

**HOUSATONIC VALLEY
COUNCIL OF ELECTED OFFICIALS**

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*THIS COPY IS THE
EXECUTIVE SUMMARY*

*FULL REPORT ON FILE
AT HVCEO OFFICE*

**INTERSTATE 84, EXIT 9 HAWLEYVILLE
TRANSPORTATION AND DEVELOPMENT STUDY**

FINAL REPORT

July, 1997

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Prepared in cooperation with the Federal Highway Administration and the Connecticut Department of Transportation. The opinions, findings and conclusions expressed in this publication are those of the Housatonic Valley Council of Elected Officials and do not necessarily reflect the official views or policies of the Connecticut Department of Transportation or the Federal Highway Administration.

CONTENTS

<u>Part</u>	<u>Description</u>	<u>Page</u>
	EXECUTIVE SUMMARY	i
I	INTRODUCTION	1
II	MARKET DEMAND	2
	Trends in the Real Estate Market	2
	Impact of Trends	6
	Market Analysis Summary	7
	Implications of Market Data for Development Scenarios	9
III	EXISTING TRANSPORTATION CONDITIONS	13
	Existing Roadway Conditions	13
	Existing Transit Operations	14
IV	FUTURE LAND USE PLAN	17
	Background Analysis and Scenarios	17
	Future Land Use Plan	19
	Trip Reduction	21
V	ILLUSTRATIVE MASTER PLAN	25
VI	ILLUSTRATIVE DEVELOPMENT PLANS	30
VII	ILLUSTRATIVE COMPUTER GRAPHIC IMAGES	35

CONTENTS (Continued)

<u>Part</u>	<u>Description</u>	<u>Page</u>
VIII	FUTURE TRANSPORTATION IMPROVEMENTS	37
	Analysis	37
	Recommended Improvements	39
	Transportation Costs	43
	Transportation Conclusions	44
IX	ILLUSTRATIVE COMPUTER GRAPHIC TRANSPORTATION IMPROVEMENT IMAGES	45
X	COST BENEFIT ANALYSIS	47
	Introduction	47
	Total Costs	57
	Summary	57
XI	ACCESS MANAGEMENT	59
XII	CONCLUSION AND FINAL RECOMMENDATIONS	61
	ADVISORY COMMITTEE MEMBERS	64

TABLES

<u>Number</u>	<u>Title</u>	<u>Follows Page</u>
1	Demand and Supply Assessment	7
2	Development Potential	8
3	Existing 1996 Weekday Peak Hour Levels of Service	14
4	Master Plan Mix and Quantities	25
5	Lot Coverages	25
6	Trip Generation Comparison	37
7	Trip Generation Summary	37
8	Weekday Peak Hour Intersection Capacity Analysis	37
9	I-84 Mainline Peak Hour Capacity Analysis	37
10	I-84 Exit 9 Ramp Merge and Diverge Peak Hour Capacity Analysis	37
11	Suggested Roadway Improvements	39
12	Estimated Roadway Improvement Costs	42

ILLUSTRATIONS

<u>Number</u>	<u>Figure</u>	<u>Follows Page</u>
1	Exit 9 Study Area	1
2A & 2B	Inventory of Existing Traffic Volumes	13
3	Exit 9 Development Areas	17
4	Wetlands	17
5	Floodplain Areas	17
6	Steep Slopes	17
7	Unsuitable Soils	17
8	Land Use Plan Scenario	19
9	Illustrative Master Plan	25
10	Development Area Corridor Links	27
11	Illustrative Development Area A Plan	30
12	Illustrative Development Area C Plan	30
13	Illustrative Development Hawleyville Center Plan	32
14A & 14B	Short Term Traffic Volumes	38
15A & 15B	Mid-Term Traffic Volumes	38
16A & 16B	Long Term Traffic Volumes	38
17	Roadway Improvement Locations	40
18 through 27	Suggested Roadway Improvements	42
28A through 28C	Route 25 Corridor	42
29 through 31	Access Management Plans (Route 6)	59
32	Access Management Plan (Route 25)	60

IMAGES

<u>Number</u>	<u>Title</u>	<u>Follows Page</u>
S-1	Area A	35
S-2	Area C	36
S-3	Hawleyville Center East	36
T-1	Route 25 (South of I-84)	45
T-2	Route 25 (North of I-84)	45
T-3	Route 25 at Route 6	46
T-4	Route 6 at Area A Easterly Driveway	46
T-5	Route 25 at Hawleyville Center East Drive	46

APPENDIX (SEPARATE VOLUME)

- A Future Development Scenarios
- B Draft Zoning Regulations
- C Transit Memorandum
- D Access Management Plan
- E Traffic Data and Calculations

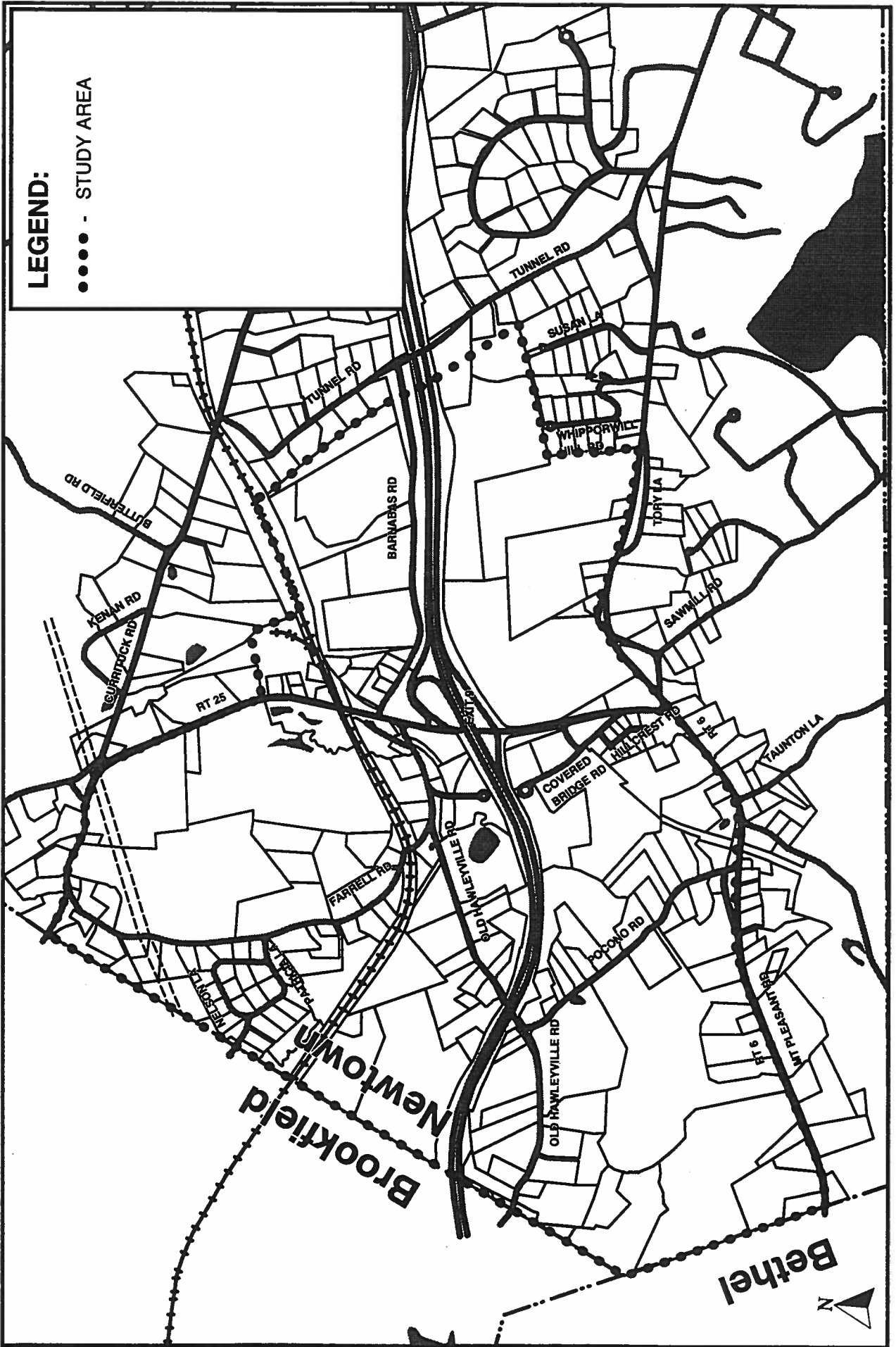
EXECUTIVE SUMMARY

The primary purpose of this study is to create a modern transportation management plan for the Hawleyville section of Newtown. This plan was developed to help realize the area's development potential within the context of existing and future transportation infrastructure serving the area. The primary goal is to obtain a balanced match between the anticipated land use and transportation infrastructure.

The Study Area, as shown on Figure E-1, has been analyzed in terms of existing land use patterns, natural features, infrastructure, existing transportation and traffic conditions, and market trends. Meetings with the Study Advisory Committee, as well as community meetings, have been used to gain input on both technical issues and community aspirations for the Study Area. This analysis and dialogue has assisted the consultant team in the formulation of a series of alternative conservation and development scenarios, which have been tested through presentation to the Advisory Committee. This process has resulted in the recommendation of the short term, mid term, and long term conservation and development scenarios, presented herein, to be used as a guide for future activities within the Study Area.

Table E-1 summarizes the amount of anticipated area development based on the market analysis while Figure E-2 displays the relative location of the anticipated development within the study area. Within these overall development levels, some staging of development was required. As discussed later, this staging was used to test the extent of roadway improvements. Figures E-3, E-4, E-5 detail development Areas A, C, and Hawleyville Center, respectfully.

Based upon the extensive multi-disciplined analysis of the Exit 9 Hawleyville Area performed, a market-based comprehensive strategy for conservation and development has been prepared. This strategy provides the opportunity for significant economic development activities without adversely impacting the basic character of Hawleyville or overburdening the natural or built environment.



EXIT 9 STUDY AREA
 Figure E-1



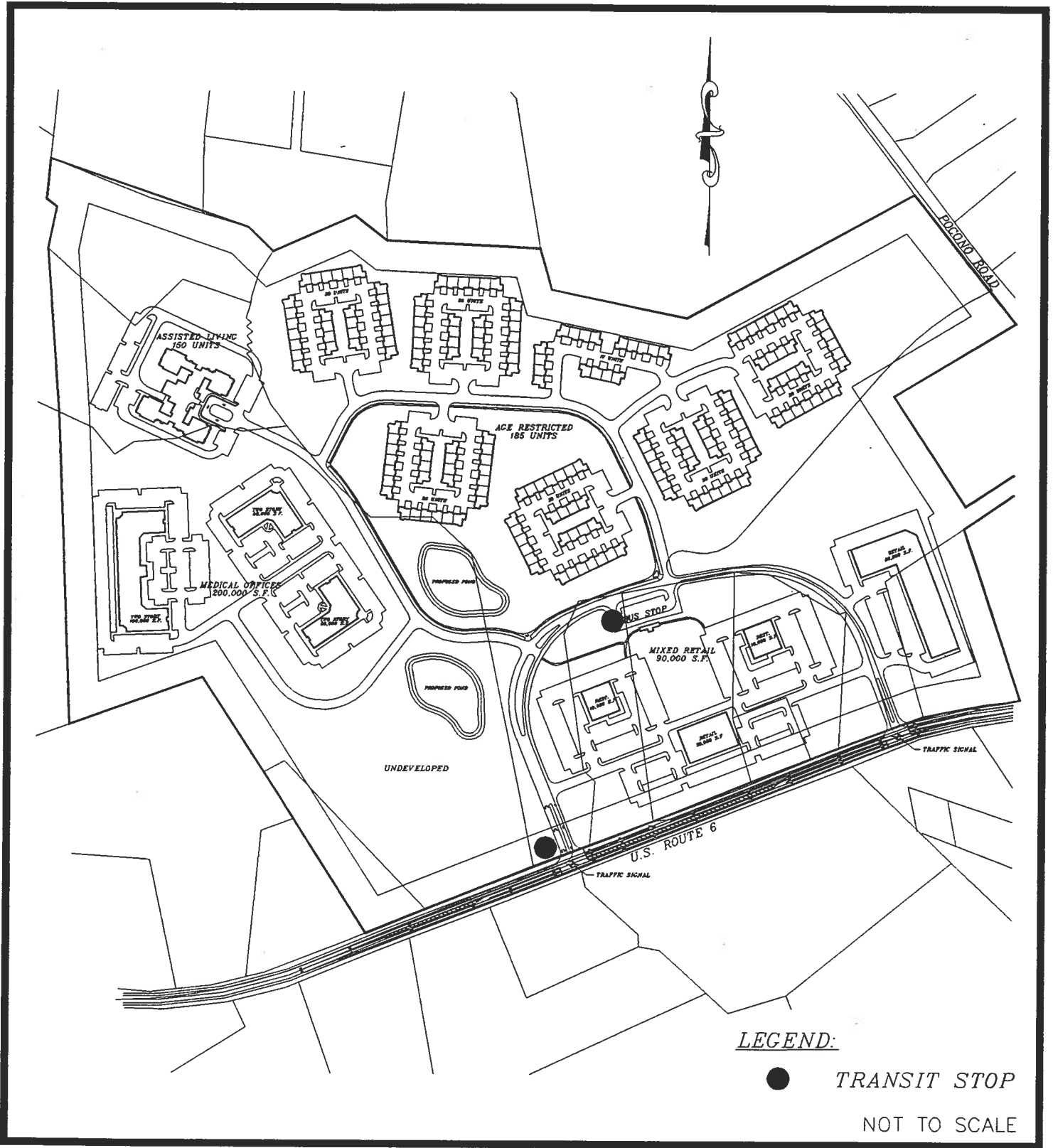
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ILLUSTRATIVE MASTER PLAN NEWTOWN, CONNECTICUT

