODBRIDGE	CT	06525-0000
	DO A DV EL LY A DE TM	37 LUCY ST	WOODBRIDGE	CT	06525-0000
	SHAT EGENDE IN	a de constant d'alla			
	PORTELINHA JOSE A	18 LUCY ST	WOODBRUGE	0	06525-0000
	PORTELINHA JOSE A TOWN OF WOODBRIDGE	18 LUCY ST 11 MEETINGHOUSE LN	WOODBRIDGE	СТ	06525-0000
	PORTELINHA JOSE A TOWN OF WOODBRIDGE WOODBRIDGE ELDERLY HOUSING LT	18 LUCY ST 11 MEETINGHOUSE LN 175 MITCHELL AVE	WOODBRIDGE WOODBRIDGE CHESHIRE	СТ	06525-0000 06410-0000
	PORTELINALIOSE A TOWN OF WOODBRIDGE WOODBRIDGE ELDERLY HOUSING LT HUNHAN CARDLYN M	18 LUCY ST 11 MEETINGHOUSE LN 175 MITCHELL AVE 22 LUCY ST	WOODBRIDGE WOODBRIDGE CHESHIRE WOODBRIDGE	СТ	06525-0000 06515-0000 06410-0000 06525-0000
	VIOLOGICAL COLOGICAL TOWN OF WOODBRIDGE WOODBRIDGE ELDERLY HOUSING LT HUNIHAN CAROLYN M HERRET ASSOCIATES LLC	18 LUCY ST 11 MEETINGHOUSE LN 175 MITCHELL AVE 22 LUCY ST 24 LUCY ST	WOODBRIDGE WOODBRIDGE CHESHIRE WOODBRIDGE WOODBRIDGE	CT CT CT CT CT	06525-0000 06525-0000 06525-0000 06525-0000
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	JAND TULDERIGHT DOTTLUNEN JOSE A TOWN OF WOODBRIDGE WOODBRIDGE LEDRLY HOUSING LT HUNHAN CARDLYN M HERBERT ASSOCIATIS LLC HERBERT ASSOCIATIS LLC PERLINS ROB LLC	18 LUCY ST 11 MEETINGHOUSE UN 175 MITCHELL AVE 22 LUCY ST 24 LUCY ST 24 LUCY ST 30 LUCY ST 30 LUCY ST	WOODBROGE WOODBROGE CHESHIRE WOODBROGE WOODBROGE WOODBROGE WOODBROGE	ст ст ст ст ст ст ст	06525-0000 06525-0000 06525-0000 06525-0000 06525-0000 06525-0000
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### **APPENDIX 4 - TRAFFIC DATA COLLECTION**

P.M. Bicycle and Pedestrian Counts (12:00 to 2:00 p.m.) Locations 1,2,3,4,5,6 and 7 Saturday June 4<sup>th</sup>, 2022 Woodbridge, CT

![](_page_58_Picture_2.jpeg)

### Fiona: As per your request, attached please find the following:

1. Site Location Maps Woodbridge, CT 2. Pedestrian and Bicycle Counts Locations 1,2,3,4,5,6 and 7 3. Counts conducted on Saturday June 4th, 2022 4. Counts on Windows software (email) sent on Monday ??

Thank you for considering RTC the opportunity of working on this project, If you have any questions relative to the enclosed information please *Do not hesitate to call...(203) 530-2042* 

![](_page_58_Picture_7.jpeg)

Reliable Traine County, LLC Vehicle/Data Collection Service 11 Branhaven Dr. East Hoven, CT 06512 Tol. 203-530-2042 Fax: 203-469-6215 rtevelc@sol.com

## Reliable Traffe Counts, LLC Vehicle/Data Collection Service 11 Branhaven Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-0215 recounts@shoglobal.act

![](_page_59_Figure_0.jpeg)

Amity Rd. (Rte.36) at June St./Shopping Plaza Drwy. P.M.TRAFFIC COUNTS (12:00 to 2:00 P.M.) Woodbridge, CT prepared by Reliable Traffic Counts, LLC Weather Clear

TRAFFIC COUNTS PEAK HOUR

File Name : 1382-1s Site Code : 0000001 Start Date : 6/4/2022 Page No : 1

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Amity Rd. (Rte.36) at June St./Shopping Plaza Drwy. P.M.TRAFFIC COUNTS (12:00 to 2:00 P.M.) Woodbridge, CT prepared by Reliable Traffic Counts, LLC Weather Clear

TRAFFIC COUNTS PEAK HOUR

![](_page_60_Figure_7.jpeg)

![](_page_60_Figure_8.jpeg)

![](_page_60_Picture_10.jpeg)

File Name	: 1382-1s
Site Code	: 00000001
Start Date	: 6/4/2022
Page No	: 2

Amity Rd. (Rte.36) at Bank St./Lucy St. P.M.TRAFFIC COUNTS (12:00 to 2:00 P.M.) Woodbridge, CT prepared by Reliable Traffic Counts, LLC Weather Clear

