

Curb Cut Management Plan for Routes 6, 53, 58 and 302 in Bethel, Connecticut 2012

Prepared for:
The Housatonic Valley Council of Elected Officials (HVCEO) and Town of Bethel, Connecticut
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Introduction

Overview

A curb cut management plan for Routes 6, 53, 58 and 302 in Bethel has been developed to offer access management tools that can help preserve community character and roadway capacity and enhance travel safety along these major corridors.

The study was sponsored by the Housatonic Valley Council of Elected Officials (HVCEO), the regional transportation planning organization for Bethel. Similar access management plans are in operation in nearby towns.

Bethel itself has maintained such a curb cut plan for Route 6 for many years. The goal of this study is to extend Bethel’s current curb cut planning to all of the State roadways in the Town.

The study process that led to this plan comprises five general steps:

- Evaluation and analysis of existing and potential future access, roadway operations, and land use conditions along the study corridors;
- Analysis of existing zoning regulations and Town codes;
- Recommendations for access design criteria and zoning and code modifications to strengthen access management along each route;
- Curb cut improvement recommendations; and
- Public involvement including work with a Technical Advisory Committee, and presentations at a community workshop.

The outcome of this study process, this curb cut management plan, has three basic components:

- Implementation recommendations for access management measures;
- A set of recommended modifications to local zoning regulations and codes to enhance access along the routes; and
- Curb cut figures with recommendations for access management enhancements to driveway locations along these State roadways in Bethel when land use change takes place.

What is Access Management?

Access management can be defined as the systematic control of the design characteristics of a roadway that impact traffic flow and safety, including the location, spacing, design and operation of access driveways as well as the locations of signals, medians and turn lanes.

The access management process aims to balance the need for access to land development and the preservation of safe and efficient flow of traffic on the surrounding roadway system. Its focus on safe and smooth flow of traffic is mainly achieved by minimizing conflict points (locations where vehicles can cross paths) along roadways. Maintaining smooth traffic flow may, in turn, protect the public investment in roadways and reduce the need for roadway improvements necessitated by safety concerns.

Planning and regulatory tools that can manage access to local roads include the plan of conservation and development, transportation plans, zoning regulations, subdivision regulations, and specific local ordinances adopted to control driveway construction.

The benefits of adopting access management techniques to preserve and enhance a roadway system are twofold. First, access management seeks a safe and effective balance between the local transportation

system and land use. It can ensure that traffic reaches destinations smoothly and safely and minimizes traffic congestion and accidents related to local development by limiting the number and locations of curb cuts and reducing potential conflicts among vehicles and between vehicles and pedestrians. The fewer driveway openings with cars that a pedestrian needs to navigate along a sidewalk, the safer and more inviting the walking experience will be.

Second, access management promotes the goals and objectives of community development. For example, if the plan of development calls for economic development in the form of more retail business in specific locations, access management can help ensure that access to local roads is maintained or improved to serve that economic growth.

Access management objectives can be achieved by the application of a comprehensive set of tools that include both physical design plans for improving a roadway, local planning programs and development regulations to control access to future development along a roadway system. The combination of physical design for access management in the form of a curb cut management plan coupled with planning programs and regulatory approaches for controlling access constitutes a local access management process.

What is a Curb Cut Management Plan?

A curb cut management plan is a conceptual plan for a roadway or a number of roadways representing the community’s vision for the preferred layout of access points along the roadway(s). Generally, curb cut plans are created for roadways that have need for improved access design and/or are in an area where future developments are likely to occur.

Curb cut management plans also recognize that opportunities to improve existing undesirable access arrangements will only occur at the time that a change in use or change in intensity of use is proposed for a currently developed parcel or parcels.

Curb Cut Management Plan Goals

By specifying the preferred access locations and design for a roadway segment, a curb cut management plan can achieve the following goals:

- Ensure that access remains safe and efficient as land uses change;
- Prevent future unsafe access arrangements to and from land that is not yet developed;
- Ensure that future opportunities to improve hazardous access arrangements are considered and implemented as land use proposals are brought before the Planning and Zoning Commission; and
- Serve as a guide that can be shared with development applicants for use in site plan development.