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FIGURE E-2



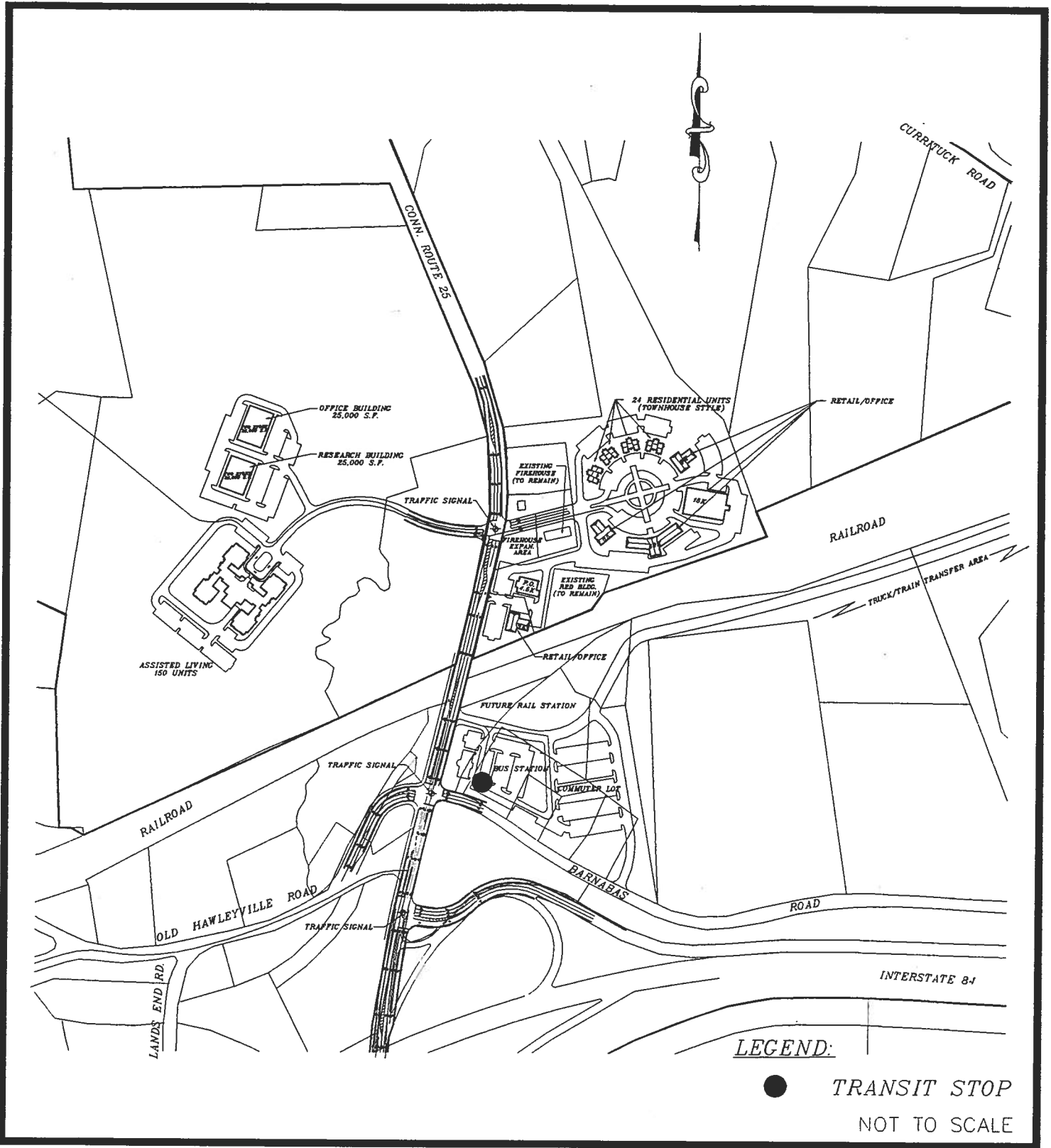
**ILLUSTRATIVE DEVELOPMENT AREA "A" PLAN
 NEWTOWN, CONNECTICUT**



ILLUSTRATIVE DEVELOPMENT AREA 'C' PLAN
 NEWTOWN, CONNECTICUT

FIGURE E-4

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ILLUSTRATIVE DEVELOPMENT HAWLEYVILLE CENTER PLAN
 NEWTOWN, CONNECTICUT

TD605824

TABLE E-1

**Proposed Land Use Mix and Quantities
(At Full Development)**

Area A Route 6	150 units of Assisted Living Residential 200,000 Square Feet Medical Office 185 Age Restricted Townhouses	20,000 Square Feet Restaurant 70,000 Square Feet Retail
Area B Hawleyville West	150 units of Assisted Living Residential 50,000 Square feet Office/Research	
Area C Route 25/Route84 Interchange	26 Units Single Family Housing Center 600,000 Square Feet Corporate Office	250 Room Hotel/Conference 30,000 Square Feet Retail
Area D Old Hawleyville Road*	20 Housing Units	
Area E Barnabas Road*	300,000 Square Feet Industrial/Distribution	
Area G Hawleyville East	30,000 Square Feet Office 30,000 Square Feet Retail	24 Townhouses

*not detailed in Master Plan Drawing

Implementation of this strategy in concert with a systematic capital investment program will result in a stronger economic base for Newtown, the Region and the State. This economic base growth will have positive cost/benefit impacts for Newtown and the State with cumulative revenues of \$93,000,000 and cumulative public costs of \$21,000,000 over a 20 year period.

This fiscal impact is beneficial to the Town of Newtown since there will be a limited number of single family residences developed (46) compared to the estimated 400 single family homes that could be built under existing zoning thereby minimizing the number of school age children. From a state perspective, the quality of development anticipated and the proximity to Route 84 will generate net increases in both sales tax revenues and income tax revenues. The corporate office and medical segments are anticipated to be importers of jobs and expenditures.

Based on the projected conservation and development scenarios presented, which were derived from the various market data and trends, and input from the Advisory Committee Members and the Newtown residents, the transportation infrastructure improvements recommended will be sufficient to facilitate the traffic anticipated to be generated by the proposed development areas. Table E-2 summarizes the suggested transportation improvements. The most significant improvement, which is anticipated to be needed sometime during the mid-term development scenario, will be the reconstruction of the I-84 bridge over Route 25. CDOT has previously recognized the need to widen I-84 in this area, which would require widening within the I-84 median area. A majority of the recommended improvements contained in this study can be constructed within the existing roadway right-of-way. Since the projected conservation and development scenarios extend 20 years into the future, it is suggested that development and traffic levels be periodically reviewed to update the timing of when specific roadway improvements become necessary.

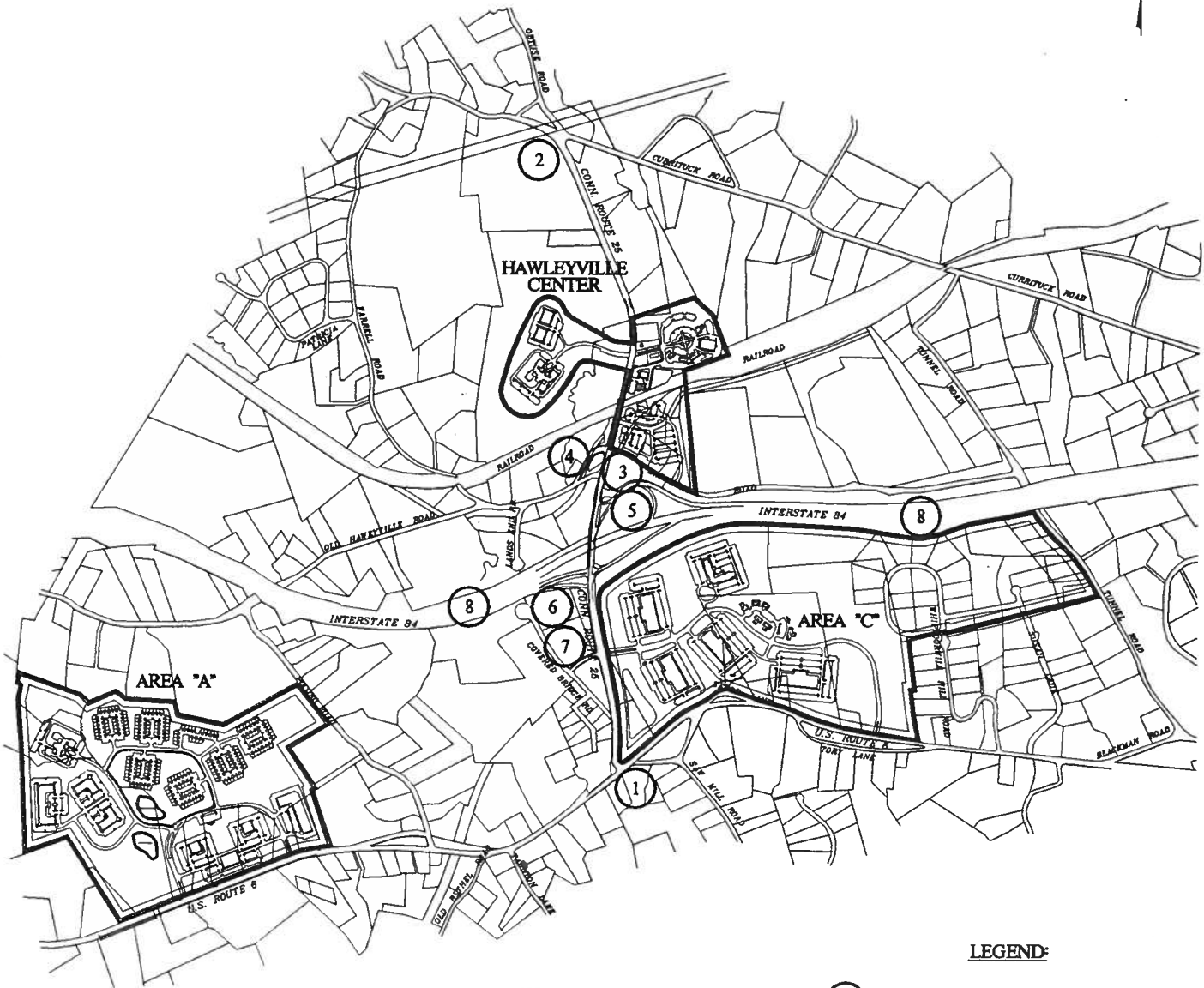
The central components of the strategy to guide the future of the Hawleyville area are as follows:

- o Activities with regional economic impact including corporate offices, a hotel/conference center, retail, medical offices, assisted living and age restricted residential units are concentrated south of Interstate 84 with direct access from Route 25 and/ or Route 6.
- o The Hawleyville Center area is strengthened as a mixed use village intended to serve the local area.
- o The siting and design of development sites will minimize visual impact on surrounding areas.
- o The Barnabas Road area is proposed for continued development as an industrial/distribution area.
- o Capital investment for sewer extensions is proposed to be limited to east from the Bethel line on Route 6 and north on Route 25 to Barnabas Road.