TRAFFIC COUNTS PEAK HOUR

File Name : 1382-2s Site Code : 00000002 Start Date : 6/4/2022 Page No 1

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Grand Total	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2	0	0	0	2	2	6
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Amity Rd. (Rte.36) at Bank St./Lucy St. P.M.TRAFFIC COUNTS (12:00 to 2:00 P.M.) Woodbridge, CT prepared by Reliable Traffic Counts, LLC Weather Clear

TRAFFIC COUNTS PEAK HOUR

![](_page_61_Figure_7.jpeg)

![](_page_61_Figure_8.jpeg)

: 1382-2s
: 00000002
: 6/4/2022
:2

Amity Rd. (Rte.36) at Mettler St./Parking Lot Drwy. P.M.TRAFFIC COUNTS (12:00 to 2:00 P.M.) Woodbridge, CT prepared by Reliable Traffic Counts, LLC Weather Clear

TRAFFIC COUNTS PEAK HOUR

File Name : 1382-3S Site Code : 00000003 Start Date : 6/4/2022 Page No : 1

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Start Time	Left	Thru	Right	Peds	App. Tetal	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Tatal	Int, Total
12:00 PM	Û	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
12:15 PM	0	0	Ô	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	D	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	3
01:00 PM	0	0	0	0	0	0	D	0	0	0	0	0	0	1	1	0	0	0	1	1	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	¢	0	0	1	0	3	4	0	0	0	2	2	6
Grand Total	0	0	0	0	0	0	0	0	1	1	0	1	0	5	6	0	0	0	2	2	9
Apprch %	0	0	0	0		0	0	0	100		0	16.7	0	83.3		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	11.1	11.1	0	11.1	0	55.6	66.7	0	0	0	22.2	22.2	

Amity Rd. (Rte.36) at Mettler St./Parking Lot Drwy. P.M.TRAFFIC COUNTS (12:00 to 2:00 P.M.) Woodbridge, CT prepared by Reliable Traffic Counts, LLC Weather Clear

![](_page_62_Picture_6.jpeg)

![](_page_62_Picture_7.jpeg)

PEAK HOUR

![](_page_62_Picture_8.jpeg)

![](_page_62_Picture_9.jpeg)

Amity Rd. (Rte.36) at Linden St. P.M.TRAFFIC COUNTS (12:00 to 2:00 P.M.) Woodbridge, CT prepared by Reliable Traffic Counts, LLC Weather Clear

TRAFFIC COUNTS PEAK HOUR

,

File Name : 1382-4S Site Code : 00000004 Start Date : 6/4/2022 Page No : 1

								G	roups	Printed	- BIC	YCLE	S								
		SOL	MITY	RD. DUND			EII WE	NDEN	ST.			NOF	RTE.6	53 DUND			EA	STBC	UND		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Pede	App. Total	Left	Thru	Righ1	Peds	App Total	Left	Thru	Right	Peds	App. Total	Inl. Total
12:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	2	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	8
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	9
01:00 PM	2	0	0	1	3	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	5
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	3
Total	2	0	0	1	3	0	0	0	0	0	0	1	0	6	7	0	0	0	1	1	11
Grand Total	2	0	0	3	5	0	0	0	7	7	0	1	0	6	7	0	0	0	1	1	20
Apprch %	40	0	0	60		0	0	0	100		0	14.3	0	85.7		0	0	0	100		
Total %	10	0	0	15	25	0	0	0	35	35	0	5	0	30	35	0	0	0	5	5	

TRAFFIC COUNTS PEAK HOUR

![](_page_63_Picture_7.jpeg)

![](_page_63_Figure_8.jpeg)

![](_page_63_Picture_10.jpeg)

Amity Rd. (Rte.36) at Linden St. P.M.TRAFFIC COUNTS (12:00 to 2:00 P.M.) Woodbridge, CT prepared by Reliable Traffic Counts, LLC Weather Clear

Amity Rd. (Rte.36) at Bradley Rd. P.M.TRAFFIC COUNTS (12:00 to 2:00 P.M.) Woodbridge, CT prepared by Reliable Traffic Counts, LLC Weather Clear

TRAFFIC COUNTS PEAK HOUR

File Name : 1382-5S Site Code : 00000005 Start Date : 6/4/2022 Page No : 1

								G	roups	Printed	- BIC	YCLE	s								
		A	METY	RD.			BR/	ADLE	Y RD.				RTE.	63							
		SOL	ITHB	OUND			WE	STEC	DUND			NOF	THB	OUND			EA	STBO	UND		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	R ght	Peds	App. Total	Left	Thru	Right	Peds	App, Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Û	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:30 PM	0	0	0	0	0	0	D	0	0	0	Û	0	0	0	0	0	0	0	D	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	Û	1	0	2	3	0	0	0	1	1	4
Grand Total	0	0	0	0	0	0	0	0	0	o	0	1	0	2	3	0	0	0	1	1	4
Apprch %	0	0	0	0		0	0	0	0		0	33.3	0	66.7		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	25	0	50	75	0	0	0	25	25	