Accident History

Accident reduction is one of the reasons behind access management. The most recent *Suggested List of Surveillance Study Sites (SLOSSS)* compiled by the ConnDOT Bureau of Policy and Planning for a three-year period (2006-2008) highlighted a number of locations along the routes covered in this plan that experienced high accident rates. These locations were identified using two criteria: 1) more than 15 accidents during the period; and 2) accident occurrences greater than a “critical accident rate” that takes into account of roadway type and traffic volume.

These high accident locations, shown in the following table, are all within the roadway segments with dense curb cuts: Route 6, the northern part of Route 53, and Route 302 in downtown. Accordingly, these roadway segments were the focuses of this curb cut management plan.

Route	Location
6	Mile 8.99 to 9.14, between the Target driveway and Sand Hill Road
6	Mile 10.13, at the Old Hawleyville Road intersection
53	Mile 20.32, at Grassy Plain Terrace
53	Mile 20.41, at the Fleetwood Avenue and Whitney Road intersection
302	Mile 0.44 to Mile 0.55, between Grand Street and Elizabeth Street/Railroad
302	Mile 0.62 to Mile 0.74, between Depot Place and PT Barnum Square
302	Mile 0.79 to Mile 0.85, between Rector Street and Seeley Street

What is Good Access Design?

The general guiding principles of good access design includes the following:

- Minimize conflict points or opportunities for vehicles to cross paths;
- Provide safe, adequate spacing between driveways, between intersections, and between driveways and intersections; and
- Maintain good sight-lines for all drivers.

Performance Criteria

Performance criteria used to develop the curb-cut recommendations for the corridors in Bethel are listed below. These criteria were derived from HVCEO guidelines, *Access Management Manual* (2005) by the Transportation Research Board (TRB), and *Highway Design Manual* (2003) by the Connecticut Department of Transportation (ConnDOT).

- Driveways and roadways should meet at as close to a 90 degree angle as possible; ^A
- Sight Distance: refer to ConnDOT *Highway Design*

Manual criteria based on speed;

- Maximum Driveway Width: 30 feet ^A, unless otherwise justified by site use. Excessively wide entrance drives should be narrowed to better define access patterns.
- Minimum Driveway Width: 10 feet for residential sites; ^B
- Maximum grade is 12% for residential development or 8% for commercial development; ^B
- Access drives should not be located within the functional area of an intersection. ^A As a practical guide, the functional area can be defined as within 150 feet of road intersections unless otherwise specified;
- All curb cuts and/or roadway intersections on opposite sides of the roadway should be aligned directly opposite each other if feasible; ^A
- Internal circulation among adjoining properties should be provided where possible;
- Access drives on the same side of the street should be separated as far apart as practical. Minimum separation distance considerations for access drives shall be influenced by, among other factors, sight distances and posted speed limit;
- Access drives should be provided to lower classification roads where possible; ^A
- A property should not have redundant access drives; ^A and
- Any recommended driveway closures shall not interfere with internal circulation. ^A









These performance criteria should be applied within the context of each location; the appropriate degree of access control varies according to the functions and traffic characteristics of a roadway, the character of abutting land, and long-term planning objectives.








Curb Cut Plan Recommendations

Included in this plan are figures depicting location-specific access management recommendations along Routes 6, 53, 58 and 302 in Bethel. These driveway recommendations are conceptual in nature and are intended to be a guide for the design, spacing, and location of access. Engineering designs that reflect these recommendations, consistent with requirements in the zoning regulation, and specific to individual sites will be needed at the time of future development, redevelopment, change in use, or intensification of use.

The following tables describe in details the access management recommendations for various symbols used in the figures of this plan.

A *Access Management Manual*, Transportation Research Board, 2003
B *Highway Design Manual*, ConnDOT, 2003

Symbol	Recommendation
 	Improve Sight Lines: Maximize what motorists can see down the road so they can better perceive oncoming traffic and safely exit driveway. If sight line improvements are impossible or impractical as a result of roadway geometry, consider relocating driveway within parcel or creating shared access with adjacent parcel.
	Narrow Existing Driveway: Narrow the existing driveway to standard width through installation of curbing and/or removal of existing pavement. Clarify for all drivers where to anticipate turns to and from a property.
	Covert Two-Way to One-Way Entrance: Convert existing two-way driveway to one-way entrance through installation of signing and pavement markings.
	Convert Two-Way to One-Way Exit: Convert existing two-way driveway to one-way exit through signing and pavement markings.
	Close Existing Driveway: Close existing driveway to reduce the number of driveways for a single parcel or for two or more interconnected parcels, particularly where there are redundant driveways or a high concentration of driveways in the area.
	Create or Improve Interconnection: Provide a vehicular connection between parcels to facilitate the sharing of a single driveway by multiple locations, allowing for the closure of redundant driveways, particularly where there is a high concentration of driveways close to one another.
	Create Shared Driveway: Create a single shared driveway at or near the property line to serve two or more abutting properties, especially where lots have narrow frontages or adjacent parking areas, to minimize the number of driveways in close proximity to one another.