**TABLE E-2
SUGGESTED ROADWAY IMPROVEMENTS**

LOCATION	TERM		
	SHORT	MID	LONG
1. Route 6 at Route 25	OK	Construct SB & EB Double Left Turn Lanes & WB Right Turn Lane	OK
2. Currituck Rd/ Obtuse Rd at Rt 25	Install Signal, Restripe Approach to Rt 25 for Left and Right Turn lanes, formalize geometry	Provide SB Left Turn Advance Signal Phase	OK
3. Rt 25 at Barnabas Rd	OK	Install Signal, Construct WB Left Turn Lane	Construct SB Left Turn Lane & NB Right Turn Lane
4. Rt 25 at Old Hawleyville Rd	OK	Construct NB Left Turn Lane	Realign Old Hawleyville Road Opposite Barnabas Road to Form a Single Intersection ¹
5. Rt 25 at I-84 Westbound Ramps	Install Signal, Construct SB Left Turn Lane & NB Right Turn Lane, Formalize Intersection Geometrics	Construct 2nd WB Left Turn Lane	OK
6. Rt 25 at I-84 Eastbound Ramps	Install Signal, Construct SB Left Turn & NB Right Turn Lanes, Formalize Intersection Geometrics	Construct 2nd NB & SB Thru Lanes	Construct EB Double Left & Right Turn Lanes
7. Route 25	Provide Signal Interconnection Between Intersections	Construct Four to Six Lane Cross Section between Route 6 and Barnabas Road	OK
8. I-84 (between Exit 8 and Exit 10)	OK	Construct Third Lane EB & WB, Widen Route 25 Overpass	OK

¹ Provide two eastbound approach lanes on relocated Old Hawleyville Road.
Note: Location of Improvements are shown in Figure E-6.



LEGEND:

- (X) ROADWAY IMPROVEMENT LOCATIONS

NOT TO SCALE

ROADWAY IMPROVEMENT LOCATIONS NEWTOWN, CONNECTICUT

TD605825

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FIGURE E-6

- o Capital investments in the road network are limited to improvements at intersections and entrances to major development sites. For the most part, the improvements can be accommodated within the existing right-of-way. Many improvements will be funded by private development entities benefiting from the improvements.
- o The mixed use nature of the development sites will discourage intra-area vehicle trips. A system of pedestrian linkages and transit routes is proposed to further limit the number of private automobile trips.
- o An access management curb cut plan has been developed to increase the efficiency of the road network and to improve traffic safety.
- o Provision has been made for future multi-modal transportation opportunities including passenger rail service as a long range option.

Recommended Actions

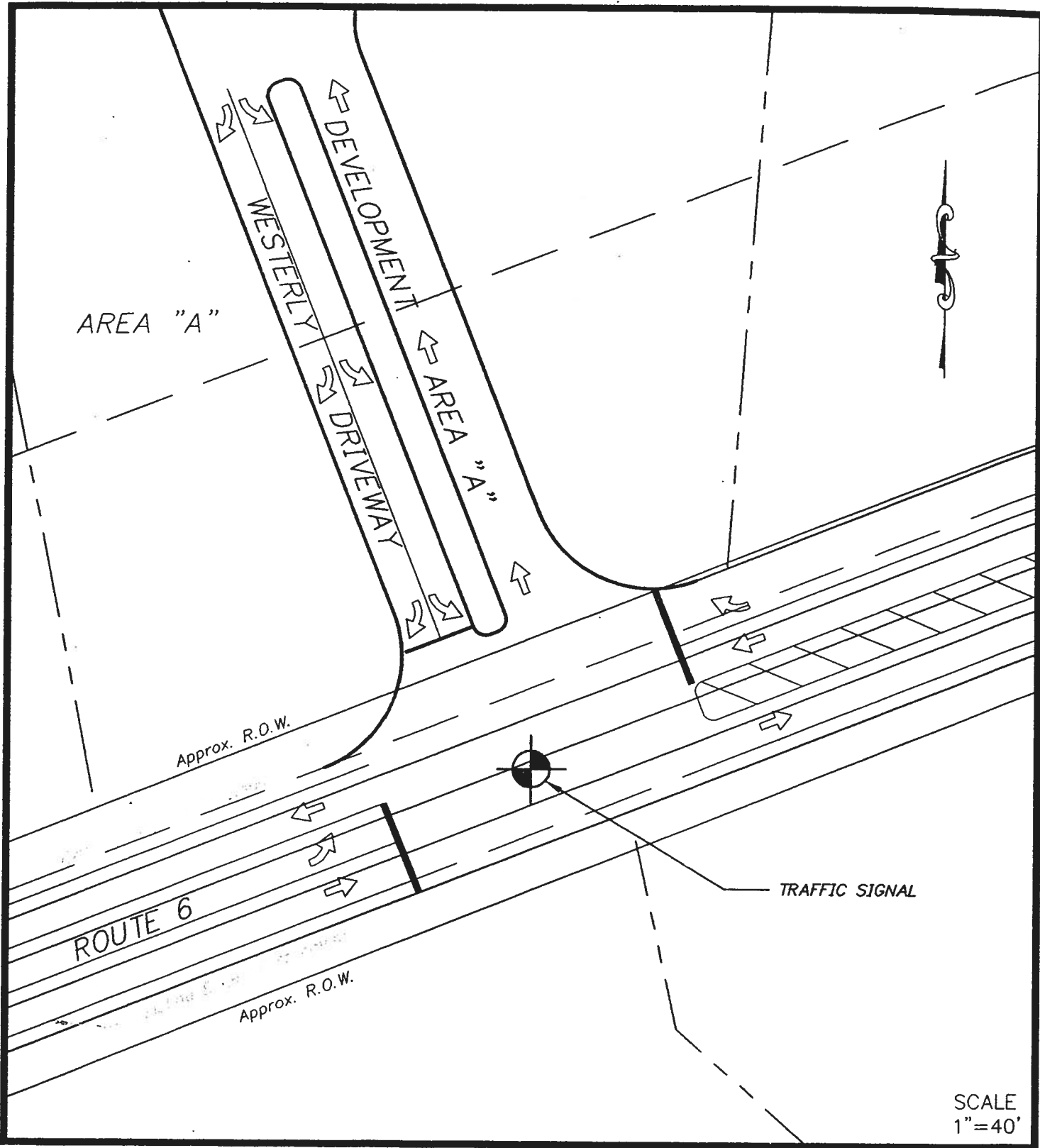
In order to implement the strategy for the Exit 9 Hawleyville Area, the following actions are recommended:

- o The final strategy be adopted as an amendment to the 1993 Newtown Plan of Conservation and Development.
- o The zoning strategies contained in the plan be incorporated into specific amendments to the Newtown Zoning Regulation.
- o- The Access Management Curb Cut Plan be adopted and used as a guide by the Planning and Zoning Commission as part of site plan review.
- o The proposed road network improvements that are not likely to be developer funded through CDOT permits be included in the Housatonic Valley Council of Elected Officials and CDOT Transportation Improvement Programs (TIP).
- o Funding applications for selected projects should be submitted as soon as possible by Newtown to the HVCEO for funding under the STP
- o The Newtown Economic Development Commission adopt the strategy and work

with property owners to implement the strategy through a public/private partnership.

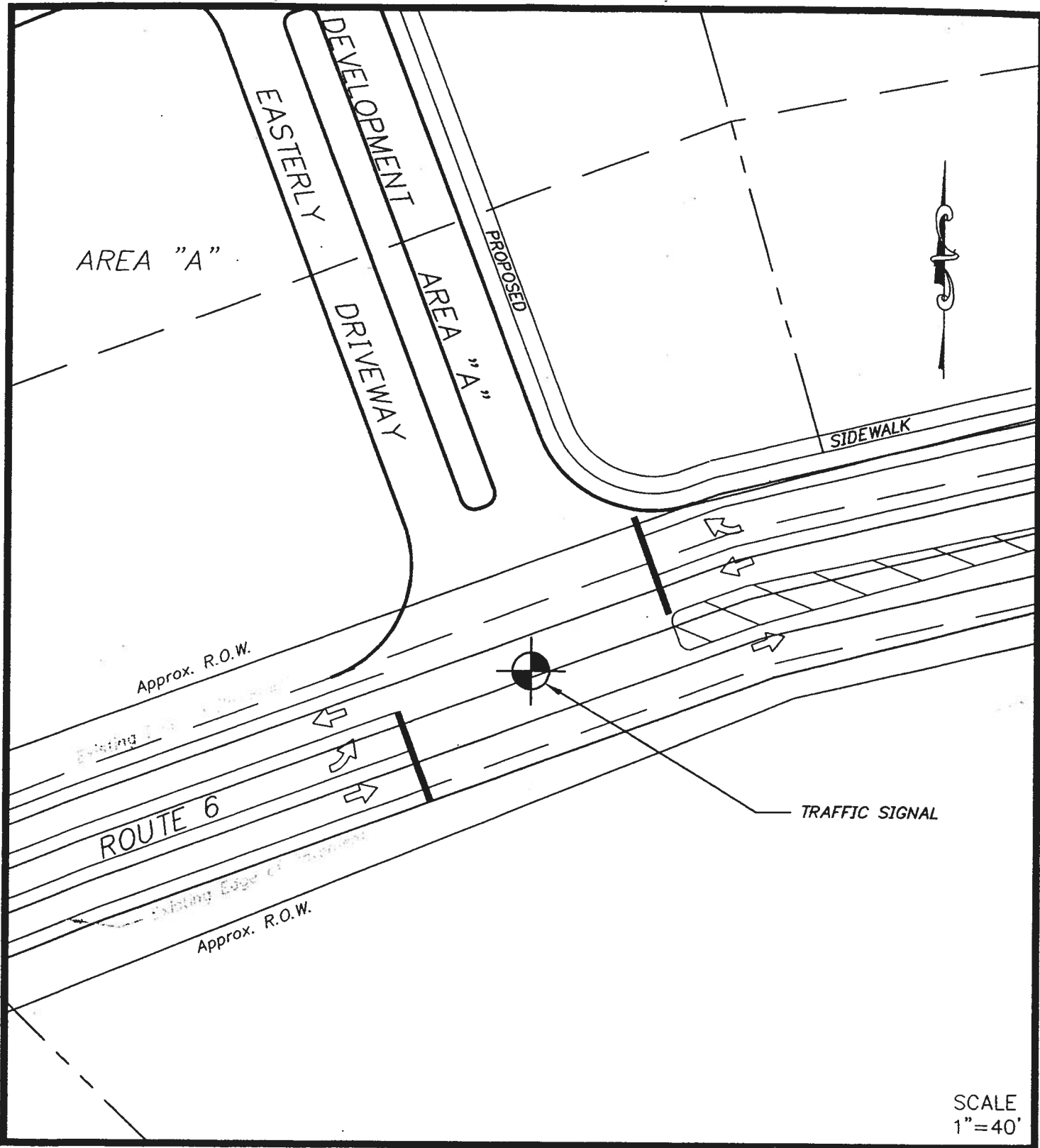
- o The transit proposals contained in the strategy be submitted to HART for inclusion in its long range planning efforts.
- o Programmed improvements to Interstate 84 and its ramp system, and Routes 6 and 25 should be coordinated with CDOT.

The overall strategy as presented will help realize the area's development potential within the context of existing and future transportation resources and infrastructure. The goal of obtaining a "match" between land use and infrastructure can thus be attained in a managed, well planned approach.