TRAFFIC COUNTS PEAK HOUR

![](_page_64_Figure_7.jpeg)

![](_page_64_Picture_8.jpeg)

Amity Rd. (Rte.36) at Bradley Rd. P.M.TRAFFIC COUNTS (12:00 to 2:00 P.M.) Woodbridge, CT prepared by Reliable Traffic Counts, LLC Weather Clear

![](_page_64_Figure_11.jpeg)

Litchfield Tpke, at Bradley Rd. P.M.TRAFFIC COUNTS (12:00 to 2:00 P.M.) Woodbridge, CT prepared by Reliable Traffic Counts, LLC Weather Clear

TRAFFIC COUNTS PEAK HOUR

File Name: : 1382-6S Site Code : 00000006 Start Date : 6/4/2022 Page No : 1

								G	roups	Printed	I- BIC	YCLE	s								_
	LITCHFIELD TPKE. SOUTHBOUND					BRADLEY RD.							RTE.	69							
							WE	STBC	UND			NOF	RTHE	OUND		EASTBOUND					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	Û	0	0	0	0	1
61:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Û	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	0	0	1	1	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	4
Apprch %	0	0	0	100		0	0	0	100		0	100	0	0		0	0	0	0		
Total %	0	0	0	25	25	0	0	0	25	25	0	50	0	0	50	0	0	0	0	0	

Litchfield Tpke. at Bradley Rd. P.M.TRAFFIC COUNTS (12:00 to 2:00 P.M.) Woodbridge, CT prepared by Reliable Traffic Counts, LLC Weather Clear

TRAFFIC COUNTS PEAK HOUR

n Tota<sup>†</sup> 0

0 0 Peds Right

![](_page_65_Figure_6.jpeg)

![](_page_65_Picture_7.jpeg)

![](_page_65_Figure_11.jpeg)

Litchfield Tpke. at Landin St. P.M.TRAFFIC COUNTS (12:00 to 2:00 P.M.) Woodbridge, CT prepared by Reliable Traffic Counts, LLC Weather Clear

TRAFFIC COUNTS PEAK HOUR

File Name : 1382-75 Site Code : 00000007 Start Date : 6/4/2022 Page No : 1

								G	roups	Printed	I- BłC	YCLE	S								
		LITCH SOL	JTHB	D TPK OUND	E.	WESTBOUND						NOF	RTE.	69 DUND		LINDEN ST. EASTBOUND					
Start Time	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App. Fold	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App. Total	InL Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12.15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01.00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	D
01:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	0	66.7	33.3		0	D	0	0		0	0	0	D		0	0	0	0		
Total %	0	0	66.7	33.3	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	[

TRAFFIC COUNTS PEAK HOUR

![](_page_66_Figure_6.jpeg)

Litchfield Tpke. at Landin St. P.M.TRAFFIC COUNTS (12:00 to 2:00 P.M.) Woodbridge, CT prepared by Reliable Traffic Counts, LLC Weather Clear

![](_page_66_Figure_9.jpeg)

![](_page_67_Figure_0.jpeg)

![](_page_68_Figure_0.jpeg)

![](_page_69_Figure_0.jpeg)

![](_page_70_Figure_0.jpeg)

### WOODBRIDGE BUSINESS CONNECTIVITY STUDY 69

P.M. Bicycle and Pedestrian Counts (12:00 to 2:00 p.m.) Locations 8 and 9 Saturday June 11<sup>th</sup>, 2022 Woodbridge, CT

![](_page_71_Picture_1.jpeg)

## Fiona: As per your request, attached please find the following:

1. Site Location Maps Woodbridge, CT 2. Pedestrian and Bicycle Counts Locations 8 and 9 3. Counts conducted on Saturday June 11th, 2022 4. Counts on Windows software (email) sent on Monday ??

Thank you for considering RTC the opportunity of working on this project, If you have any questions relative to the enclosed information please Do not hesitate to call...(203) 530-2042

![](_page_71_Picture_6.jpeg)

Rallable Thaille Counte, 1440 Vehicle/Data Collection Service navon Dr. East Havon, CT 06512 Tol. 203-530-2042 Fax: 203-469-0215 rdcvdc@pol.com

## Reliable Traile County, LLC

Vehicle/Data Collection Service 11 Branhaven Dr. East Havea, CT 05512 Tel. 283-530-2042 Fam 283-489-0215 ricounts@sboglebal.net


# Litchfield Tpke. at Lucy St./Merritt Ave. P.M. TRAFFIC COUNTS (12:00 to 2:00 p.m.) prepared by Reliable Traffic Counts, LLC Weather Clear

