

Town of Granby

Proposed Intersection Improvements in Granby Center

Connecticut Department of Transportation



Presentation Team

DOT Project Development Unit

- Peter Talarico – Supervising Engineer
- Thomas Borden – Project Engineer



Purpose of Meeting

Inform the public early

Seek input/comments

Answer questions

Identify concerns

Provides a public record of the meeting



PRESENTATION

- Project Process Overview
- Origin of Project
- Review Existing Conditions
- Review Proposed Improvements
- Estimated Impacts/Costs
- Schedule
- Public comments/questions



Project Process

- **Concept Development**
- **Design**
 - Preliminary Design
 - Semi-final Design
 - Final Design
- **Right of Way**
 - Partial property acquisitions
 - Easements
- **Construction**
 - M & P of Traffic
 - Construction duration
 - Operational issues
 - Hours of work



Project Purpose & Need

- Purpose

- Improve traffic operations
- Reduce traffic congestion and vehicular delay
- Improve Pedestrian Safety & Mobility

- Need

- Excessive traffic queue lengths
- Inadequate storage to address traffic queues
- Inefficient signal operations due to constrained lane arrangements
- Lengthy crosswalk distances
 - Pedestrian safety concern
 - Longer duration required for walk phase – Reduced signal efficiency
- Gaps in sidewalks on East Granby Road



Origin of Proposed Improvements

- Route 10 Corridor Study
 - Improve Traffic Operations
 - 6 lane recommendation was not endorsed by the town officials
 - Reduce Traffic Congestion
 - Improve Pedestrian Safety & Mobility
- Town request for intersection improvements
CRCOG prioritized the request in 2013
- Current Proposed Scope
 - Developed in conjunction with:
 - Municipal, regional and DOT representatives along with other stakeholders.

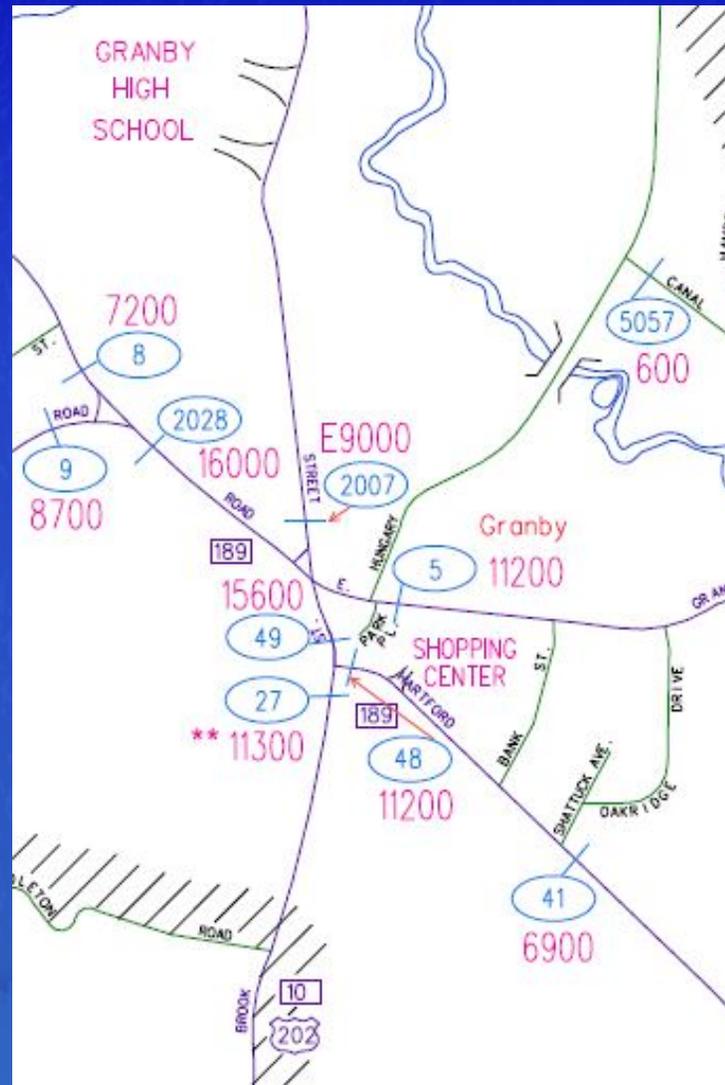


Existing Conditions

- Poor traffic operations - Congestion
 - Proximity between subject intersections
 - Insufficient storage between intersections
 - SB left-turn lane in AM peak hour
 - NB left-turn lane in PM peak hour
 - Poor intersection geometry
 - Acute angle of North Granby Rd and Salmon Brook Street
 - Creates difficulty for large left-turning vehicles
 - Allows higher speeds of EB right-turning vehicles
 - EB thru lane on RTE 20 is a left-turn maneuver
 - Reduces efficiency
 - Lack of an eastbound left-turn lane on RTE 20
 - Left-turning vehicle blocks flow of thru-vehicles
 - Poor lane continuity – NB & SB conflicts