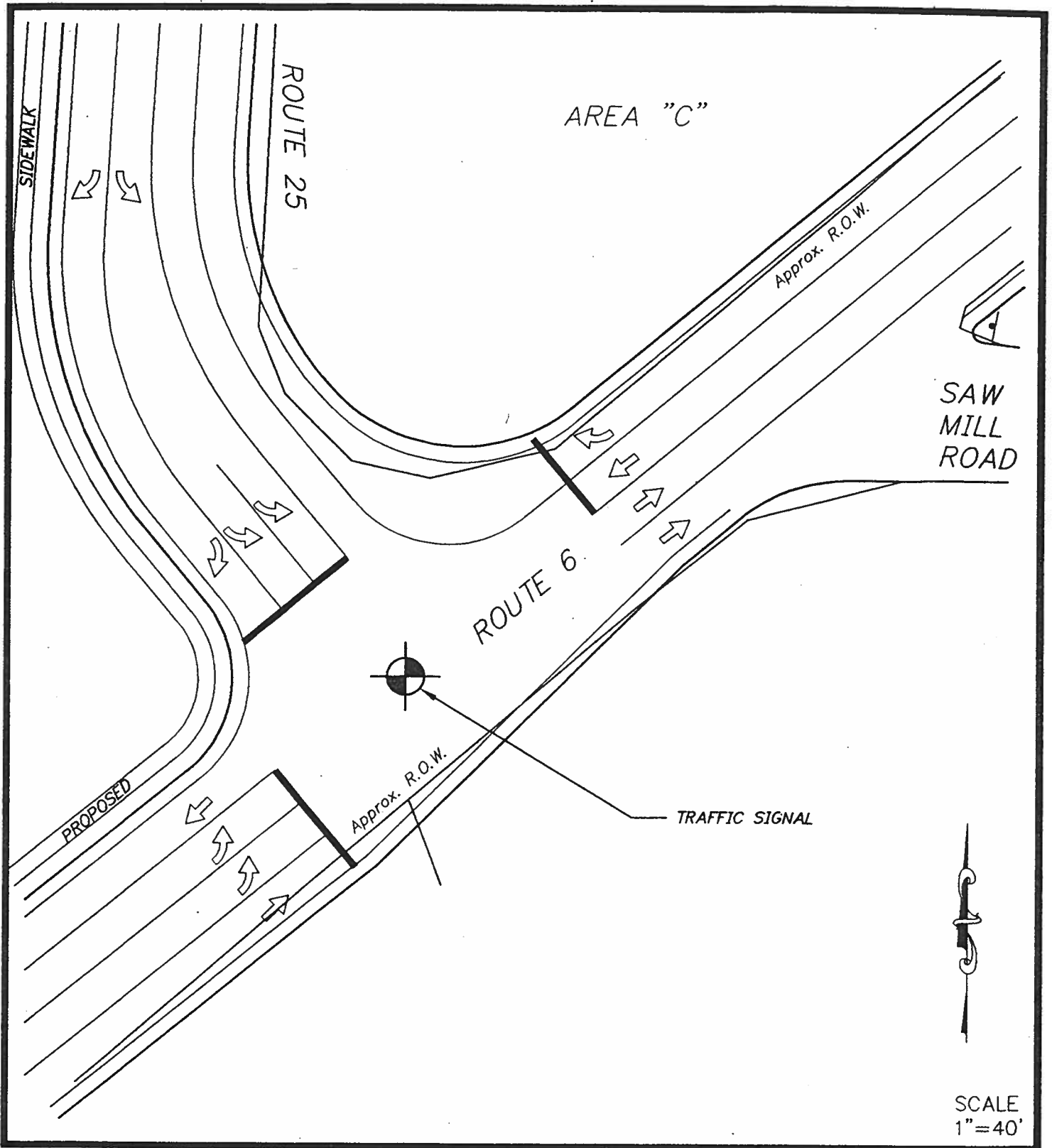


**SUGGESTED ROADWAY IMPROVEMENTS
ROUTE 6 AT WESTERLY DEVELOPMENT AREA 'A' DRIVEWAY**

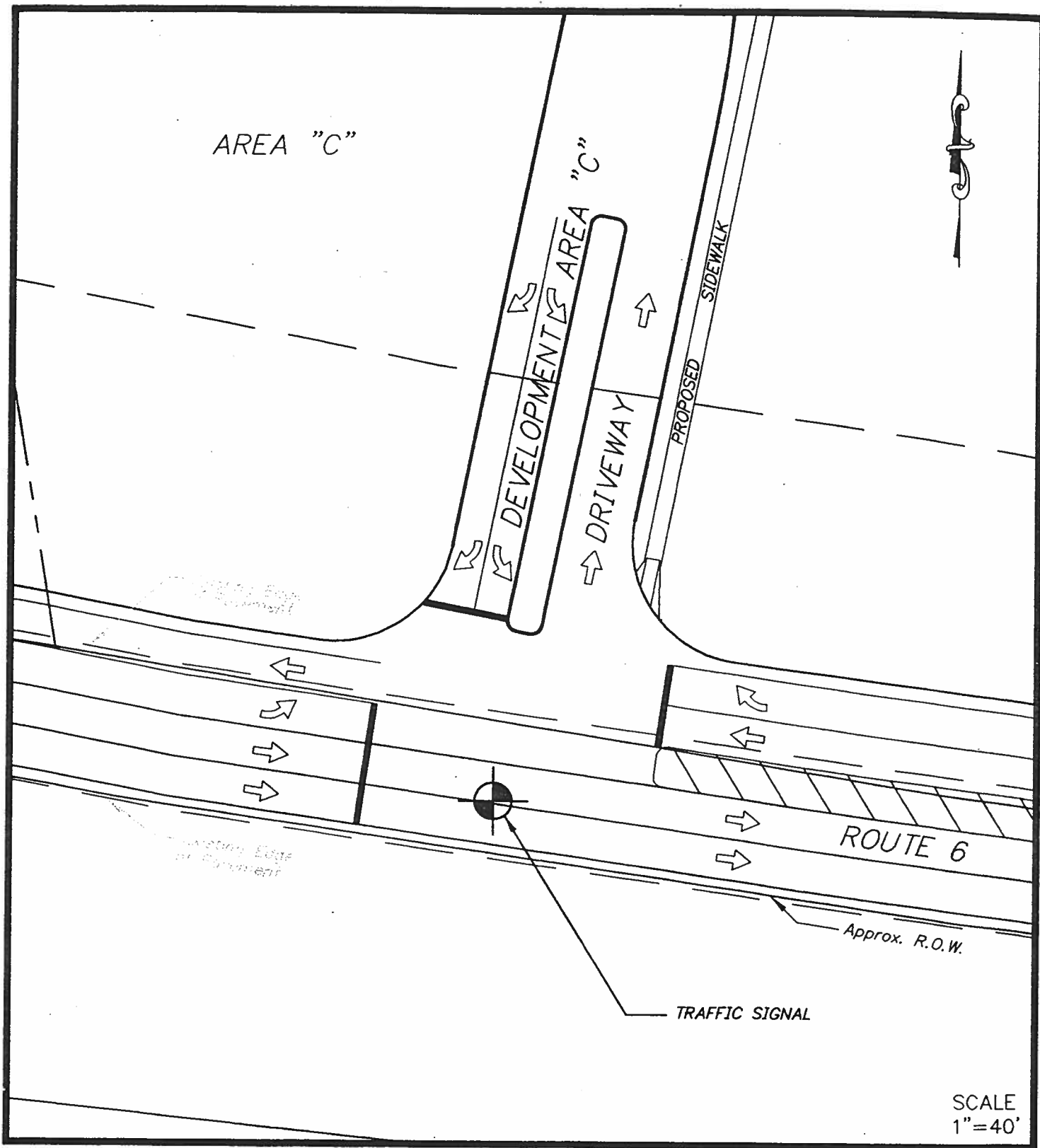
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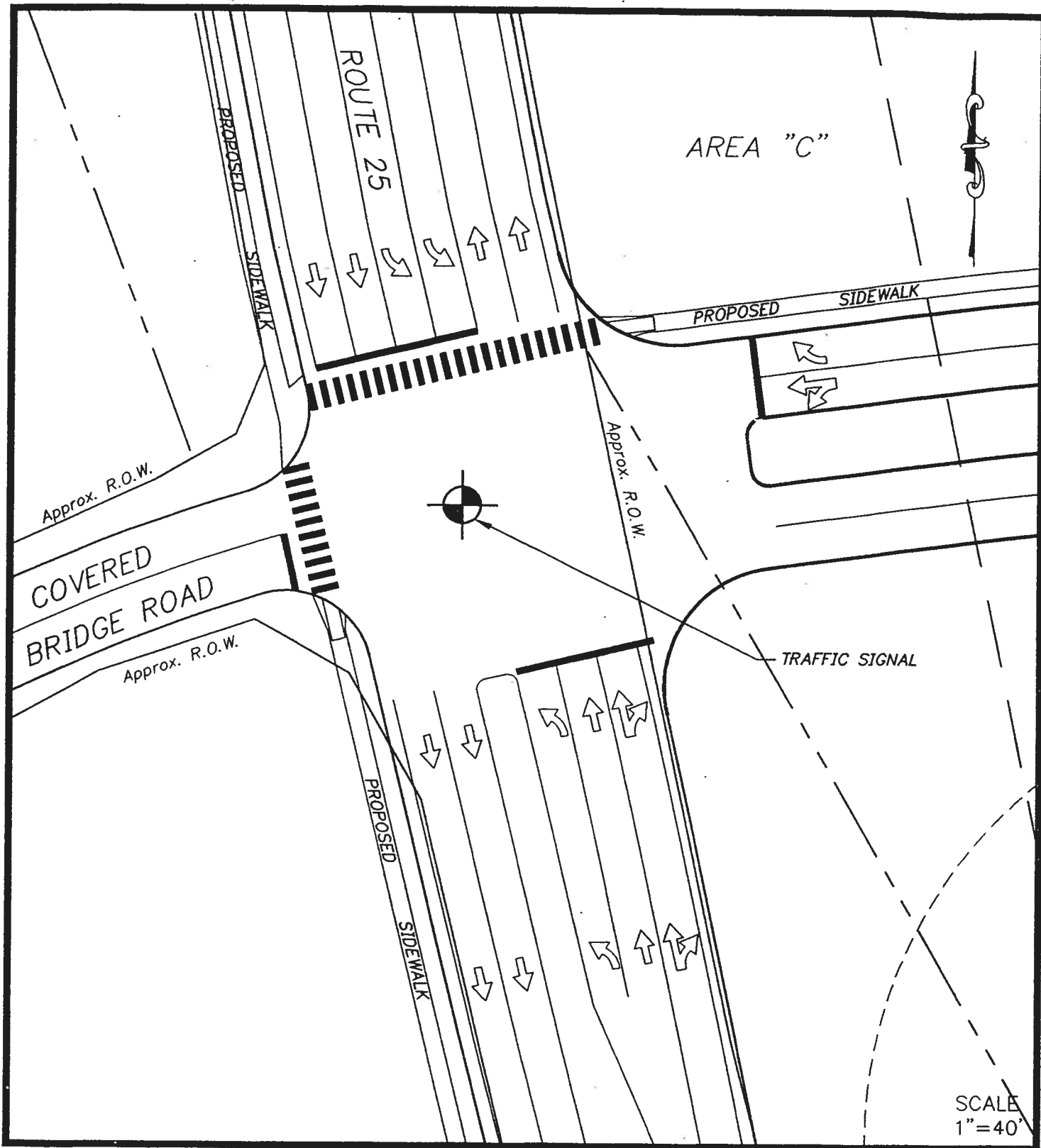
**SUGGESTED ROADWAY IMPROVEMENTS
ROUTE 6 AT EASTERLY DEVELOPMENT AREA 'A' DRIVEWAY**