#### TRAFFIC COUNTS PEAK HOUR

File Name : 1382-8S Site Code : 0000008 Start Date : 6/11/2022 Page No 1

								G	oups	Printed	- BIC	YCLE	\$								
		MEF WE	RITT STBC	AVE.		1	LITCH SU	FIELC THBO	D TPKI UND	Ε.		NOF	rte. (	69 OUND			L EAS	UCY STBO	ST. UND		
Start Time	Right	Thru	Left	Peds	App. Tetal	Right	Thru	Left	Pecis	Albis, Lotal	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peos	App. Total	Int liots1
12:00 PM	0	0	0	1	1	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	- 0	0	0	0	0	0	Û	0	Ċ	0	0	0	0	0
12:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	2	2	0	0	0	0	0	0	2	0	2	4	0	0	0	0	0	6
01.00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	1	1	1
01:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	4
01:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	5	5	7
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	2	2	0	1	0	1	2	0	2	0	2	4	0	0	0	5	5	13
Apprch %	0	0	0	100		С	50	0	50		0	50	0	50		0	0	0	100		
Total %	0	0	0	15 <b>.4</b>	15.4	C	7.7	0	7.7	15.4	0	15.4	0	15.4	30.8	0	0	0	38.5	38.5	



# Litchfield Tpke. at Starbuks Both Driveways P.M. TRAFFIC COUNTS (12:00 to 2:00 p.m.) prepared by Reliable Traffic Counts, LLC Weather Clear

#### TRAFFIC COUNTS PEAK HOUR

1 ......

								G	iroups	Printed	- BIC	CLES	3								
		LITCH SU	IFIELD THBC	D TPK	E.		WE	STBC	DUND			NOF	RTE. ( RTHB(	59 DUND			STARI DR EA	BUCK IVEW STBO	S BOT	ГН	
Start Time	Right	Thru	Left	Peds	App. Tolal	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	Ace Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	0	C	0	0	2	0	0	2	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ð	Ð	0	0	0
12:45 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	5
Total	0	0	0	2	2	0	0	0	2	2	0	2	0	1	3	0	0	0	0	0	7
01:00 PM	0	0	0	1	1	0	0	0	í	1	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	2	0	0	0	1	1	0	0	0	0	0	0	0	0	4	4	7
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	3	4	0	0	0	3	3	0	2	0	1	3	0	0	0	4	4	14
Apprch %	i 0	25	0	75		0	0	0	100		0	66.7	0	33.3		0	0	0	100		
Total %	0	7.1	0	21.4	28.6	0	0	0	21.4	21.4	0	14.3	0	7.1	21.4	0	0	0	28.6	28.6	

File Name	: 1382-9s
Site Code	: 00000009
Start Date	: 6/11/2022
Page No	:1











WOODBRIDGE BUSINESS CONNECTIVITY STUDY	77
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DESIGN	ELECTRICAL DESIGN			TERCECTION # 167 204			
NG J. RODRIGUEZ		] KEV#13 INH		KSECTION #	10/-204		
TIER	J. RODRIGUEZ						
SINI	P. FERRANTE						
<b>λ</b> ΟΥ	J. KULJIS	ENERGY BY - TOWN		ADDRE	ESS #		
IAKUCH	TRACY L. FOGARTY	MAINT LEVEL - 2	E UI #XXXX.				
/17	10/13/17			METERED	SERVICE		
IELD TI	JRNPIKE) AT	TOWN:			PROJECT NO. 0092-0672		
UCY ST	REET) ENUE	WOODBRI DRAWING TITLE:	DRAWING NO. TCS-03				
	SCALE 1" = 40'	TRAFFIC CO SIGNAL P	SHEET NO.				

	OFFICE RECORD			-		C CONTRE CON
REV # 13	TIR # N/A	SM # N/A	SIGNAL	REVISED:	08/12/2020	
INSTALLED ALL	NEW TRAFFIC SIGN	AL EQUIPMENT UNDER	R PROJECT NO. 0092-0	)672 (AS-B	JILT	്ളി
CONDITIONS)						





			•				
SIGN	ELECTRICAL DESIGN	REV #	INTE	RSECTION #	167-201		
	C. DESANTI		11411		10, 201		
FSI							
ER	J. KULJIS	ENERGY BY	ESS #				
КИСН	KUCH MARK F. MAKUCH MAINT. LEVEL 5			SNET	ET 2377		
021	04/19/2021			METERED S	SERVICE -		
IITY R	OAD) AT	TOWN:		SF.	PROJECT NO. 0173-0494 DRAWING NO.		
STREI STREET	ET ) AND T		TCS-10 SHEET NO. 03.11				
	SCALE 1" = 40' SIGNAL PLAN						



ŧ

SPAN ATTACHMENT ON SNET #1060 & SNET #1062 TO HAVE A MINIMUM CLEARANCE OF 12" BELOW SECONDARY & 40" ABOVE HIGHEST COMMUNICATIONS.