Symbol	Recommendation
	Convert to Right-Turn Entrance Only: Convert existing driveway to right-turn entrance only through signing, pavement markings and driveway geometry changes. These geometry changes should realign the driveway to make it intuitive to the user what the function of the driveway is.
	Convert to Right-Turn Exit Only: Convert existing driveway to right-turn exit only through signing, pavement markings and driveway geometry changes. The geometry changes should align the driveway to make it intuitive to the user what the function of the driveway is.
	Improve Signing and Pavement Markings for Existing One-Way Driveway: Install signing and pavement markings to clarify directionality and function of existing one-way driveway.
	Define Driveway: Define driveway location, replacing a generally undefined, excessively large access by installing curbing or removing pavement and replacing with a grassed or landscaped area. Clarify for all drivers where to anticipate turns to and from a property.
	Potential New Driveway Location: Provide new driveway at suggested location as future development needs arise.
	Prohibit Left-Turn Exit: Prohibit left-turn exit movement from driveway.
	Continue Sidewalk across Driveway: Install continuous sidewalk across driveway as a visual cue for drivers of the potential for pedestrians crossing the driveway.

Plan Implementation

Access management balances two sometimes competing interests: (a) the public’s right to safe and efficient travel on roadways; and (b) the property owner’s right to reasonable or suitable or sufficient access.

The implementation process of the access management plan, presented below, rests on the adoption of sound administrative procedures and regulations that reflect these two considerations.

General Recommendations

- Include reference to the Curb Cut Management Plan in the Zoning Regulations and use the plan as a guidance/reference tool;
- Update the current language for access management in the zoning and subdivision regulations to include a more specific set of access design guidelines and consistency with the criteria listed above. As part of this process, reconcile any inconsistency with other design criteria in the regulations; and
- Continue the pre-submission concept review process, which includes an assessment of proposed access designs for new development as well as redevelopment.
- Any driveway-related work within the state highway right-of-way, including tree trimming, tree removal or grading to improve sightlines, will require an encroachment permit from the ConnDOT District 4 Office.

Revisions to Planning Documents

Specific amendments to relevant sections of the planning documents are included below. The intent of the recommendations is to ensure that the Planning and Zoning Commission, Town Planner, Town Engineer and Town Traffic Authority have opportunities to review and comment on all proposed new or substantially altered access driveways along state roads.

In addition, it is the intent of these recommendations to strengthen the ability of the Planning and Zoning Commission to control the designs and locations of new or substantially altered access driveways throughout the corridors.

Add the following to Section 6.2 of Zoning Regulation “J. Access Management”

1. Purpose – This Section is intended to control the number, size, and location of driveways and access points, especially those that front on heavily trafficked roads and state highways, while allowing proper and adequate access to and from premises along such thoroughfares in order to promote overall traffic control, public safety and welfare, provide for safer and more efficient traffic operations along major roadways through the management and reduction of vehicular congestion.
2. Applicability – The provisions of this Section shall apply to all development in Bethel.
3. Review Considerations – In reviewing proposed developments, the Commission and/or its designated agent shall review road layout, parking layout and configuration, traffic circulation within the site, the number and location of access points to and from the site, and the nature and type of traffic circulation on adjacent roadways to ensure that public safety

and welfare is promoted with the greatest efficiency.

4. General Provisions

- a. Where street geometry, traffic volumes or traffic patterns warrant, the Commission may limit the number of driveways that serve a specific site, designate the location of any driveway, require the use or provision of a shared driveway with associated easements, and limit access to a major street and require access from a minor street.
- b. As part of application approval, the Commission or its designated agent may require an applicant or owner to establish mutual driveway or other easements to provide a single point of access for two or more abutting properties in a location acceptable to the Commission and the Traffic Authority, file such easements on the land records in favor of the abutting property owners and/or the Town of Bethel as shall be acceptable to the Commission and the Town Attorney, and/or utilize a mutual driveway or other easement that exists on abutting property in lieu of having a separate curb cut onto a road or street.