**SUGGESTED ROADWAY IMPROVEMENTS
ROUTE 6 AT ROUTE 25**



**SUGGESTED ROADWAY IMPROVEMENTS
ROUTE 6 AT DEVELOPMENT AREA "C" DRIVEWAY**

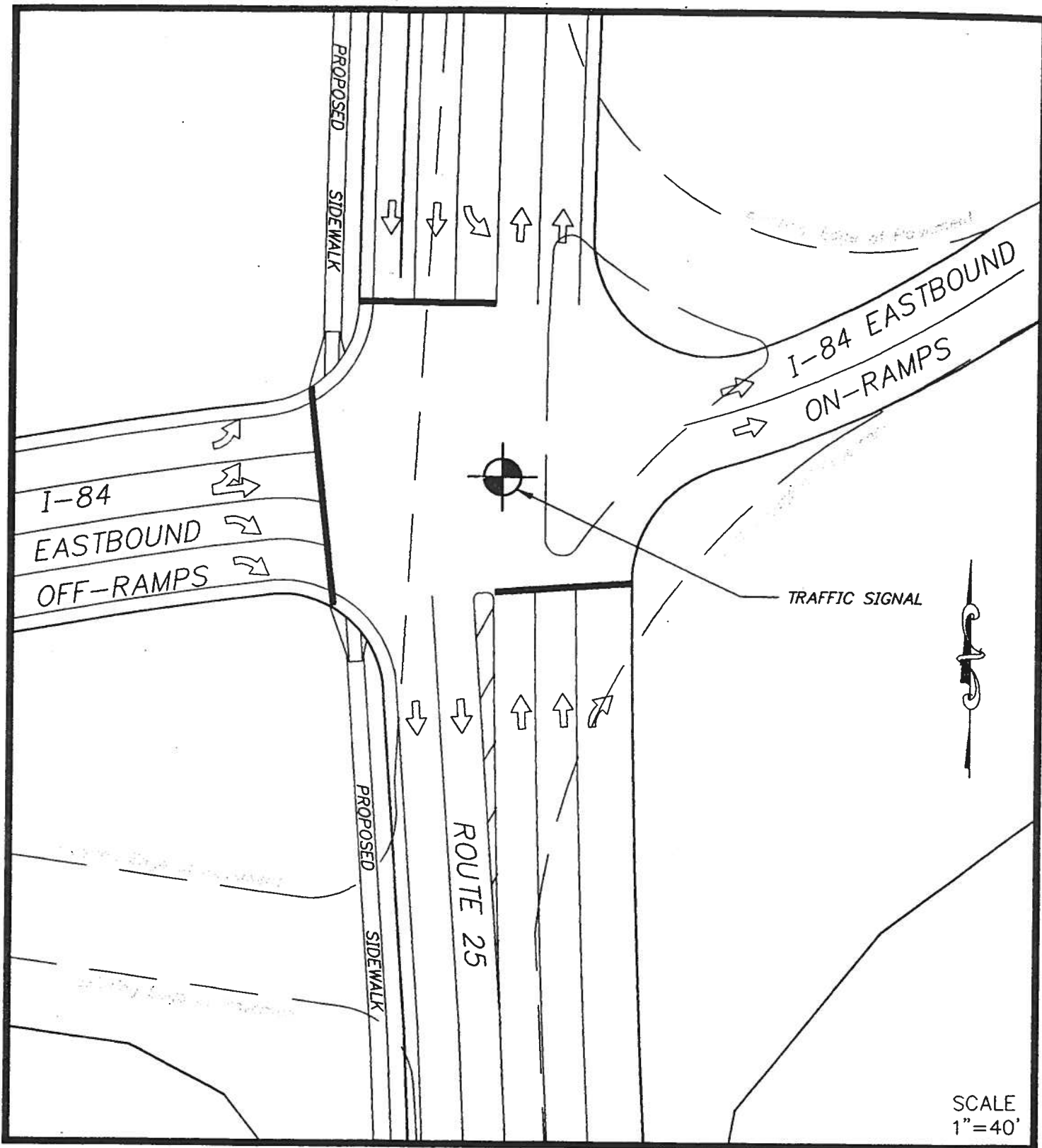


SUGGESTED ROADWAY IMPROVEMENTS
ROUTE 25 COVERED BRIDGE ROAD/
DEVELOPMENT AREA "C" DRIVEWAY

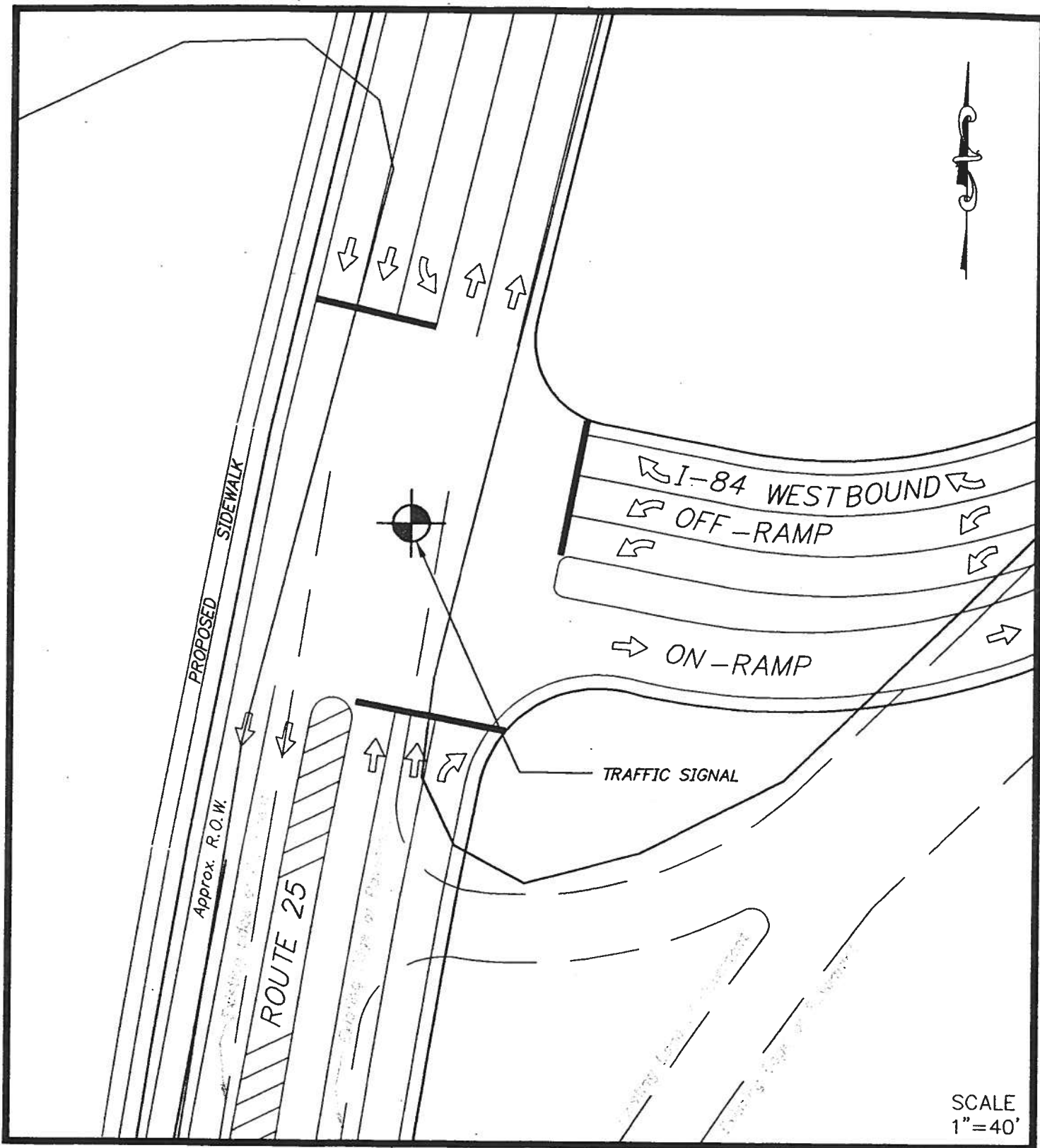
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FIGURE 22

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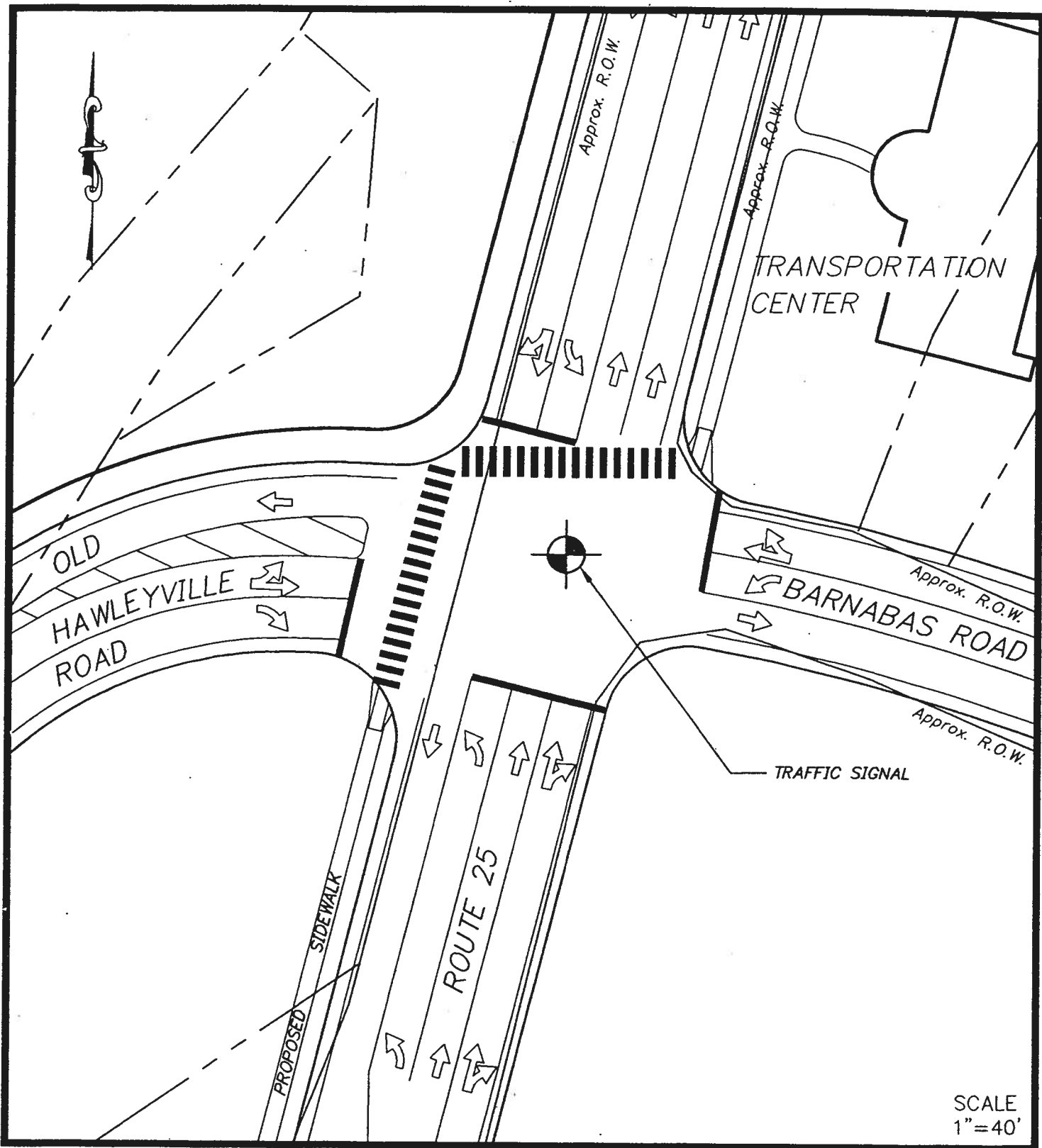