	OFFICE RECORD
	REV # TIR # IVA SM # IVA SIGNAL REVISED: REPLACED TRAFFIC SIGNAL EQUIPMENT AND ADDED CONCURRENT PEDESTRIAN PHASE WITH LPI UNDER PROJECT # 0173-0486
	CONSTRUCTION NOTES
ALL	TRAFFIC SIGNAL EQUIPMENT IS NEW.
STA	TE FORCES TO STAKE ALL R.O.W. PRIOR TO EXCAVATION UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
ANY RE	PROPOSED REVISION TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR VIEW AND APPROVAL BY THE DIVISION OF TRAFFIC ENGINEERING PRIOR TO INSTALLATION.
THE IN: NC	LOCATION OF TRAFFIC SIGNAL FOUNDATIONS WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE VERIFIED PRIOR TO STALLATION TO PROVIDE A FREE PATH OF NOT LESS THAN 4 FEET. IF A MINIMUM 4 FOOT FREE PATH IS UNAVAILABL VIFY THE ENGINEER AND CONTACT THE DIVISION OF TRAFFIC ENGINEERING.
TRII - S	M TREE BRANCHES/VEGETATION TO SPAN POLE 167-211-B, WORK TO BE PAID UNDER ITEM NO. 0952001A SELECTIVE CLEARING AND THINNING.
COC AN	RDINATE WITH UTILITY COMPANY REPRESENTATIVES LISTED IN THE SPECIAL PROVISION, 1.07 - LEGAL RELATIONS ID RESPONSIBILITIES.
REM	OVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT PER SPECIAL PROVISION.
INS	TALL RISER ON SNET #870 UTILITY POLE.
VID MA BE	EO DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY EXACT LOCATIONS SHALL BE DETERMINED BY THE NUVÁCTURER OR THEIR DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINUOUS TWEEN EACH DETECTOR AND THE CONTROLLER CABINET
INS	TALL PEDESTAL FOUNDATIONS ADJACENT TO THE LANDING AREAS.
VID	EO DETECTION BY USE OF VIDEO-360° CAMERA AND VIDEO-THERMAL ON SPAN POLE ID #167-211-A.
VID	FO DETECTION BY USE OF VIDEO-THERM CAMERA MOUNTED ON SPAN POLE #167-211-B
CON	ISTRICT TYPE 9 SIDE WALK RAMPS PER GUIDE SHEETS
CDA	N DOLE TO BE AT LEAST 2 EEST EDOM CURDINE
SPA COM	N FOLL TO DE AT LEMOT & FEET FRUME CURDLINE.
CON	STRUCT SAS CONCRETE ENDING AREA FER GUIDE SHEETS.
PAV	EMENT MARKING NOTES
INS	TALL DOUBLE YELLOW CENTERLINE (50') ON WEST LEG OF BRADLEY ROAD.
INS	TALL NEW STOP BARS ON BOTH LEGS OF BRADLEY ROAD.
ERA	DICATE EXISTING STOP BAR ON BRADLEY ROAD AND MARKINGS THAT EXTEND PAST NEW STOP BAR.
INS	TALL NEW STOP BARS ON BOTH LEGS OF ROUTE 69 (LITCHFILED TURNPIKE).
INS	TALL NEW CROSSWALK ACROSS ROUTE 69 (LITCHFIELD TURNPIKE).
EME	RGENCY PRE-EMPTION NOTES
INS AU	TALL AUXILIARY EQUIPMENT CABINET ON LEFT SIDE OF CONTROLLER CABINET.INSTALL PRE-EMPTION EQUIPMENT IN XILIARY CABINET.
CON	ITRACTOR TO INSTALL A SWITCH IN THE SIGNAL CABINET TO EFFECTIVELY DISCONNECT THE PRE-EMPTION EQUIPMENT OM THE TRAFFIC SIGNAL CONTROLLER.
PRE	EMPTION DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY EXACT LOCATIONS SHALL BE DETERMINED BY THE



69 o.com					
GN	ELECTRICAL DESIGN	REV #	INT	ERSECTION #	167-211
		ENERGY BY	TOWN	ADDRE	SS #
		MAINT LEV	/EL 5	SERVICE POLE	- SNET #870
				METERED	SERVICE
LD T	URNPIKE) AT	TOWN:			PROJECT NO. 0173-0486
ROA	D	DRAWING TITLE:	DRAWING NO. TCS-10		
	SCALE 1" = 40'	TRAFF	IC CON <sup>-</sup> NAL PLA	FROL NN	SHEET NO. 03.11



#### CONSTRUCTION NOTES

ALL REMOVED TRAFFIC SIGNAL EQUIPMENT (POLES, CONTROLLER/CABINET, AND SIGNAL HEADS) AND SIGNS (STOP SIGNS, POST MOUNTED "NO TURN ON RED SIGNS, AND REDUNDANT SIGNING) REMAIN STATE PROPERTY AND SHALL BE DELIVERED TO DEPARTMENT OF TRANSPORTATION SALVAGE STORE ∯ 134 LOCATED AT BROOK STREET, ROCKY HILL, CONNECTICUT.