Traffic Data – 2013 Volumes



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Traffic Data

Functional Roadway Classification

- Salmon Brook Street (RTE 10)– Urban Principal Arterial (NHS)
- RTE 20 - East & West Granby Street – Urban Minor Arterial
- RTE 189 - East & West Granby Sts. – Urban Minor Arterial

Posted Speed Limit – 35 MPH

- Routes 10, 20 & 189

Average Speeds

- Route 10 at Pendleton Rd – NB 36 MPH; SB 38 MPH
- Route 20 at Bank Street – EB 39 MPH; WB 40 MPH
- Route 189 at North Shatuck Ave – NB 36 MPH; SB 36 MPH



CRASH DATA 1/2010 thru 12/2012



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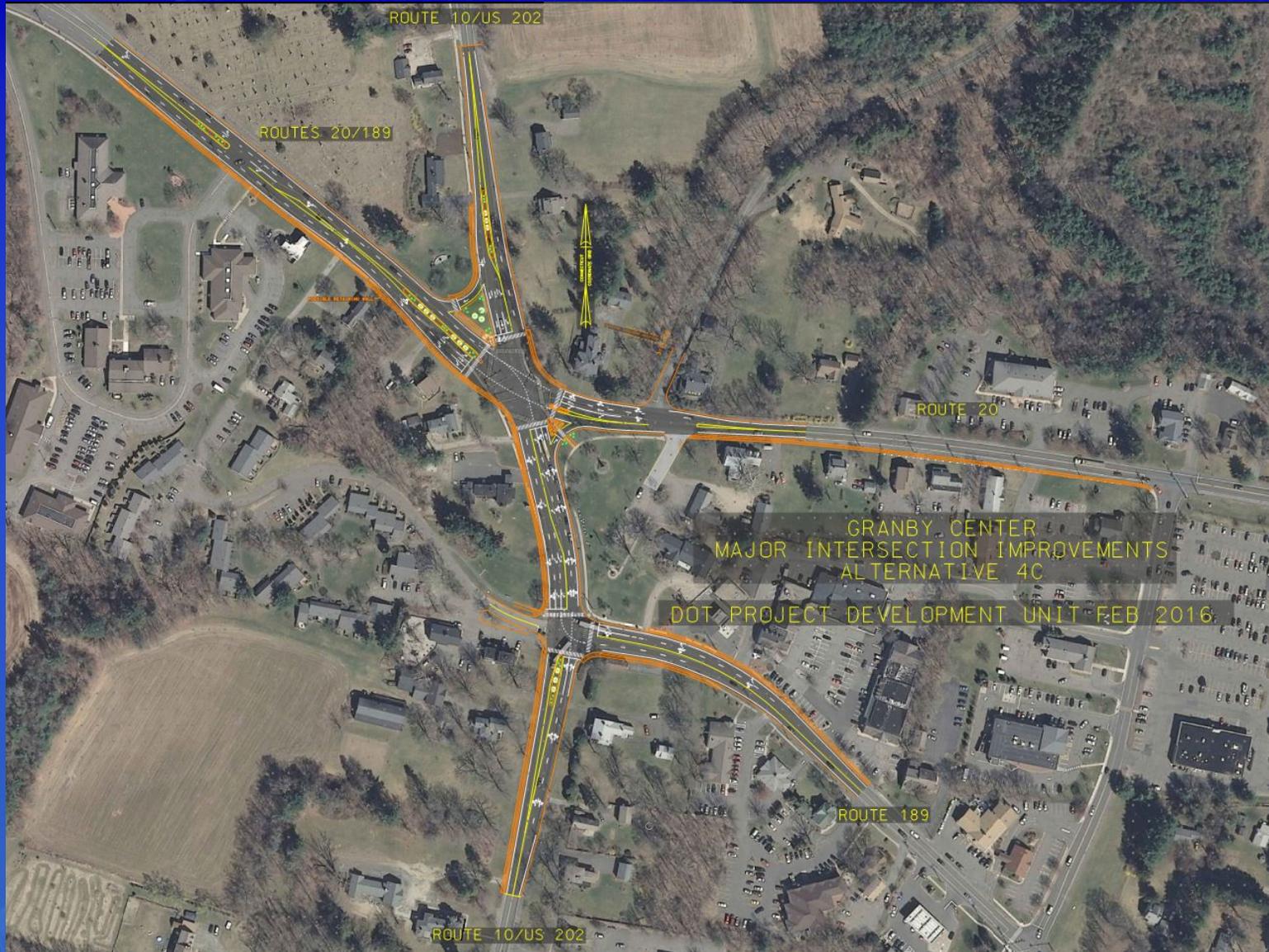
Existing Crosswalk Locations