**SUGGESTED ROADWAY IMPROVEMENTS
ROUTE 25 AT I-84 EASTBOUND RAMPS**



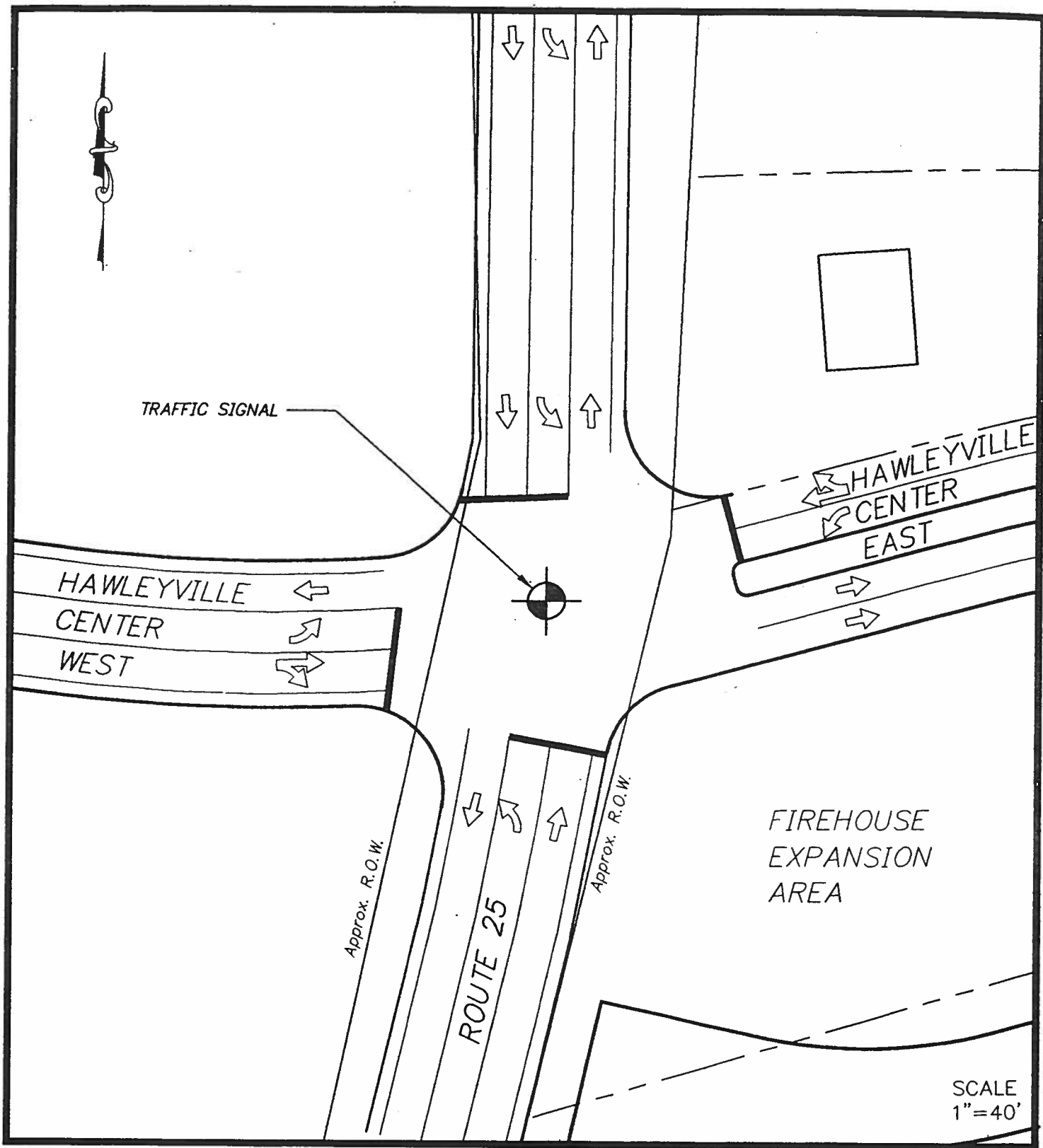
**SUGGESTED ROADWAY IMPROVEMENTS
ROUTE 25 AT I-84 WESTBOUND RAMPS**

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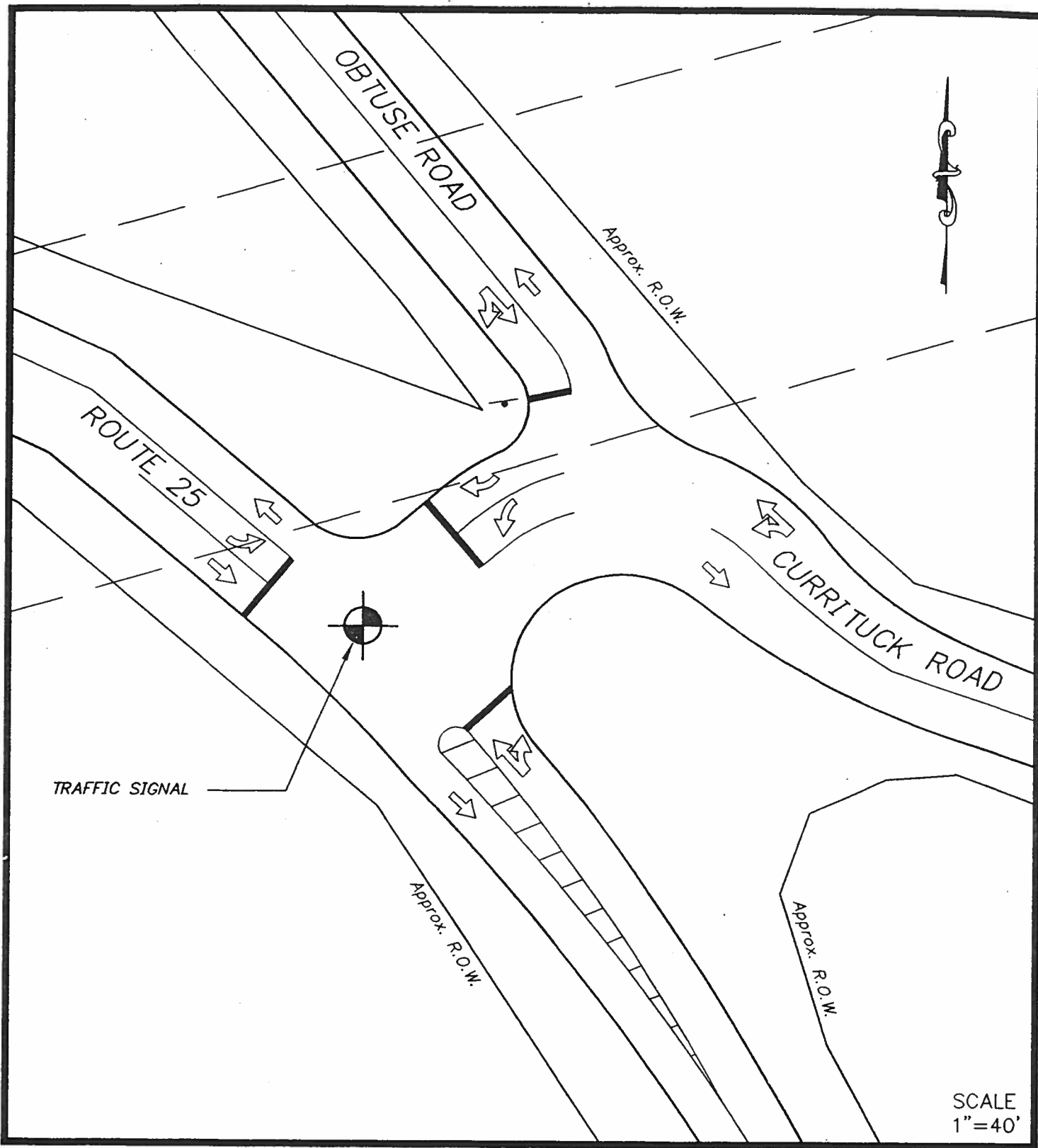


**SUGGESTED ROADWAY IMPROVEMENTS
ROUTE 25 AT BARNABAS ROAD AND RELOCATED
OLD HAWLEYVILLE ROAD**

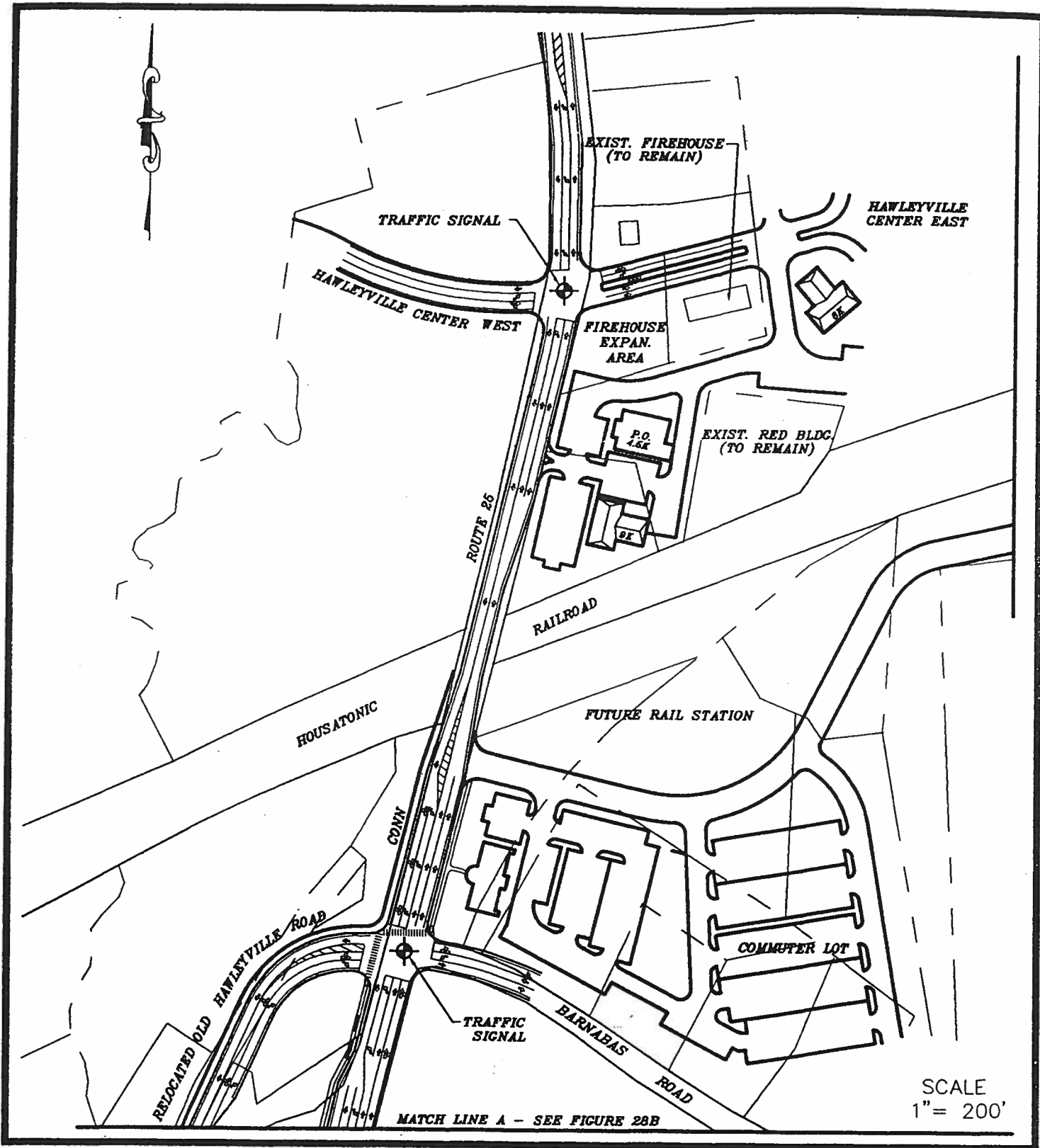
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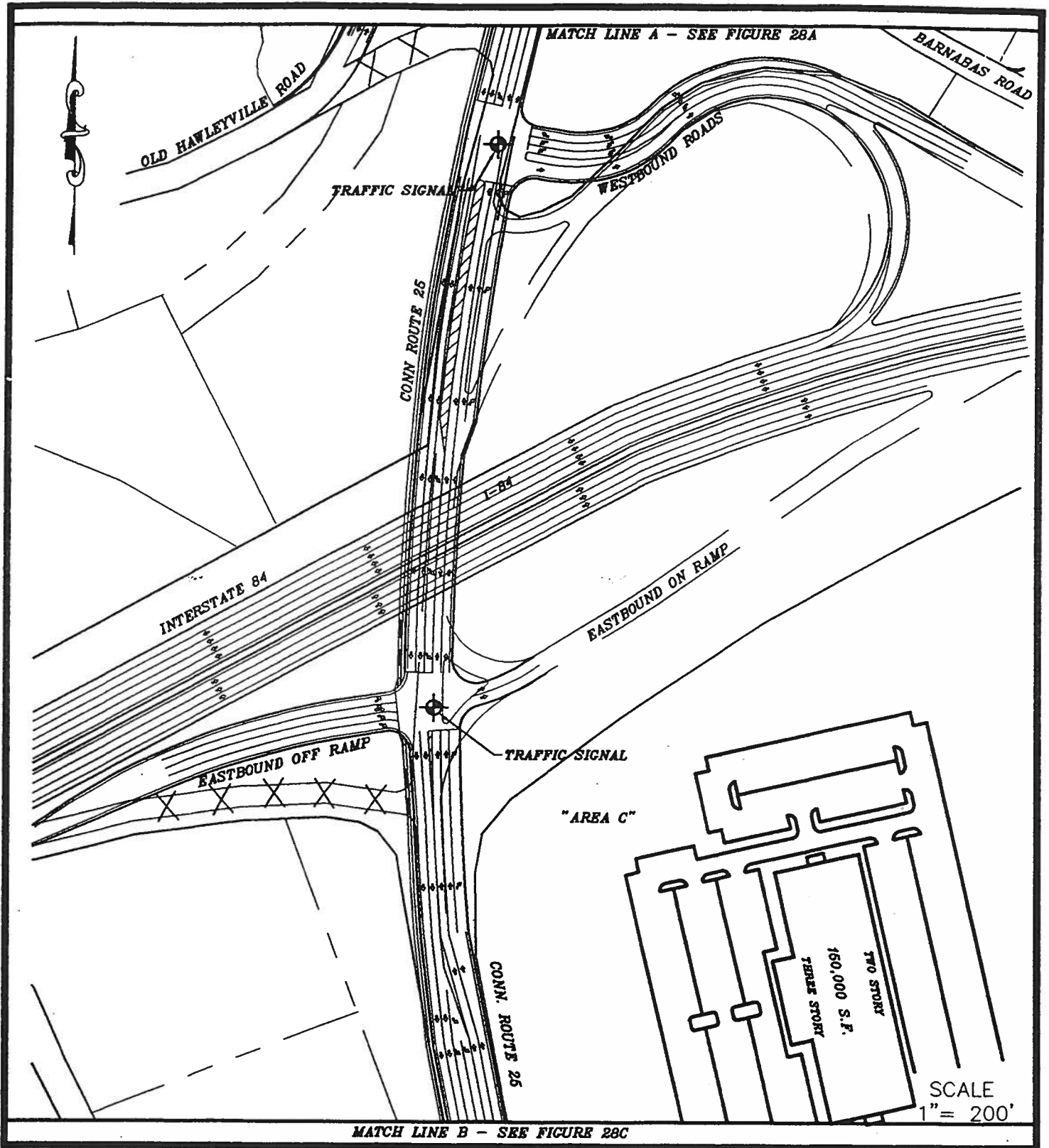
**SUGGESTED ROADWAY IMPROVEMENTS
ROUTE 25 AT HAWLEYVILLE CENTER**