5. Specific Provisions

- a. Specific curb cut and access management plans may have been adopted by the Commission as follows:
 - i. Curb Cut Management Plan for Routes 6, 53, 58 and 302 in Bethel, Connecticut (2012); and
 - ii. Such other corridors as deemed necessary.
- b. Where specific curb cut and access management plans have been adopted by the Commission, driveways and curb cuts shall, unless modified by the Commission, be brought

into conformance with recommendations shown on maps contained in the document if:

- i. The application is for a new development;
 - ii. The application is for an existing development and involves an increase of twenty-five (25) percent or more in floor space or traffic generation; and
 - iii. The proposal requires a special permit pursuant to Subsection 8.5 (Special Permit Application (PZC)) of these regulations or if the alteration or change of use of land or building necessitates the filing of a site plan application under Subsection 8.4 (Site Plan Application (PZC)) of these regulations.
- c. In reviewing existing and future curb cuts, the following guidelines shall be considered:
- i. Cuts should generally be located opposite existing streets and/or major driveways;
 - ii. The number of site access points should be limited;
 - iii. Driveway closures should not restrict internal site circulation; and
 - iv. Internal connections between adjacent properties and the combination of access/egress driveways serving adjacent properties shall be required whenever practicable. When internal connections and the combination of driveways are proposed, the property owner shall record along with the deed to the property an easement allowing cross access, a joint maintenance agreement, and an agreement to close and eliminate any temporary

driveways after construction of the joint-use driveway. The commission may extend incentives where appropriate to property owners who agree to consolidate driveways or provide cross access. These incentives may include reduction in lot dimension, parking or driveway spacing requirements.

Add the following to Zoning Regulation Appendix “Site Plan Application Checklist,” under “Other Proposed Improvements”

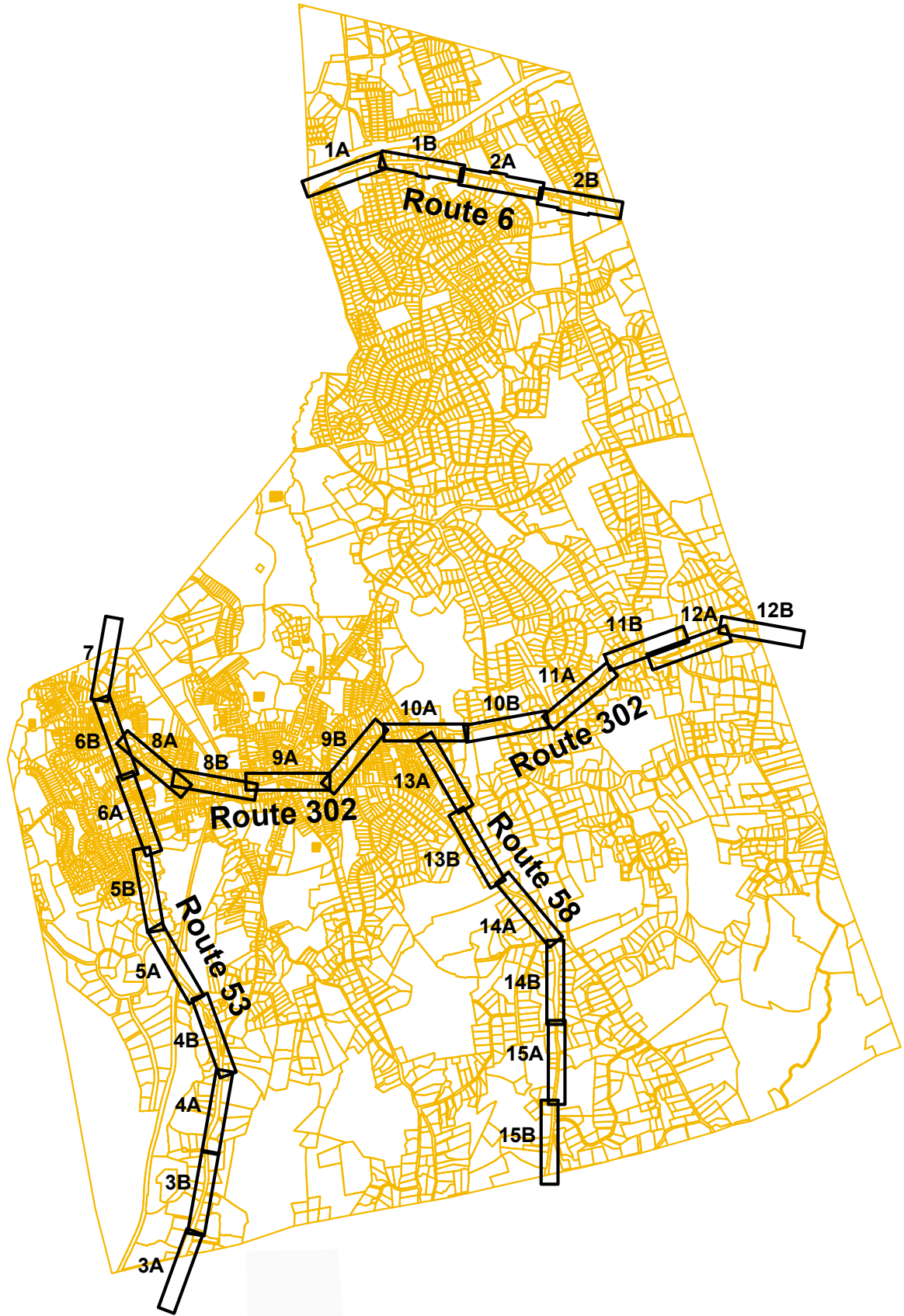
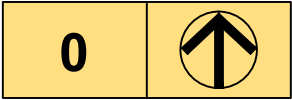
Refer to Town curb cut plan(s) for recommended driveway configuration, where applicable.