INSTALL EIGHT-PHASE 2070 CONTROLLER IN A CITY OF NEW HAVEN CABINET ON A 38" x 32" CONTROLLER FOUNDATION AS SHOWN ON THE PLAN. CABINET DOOR ACCESSING THE FRONT PANEL OF THE CONTROLLER TO OPEN AWAY FROM THE ROADWAY. WHERE APPLICABLE, INSTALL CONCRETE SIDEWALK ON CABINET DOOR SIDE OF CONTROLLER FOUNDATION AS SHOWN ON THE TYPICAL INSTALLATION DETAIL SHEET.

SIGNAL APPURTENANCES (MAST ARMS, SPAN POLES, AND PEDESTALS) WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE FIELD LOCATED BY THE CONTRACTOR TO PROVIDE A FREE PATH OF NOT LESS THAN 3 FEET. ANY PROPOSED REVISIONS TO THE LOCATIONS OF THE APPURTENANCES SHOWN ON THE PLANS MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE CITY OF NEW HAVEN DEPARTMENT OF TRAFFIC AND PARKING PRIOR TO INSTALLATION.

THE CONTRACTOR SHALL REPLACE ALL PAVEMENT MARKINGS 200 FEET ALONG ALL APPROACHES, AS SHOWN ON PLANS. NEW STOP BARS, CROSSWALKS, AND LEGENDS SHALL ALSO BE INSTALLED AS SHOWN ON PLANS.

ALL SIGNS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED IN KIND BY THE CONTRACTOR AT HIS EXPENSE.

THE CONTRACTOR SHALL STAKE OUT ALL R.O.W. PRIOR TO EXCAVATION. ALL WORK, INCLUDING ALL FOUNDATIONS ARE TO BE WITHIN THE EXISTING R.O.W. EXCEPT AS NOTED.

THE CONTRACTOR SHALL REPLACE THE ENTIRE SECTION OF SIDEWALK DAMAGED DUE TO INSTALLATION OF CONDUIT, HANDHOLE, OR FOUNDATION. THE SIDEWALK SHALL BE RESTORED WITHIN 48 HOURS OF DISTURBANCE.

THE CONTRACTOR WILL BE REQUIRED TO TRIM TREE BRANCHES AT EACH APPROACH TO OBTAIN CLEAR SIGHTLINE TO THE SIGNAL HEADS. BRANCHES SHALL BE TRIMMED BACK TO THE CURB LINE FOR A MINIMUM OF 800 FT BACK FROM EACH STOP BAR. ALL HANDHOLES ARE TO BE INSTALLED APPROXIMATELY 1 FOOT BEHIND THE BACK OF CURB UNLESS OTHERWISE NOTED.

THE TOP OF MAST ARM AND PEDESTAL FOUNDATIONS WITHIN SIDEWALK AREAS ARE TO BE LEVEL WITH AND ADJACENT TO THE SIDEWALK. IN EARTH AREAS, MAST ARM AND PEDESTAL FOUNDATIONS TO HAVE A 3" REVEAL.

THE OPTICAL DETECTOR AND VIDEO DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR HIS/HER DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH OPTICAL DETECTOR/VIDEO DETECTOR AND THE CONTROLLER CABINET.

THE CONTRACTOR SHALL REMOVE EXISTING PAVEMENT MARKINGS WHERE DIRECTED BY THE CITY IN ORDER TO INSTALL NEW PAVEMENT MARKINGS AS SHOWN ON THE PLANS, UTILIZING NON-DESTRUCTIVE METHODS ACCEPTED BY THE CITY AND CONDOT.

THE CONTRACTOR SHALL TELEPHONE "CALL BEFORE YOU DIG" AT 1-800-922-4455 48 HOURS PRIOR TO ANY EXCAVATION. THE CONTRACTOR SHALL CONTACT UTILITY REPRESENTATIVES AND TOWN AGENCIES TWO WEEKS PRIOR TO INSTALLATION.

THE CONTRACTOR SHALL NOTIFY CITY OF NEW HAVEN TRAFFIC & PARKING 48 HOURS PRIOR TO START OF WORK. CONTACT MR. BIJAN NOTGHI AT (203)-946-8069.

THE CONTRACTOR SHALL OBTAIN ALL NECESSARY STATE AND TOWN PERMITS, INCLUDING BUT NOT LIMITED TO: SIDEWALK, CURB AND ROAD OPENING.