**SUGGESTED ROADWAY IMPROVEMENTS
ROUTE 25 AT CURRITUCK ROAD AND OBTUSE ROAD**



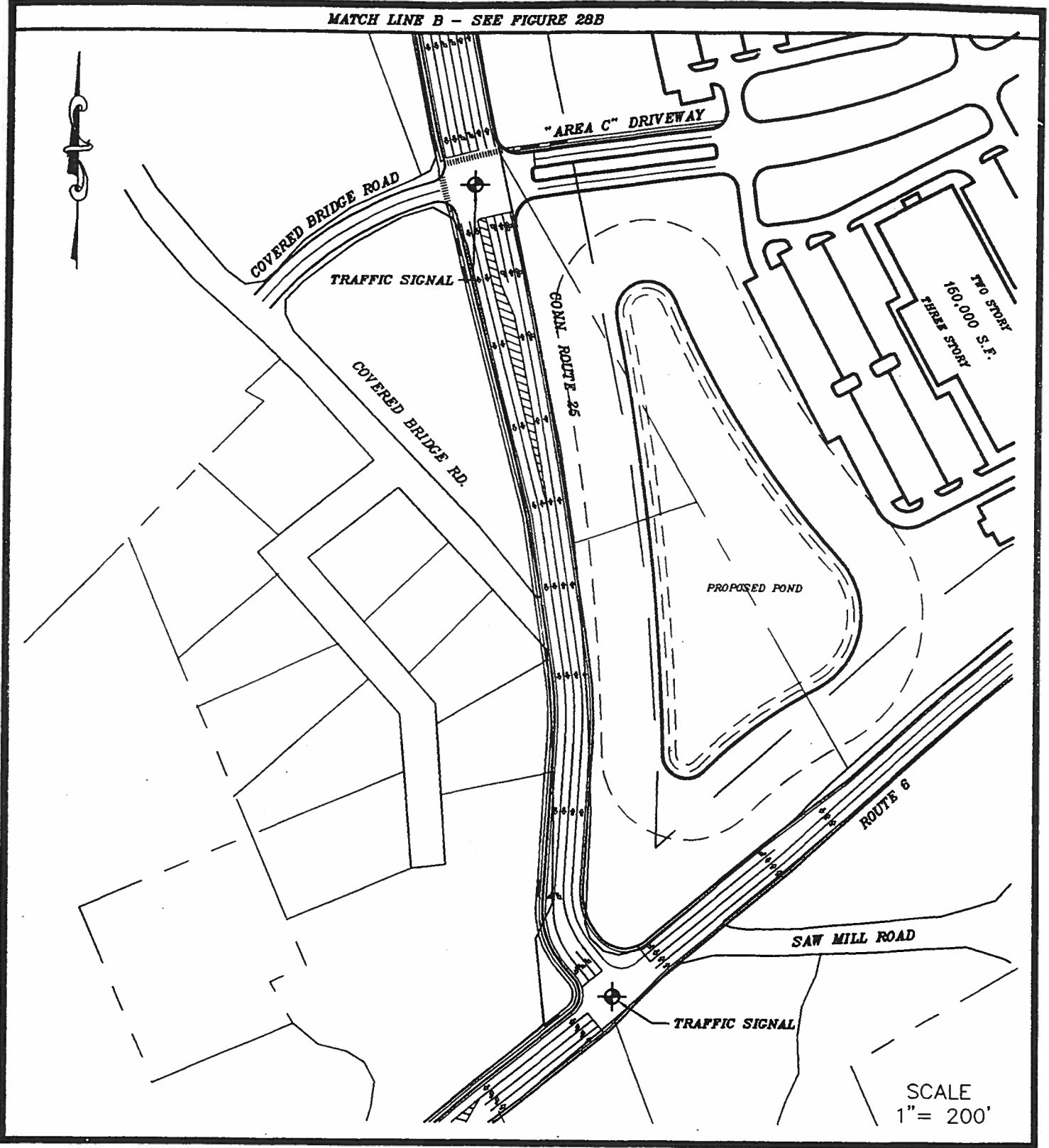
ROUTE 25 CORRIDOR
 NEWTOWN, CONNECTICUT



**ROUTE 25 CORRIDOR
 NEWTOWN, CONNECTICUT**

FIGURE 28B

MATCH LINE B - SEE FIGURE 28B



**ROUTE 25 CORRIDOR
NEWTOWN, CONNECTICUT**

Transportation Costs

Estimated roadway transportation costs have been developed for each of the improvements shown in Figures 18 through 27. Table 12 summarizes these costs.

These costs were developed utilizing standard CDOT Conceptual Estimates for Planning Purposes. Five basic roadway costs were determined which include earthwork, drainage, pavement, structures, and other significant features such as traffic signals, guiderail, sidewalks, curbing, etc. Other items included in the costs are design, utility relocation, and contingencies. It was assumed that total reconstruction of the pavement would be required due to the extent of the widening, thus yielding a conservative cost estimate. Improvement costs along Route 25 between Route 6 and Barnabas Road include the widening of Route 25 at and between each intersection.

**TABLE 12
ESTIMATED ROADWAY IMPROVEMENT COSTS**

LOCATION	ESTIMATED COSTS
Route 6 at Area A	\$160,000
Route 6 at Route 25	\$530,000
Route 6 at Area C	\$215,000
Route 6 at Area C/ Covered Bridge Road	\$850,000
Rt 25 at I-84 Eastbound Ramps	\$725,000
Rt 25 at I-84 Westbound Ramps	\$575,000
Route 25 at Relocated Old Hawleyville Road and Barnabas Road	\$750,000
Route 25 at Hawleyville Center	\$250,000
Route 25 at Currituck Road and Obtuse Road	\$200,000

Note: Costs include improvements between intersections.

Transportation Conclusions

Based on the results of the above analyses, it was determined that the recommended roadway improvements needed to facilitate the projected trip demand are physically feasible. In general, ample roadway right-of-way exists along Route 25. I-84 was originally designed to be expanded from four to six travel lanes by utilizing the existing median area and reconstruction of the bridges over Route 25 between Exits 8 and 10. This improvement to I-84 would accommodate the most extensive improvements required by the various development scenarios. It should be noted that this improvement has previously been recognized by the CDOT. The potential use of transit use will not be significant to offset the recommended improvements. For this reason combined with the somewhat modest level of development as part of the proposed scenarios, improvements to the roadway network will be sufficient to provide for future transportation needs.

PART IX

ILLUSTRATIVE COMPUTER GRAPHIC TRANSPORTATION IMPROVEMENT IMAGES

In order to assist neighborhood residents and town officials in assessing changes in the road network needed to accommodate the planned development areas, computer enhanced imaging for future transportation infrastructure was developed. These images will give decision makers and residents the opportunity to better understand the character and scale of the future transportation improvements within the study area.

Five transportation related images were produced, four along Route 25 and one on Route 6.

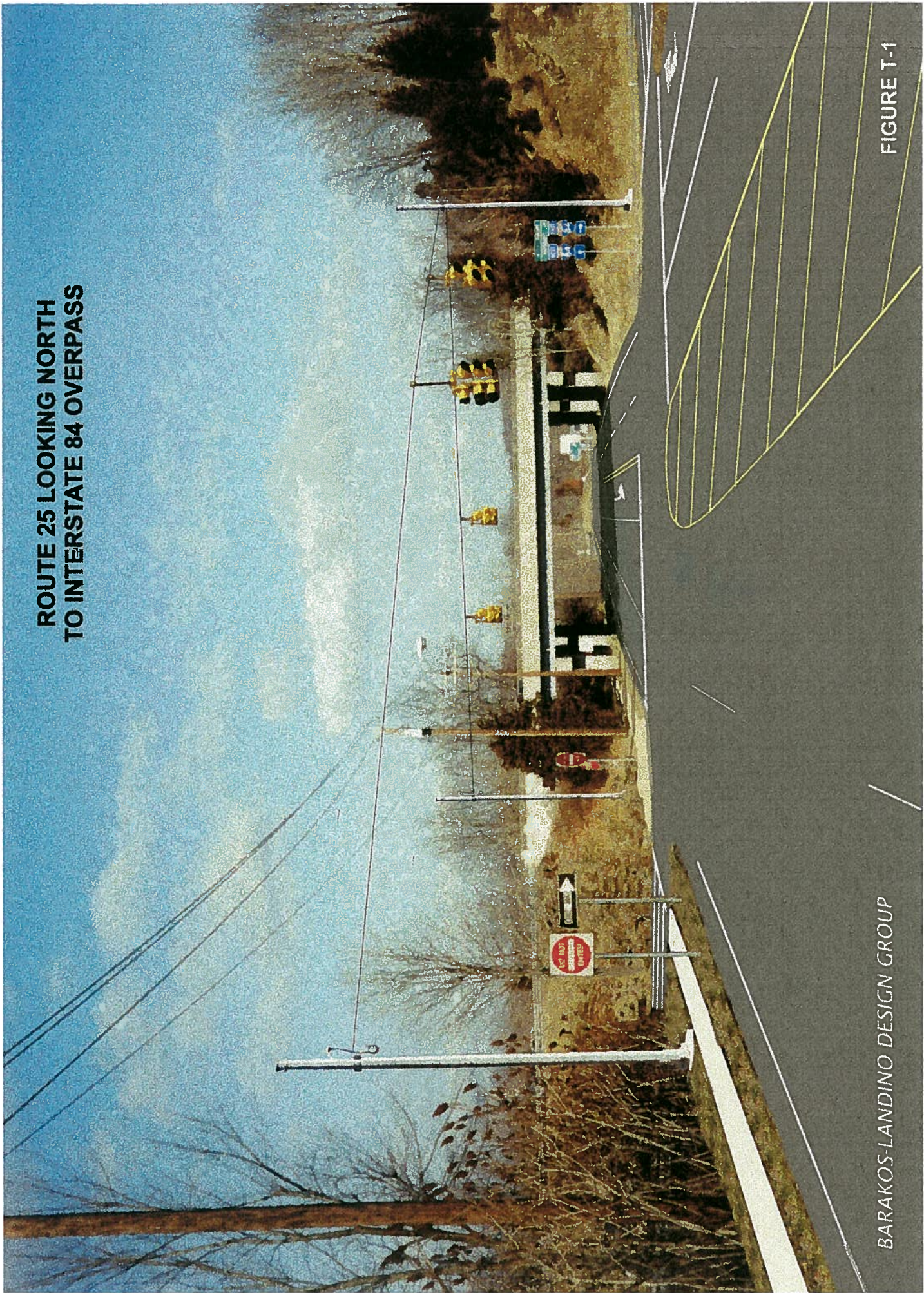
Route 25 (Figure T-1)