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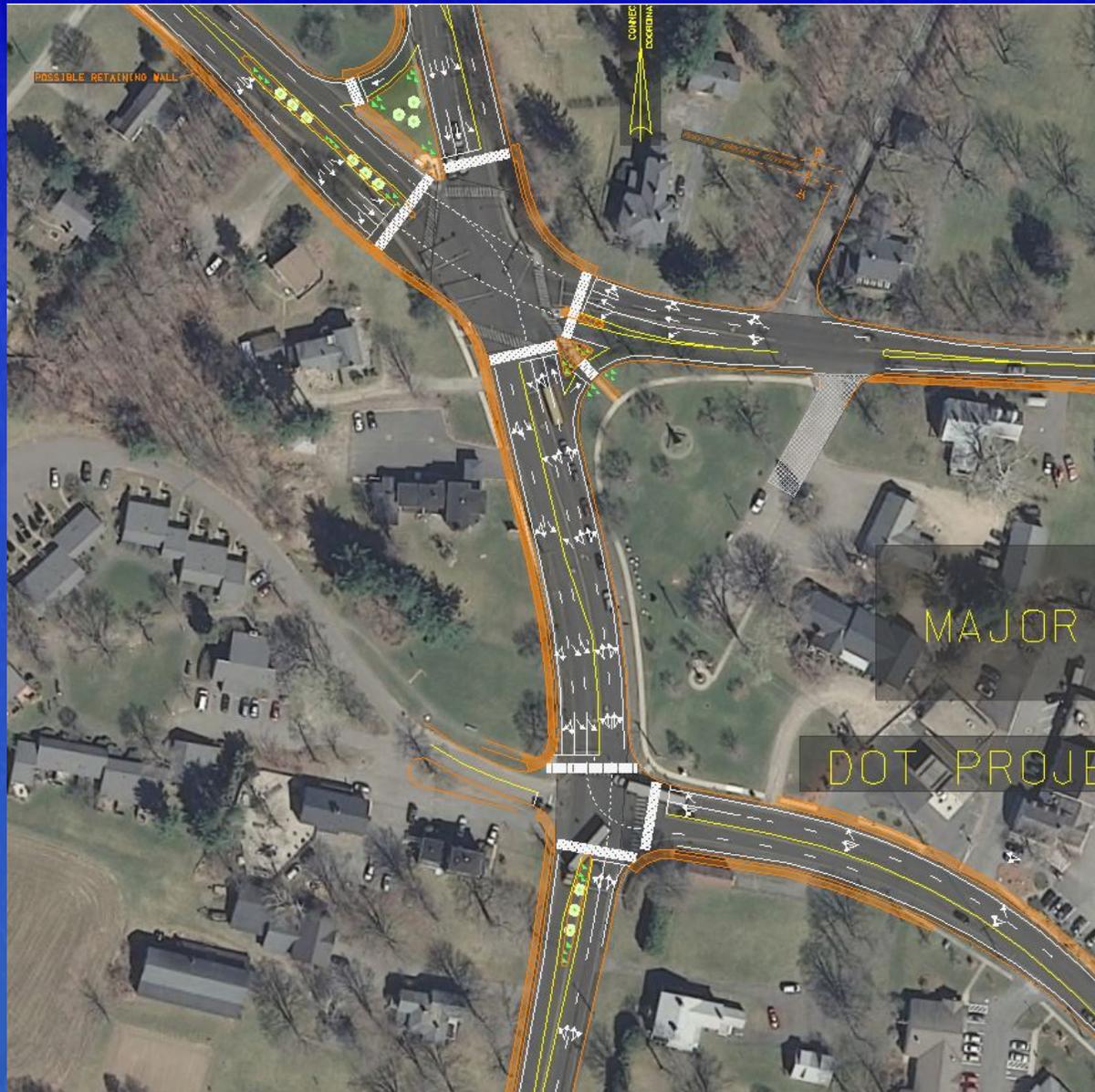
Proposed Improvements



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Proposed Improvements



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Anticipated Property Impacts



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Anticipated Property Impacts

- 1 Total property acquisition
- 11 Partial Property acquisitions



Possible Environmental Permits

- Storm Water Discharge
- Army Corps
- Inland Wetlands



POSSIBLE SCHEDULE

- **Design phase may begin in 2016**
- **Construction phase expected to begin in 2020**



FUNDING & ESTIMATED COSTS

- **Funding Breakdown**
 - 80% federal
 - 20% state
- **Estimated cost**
 - **Construction Phase \$6,350,000**



FUTURE MILESTONES

- **2 week comment period**
 - Comments to be received by March 30th
- **Town Council's "Resolution of Support"**
 - Resolution of support is required prior to project initiation.



COMMENTS & QUESTIONS

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