THE CONTRACTOR SHALL REPLACE IN KIND ALL DISTURBED AREAS (CURBING, SIDEWALK, BRICK PAVERS ETC.) ASSOCIATED WITH THE CONSTRUCTION OF SIGNAL EQUIPMENT. THE LIMIT OF WORK ASSOCIATED WITH THE CONSTRUCTION OF SIGNAL EQUIPMENT SHALL BE A MINIMUM OF TEN (10) FEET BEYOND DISTURBED AREAS IN ALL DIRECTIONS UNLESS OTHERWISE SPECIFIED.

ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE CITY OF NEW HAVEN STANDARDS, INCLUDING, BUT NOT LIMITED TO, SIDEWALKS, HANDICAPPED RAMPS, AND CONTROLLERS.

CONTRACTOR SHALL INSTALL 2" RISERS EXTENDING TO THE APPLICABLE CABLE LOCATIONS ON THE SERVICE POLE INDICATED ON THE PLAN FOR ELECTRICAL SERVICE AND FIBER OPTIC COMMUNICATION.

THE CONTRACTOR SHALL PROVIDE 25 FEET OF FIBER OPTIC SLACK IN THE HANDHOLE ADJACENT TO UTILITY POLE SNET 7071.

A CONTRACTOR SHALL ADJUST TRAFFIC SIGNAL EQUIPMENT AND SIGNS ALONG SPAN WIRE.





#### **TRAFFIC CONTROL** SIGNAL PLAN

DRAWING NO. SHEET NO.

#### WOODBRIDGE

	INTERNA 3D	CCL33 TOGETH	1CR				
	DATE	ELECTRICAL	DATE		TNIT	DOFOTION #	1 ( 7 ) 1 1
				REV # 6	10/-211		
				ENERGY BY - TO	WN	ADDRE	SS #
				MAINT LEVEL -	5	SERVICE POLI	E - SNET 870
						UNMETEREI	O SERVICE
				TOWN:			PROJECT NO.
				WOOD	BRID	GE	173-454

CLEARANCE INTERVALS DESIGNED BY: BETA GROUP, INC. ENGINEER'S SEAL & SIGN APPLY TO CLEARANCE INTERVALS ONLY.



#### WOODBRIDGE BUSINESS CONNECTIVITY STUDY 83

DESIGNED EY: BETA GROP, INC. ENGINEER'S SEAL & SIGNATURE APPLY TO CLEARANCE INTERVALS ONLY.	
DATE ELECTRICAL DATE REV # 9 INTERS	SECTION # 167-201
	ADDRESS # SERVICE POLE - SNET 1061 METERED SERVICE - 96501218
MITY ROAD) AT (STREET) AND STREET DRAWING TITLE: SCALE 1" = 40' TRAFFIC CONTROL SIGNAL PLAN	PROJECT NO. 173-454 DRAWING NO. SHEET NO.

OFFICE RECORD				a normal participants
REV # 8	TIR # N/A	SM # 101238	SIGNAL REVISED: 05/29/2018	]∥ <b>⊣</b> ⊫ ∖∖
REVISED TIMINGS UNDER PROJECT #173-454				1 8
REV # 9	TIR # N/A	SM # N/A	SIGNAL REVISED: 6/29/2021	1 \ 8 <b>IL</b> /
REPLACED LOOPS WITH VIDEO DETECTION BY TRAFFIC SIGNAL LAB.				

#### **Fiona Flynn**

From:Lockaby, John W. <John.Lockaby@ct.gov>Sent:May 18, 2022 1:17 PMTo:Palmer, Gregory; Fiona FlynnSubject:RE: Signal Plans in WoodbridgeAttachments:Int. No. 167-201 pending revision.pdf; Int. No. 167-211 pending revision.pdf

Follow Up Flag:Follow upFlag Status:Flagged

You don't often get email from john.lockaby@ct.gov. Learn why this is important

Hi Fiona,

See attached project plans. The only thing I'll add is that for 173-494, the contractor has begun drilling foundations for the mast arms and span poles. The contractor for 173-486 is scheduled to start breaking ground next month.

-Jay

Jay Lockaby, PE, PTOE Transportation Engineer III Division of Traffic Engineering Connecticut Department of Transportation Phone: 860-594-2719 Email: John.Lockaby@ct.gov

From: Palmer, Gregory <Gregory.Palmer@ct.gov>
Sent: Tuesday, May 17, 2022 2:55 PM
To: Lockaby, John W. <John.Lockaby@ct.gov>; Fiona Flynn <fflynn@slrconsulting.com>
Subject: FW: Signal Plans in Woodbridge

Jay – please provide Fiona with the project signal plans for these intersections. Also, please feel free to correct anything below about what I said regarding their construction schedules.

- 167-201 is in Project 0173-0494
- 167-211 is in Project 0173-0486/0487

Fiona – both of these projects are currently in the construction phase. My recollection is that 0173-0494 is a bit ahead of 0173-0486/0487 at this time but both projects are just about to begin their first season of active construction. Both projects are anticipated to continue into the 2023 construction season.