This is a Route 25 northbound view taken from a point located approximately 500 feet south of the I-84 overpass. In the foreground, the eastbound I-84 exit and entrance ramps are shown on the left and right, respectively. Route 25 is five lanes wide underneath the I-84 overpass. A southbound left turn lane and northbound right turn lane for vehicles desiring to head east on I-84 are provided. Traffic signals are proposed. The I-84 exit ramp is four lanes wide.

Route 25 (Figure T-2)

This view is in a northbound direction looking down from on top of the I-84 overpass. The intersection of the westbound ramps is shown in the foreground with the intersection of the relocated Old Hawleyville Road and Barnabas Road shown in the background. Route 25 is five lanes wide with designated turning lanes at the intersections. Traffic signals are shown. The reconfigured I-84 westbound ramps are shown on the right.

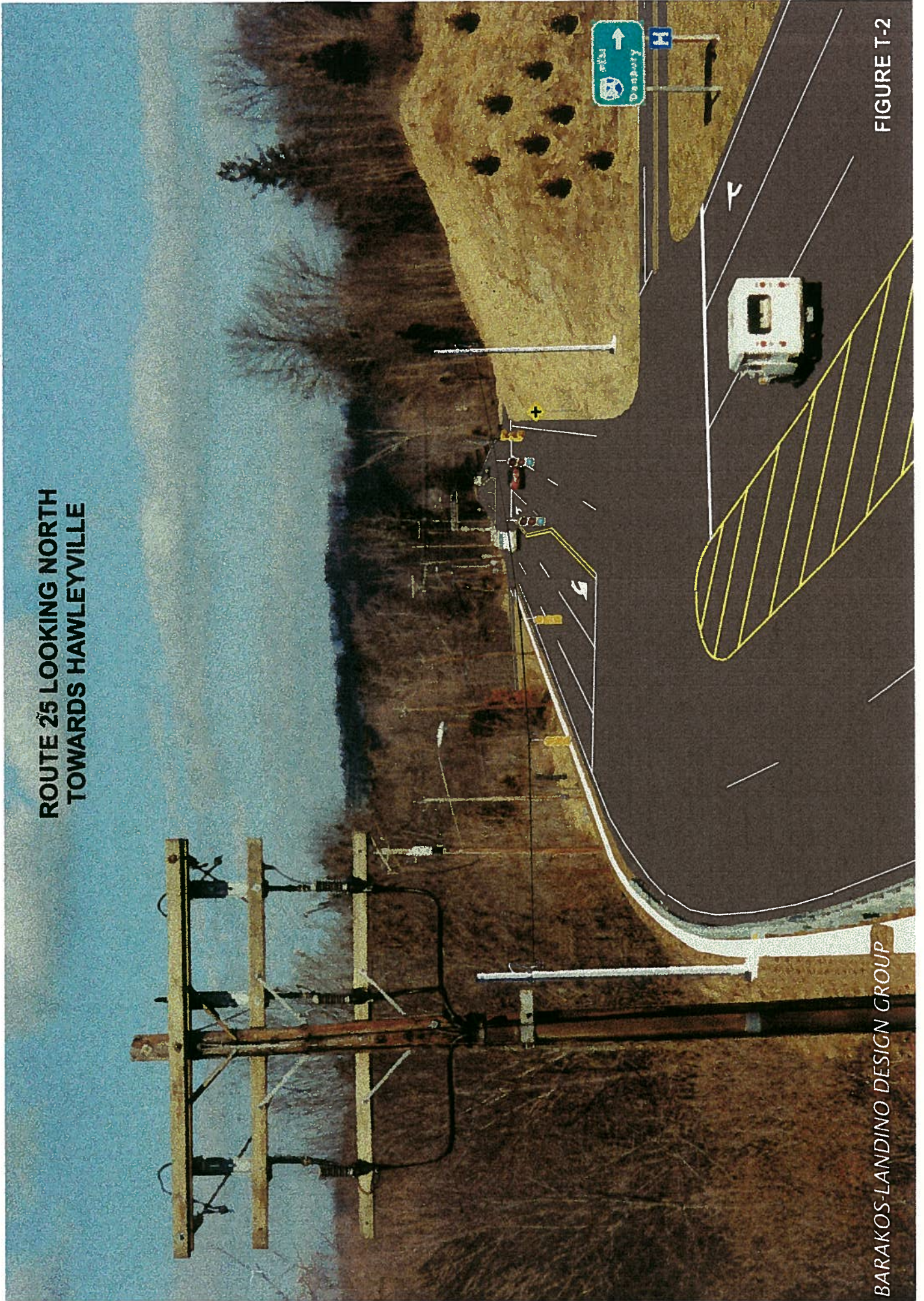
**ROUTE 25 LOOKING NORTH
TO INTERSTATE 84 OVERPASS**



BARAKOS-LANDINO DESIGN GROUP

FIGURE T-1

**ROUTE 25 LOOKING NORTH
TOWARDS HAWLEYVILLE**



Route 25 at Route 6 (Figure T-3)

This easterly view is taken from the top of an embankment located in the northwest corner of the intersection. As shown on the left side of the image, Route 25 is five lanes wide with the approach to Route 6 consisting of two left turn lanes and a single right turn lane. A four lane Route 6 is shown in the background with a separate right turn lane coming down the hill to turn onto Route 25 north. To the far right is shown a portion of the stop bar for the Route 6 eastbound approach.

Route 6 at Area A Easterly Driveway (Figure T-4)

This view is taken from a point along the south side of Route 6 located approximately 250 feet east of Area A's easterly driveway looking in a westerly direction. A median divided driveway is shown on the right. Separate turning lanes for vehicles desiring to enter Area A are indicated. In the far background continuing along Route 6 towards Bethel westerly Area A driveway is shown.

Through the trees in the center of the image is a portion of the retail area within Area A and its parking area.

Route 25 at Hawleyville Center East Drive (Figure T-5)

This view is taken along the easterly side of Route 25 facing a south-southeasterly direction. The median divided Hawleyville Center East driveway is shown center left. A southbound left turn lane is shown in the foreground. Traffic signals are proposed. This view shows the Hawleyville Fire Company building with the "red barn" to the rear as well as the proposed new building in located in the southwest corner and adjacent to the railroad tracks.

ROUTE 25 AT ROUTE 6

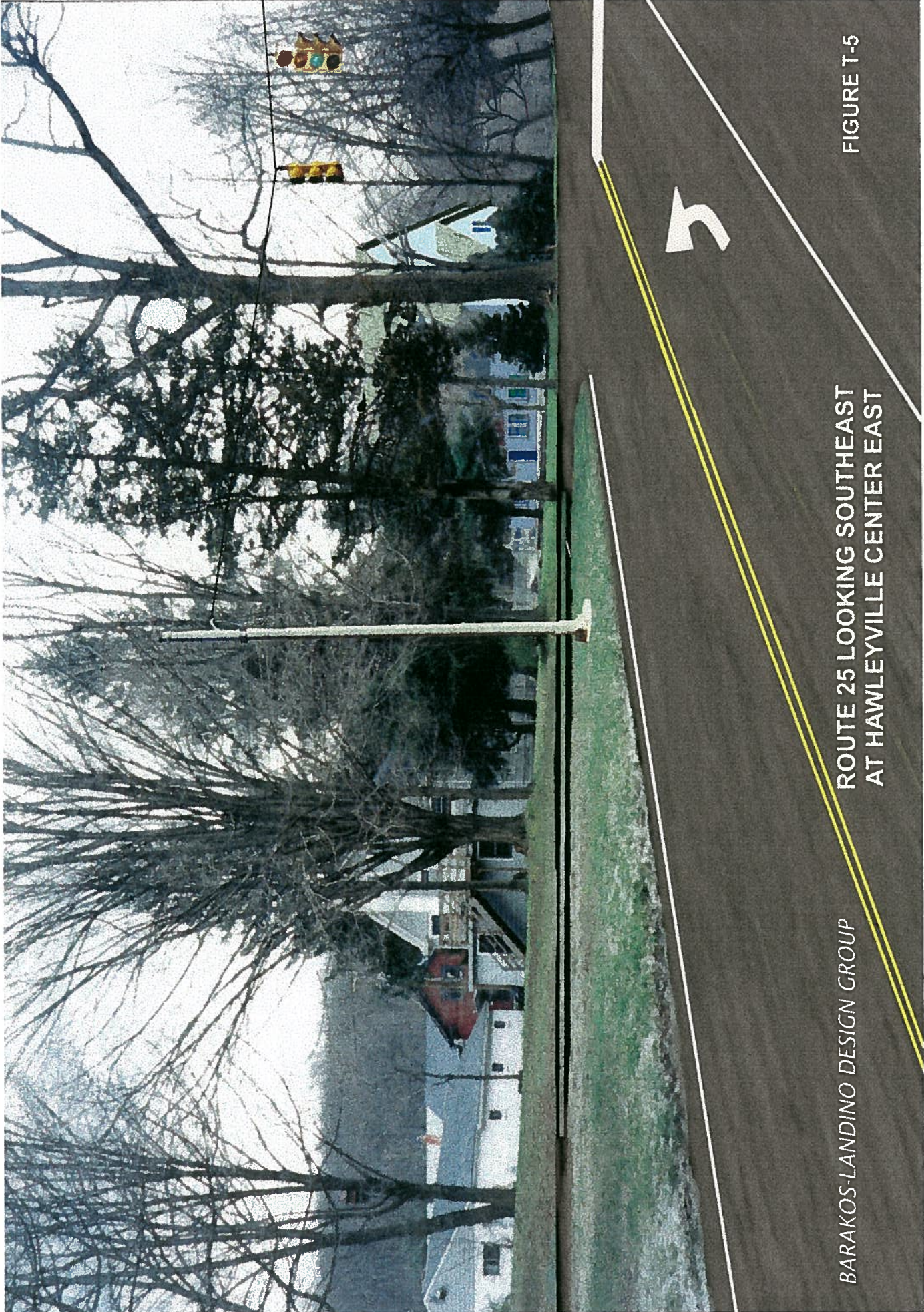


**ROUTE 6 LOOKING WEST
ALONG AREA "A" FRONTAGE**



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FIGURE T-4



BARAKOS-LANDINO DESIGN GROUP

ROUTE 25 LOOKING SOUTHEAST
AT HAWLEYVILLE CENTER EAST

FIGURE T-5