Thanks.

Greg Palmer, P.E. Transportation Supervising Engineer Connecticut Department of Transportation Division of Traffic Engineering

1

### (860) 594-2748

Gregory.Palmer@ct.gov

From: Fiona Flynn <<u>fflynn@slrconsulting.com</u>> Sent: Tuesday, May 17, 2022 2:35 PM To: Palmer, Gregory <<u>Gregory.Palmer@ct.gov</u>> Subject: FW: Signal Plans in Woodbridge

EXTERNAL EMAIL: This email originated from outside of the orgative trust the sender and know the content is safe. Greg,

I received the attached signal plans for intersections #167-201 and #167-211 in Woodbridge. I was told to reach out to you for more details on the improvement projects at the intersections. Are there more updated signal timings at either intersection due to the replacement of the signals, or are these the most up-to-date versions? Also, do you have a more specific timeline for either project?

Thank you, Fiona

### SLR<sup>O</sup>

Fiona Flynn Transportation Engineer

D 203-344-7078

- 0 203-344-7887
- **C** 281-997-3692
- E fflynn@slrconsulting.com

SLR International Corporation 195 Church Street, 7th Floor, New Haven, CT 06510



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From: Servidone, Anthony <<u>Anthony.Servidone@ct.gov</u>> Sent: May 16, 2022 2:23 PM To: Fiona Flynn <fflynn@slrconsulting.com> Cc: DOT.SignalPlanMgmt <DOT.SignalPlanMgmt@ct.gov> Subject: RE: Signal Plans in Woodbridge

#### Fiona, yes, looks like

167-201 there is a project 173-494 which is replacement of the traffic control signal. Construction scheduled to be complete by the end of this year.

167-211 there is a project 173-486 which looks is replacement of the traffic control signal. Construction scheduled to be in 2023.

For any additional requests, please send requests to DOT.TrafficEngineering@ct.gov. Hope they get the GIS map back up. Tony S.

From: Fiona Flynn <fflynn@slrconsulting.com> Sent: Monday, May 16, 2022 9:58 AM To: Servidone, Anthony <Anthony.Servidone@ct.gov> Cc: DOT.SignalPlanMgmt < DOT.SignalPlanMgmt@ct.gov> **Subject:** RE: Signal Plans in Woodbridge

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Hi Tony,

Are there any State projects along either Route 63 or 69 near those intersections? Usually I would check the DOT's online GIS map, which shows the improvement projects that are underway, but that website isn't functioning

Thanks

Fiona



Fiona Flynn **Transportation Engineer** 

D 203-344-7078

0 203-344-7887

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From: Servidone, Anthony <Anthony.Servidone@ct.gov> Sent: May 13, 2022 3:40 PM To: Fiona Flynn <fflynn@slrconsulting.com> Cc: DOT.SignalPlanMgmt <DOT.SignalPlanMgmt@ct.gov> Subject: RE: Signal Plans in Woodbridge

Hi Fiona,

Attached are PDF files of the current plans of record for the below requested plans in the Towns of Woodbridge on Routes 63 & 69. Please note the following:

- plan.

The traffic signal at the intersection of Amity Road (Route 63) at Sunset Drive (Amity shopping center driveway) (Int. No. 092-228) is owned and maintained by the Town of New Haven. Please contact the Town's Local Traffic Authority or Engineering department for the latest plans of record. The contact information for the LTA is:

Mr. Sandeep Aysola, Director Transportation, Traffic and Parking City of New Haven 200 Orange Street New Haven CT, 06511 Tel: (203) 946-8067 SAysola@NewHavenCT.gov

#### Regards,

Tony Servidone CTDOT Traffic Signals Asset Management 860-594-3478office Call on Teams

From: Fiona Flynn <fflynn@slrconsulting.com> Sent: Wednesday, May 11, 2022 4:36 PM To: DOT.TrafficEngineering <DOT.TrafficEngineering@ct.gov> Subject: Signal Plans in Woodbridge

EXTERNAL EMAIL: This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe. Good afternoon,

Can someone please send me the signal plans for the following intersections in Woodbridge:

- Amity Road (Route 63) at Sunset Drive (Amity shopping center driveway) 092-228
- Amity Road (Route 63) at Bank St/Lucy St 167-201

• The locations of underground conduit for the traffic signals are approximate. The locations of other utilities shown on the plans (water lines, utility poles, etc.) should be confirmed with the appropriate owners. Please contact Matt Blume <u>Matthew.Blume@ct.gov</u> should there be any questions on the attached traffic signal

- Litchfield Turnpike (Route 69) at Bradley Rd 167-211
- Litchfield Turnpike (Route 69) at Lucy St 167-204
- Litchfield Turnpike (Route 69) at Merritt Ave 167-204

Thank you!

Fiona



#### Fiona Flynn Transportation Engineer

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