Add the following to Town Code “Chapter 50. Driveways,” under “50-4. General Requirements”

D. Said person shall refer to Town curb cut plan(s), where applicable, for suggested driveway locations and configurations. Driveways shall be located to provide adequate sight distances for all drivers. The sharing and consolidation of driveways among abutting parcels to limit the number of curb cuts, where practical as determined by the Bethel Police Commission and/or the Town's traffic consultant, shall be preferred over individual driveways.

Add the following to Town Code “Chapter 95. Subdivision of Land,” under “95-3. General Requirements. K. Proposed streets.”

(8) Subdivision sites shall be designed with an internal street system in conformance with town street design standards. Individual lots shall access major roadways through this internal street system.

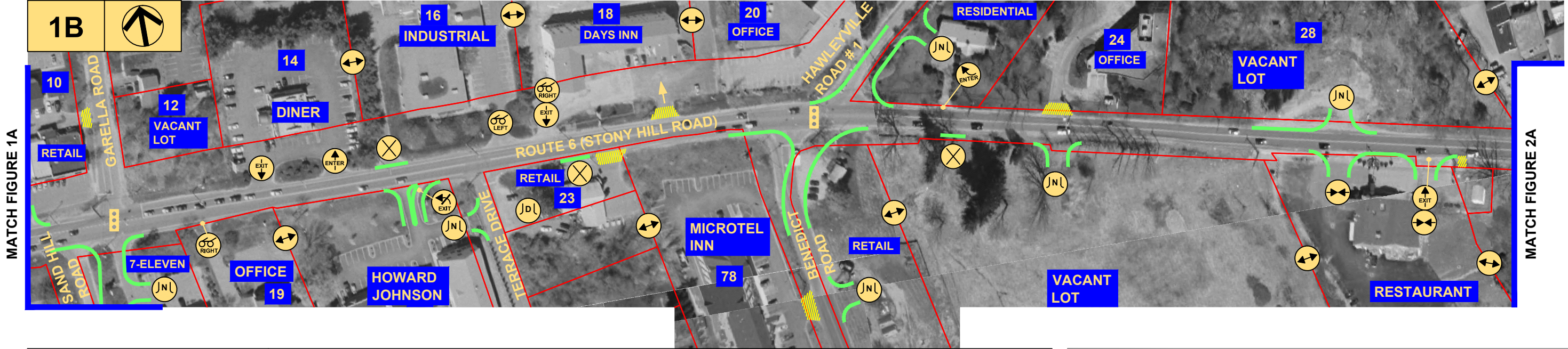


Curb Cut Management Plan for
Routes 6, 53, 58 and 302 in Bethel, Connecticut
2012

Figure 0

Key Map





EXISTING CONDITIONS

- 50 Street Address
- Approximate Property Line
- Existing Driveway Direction
- ↗ Existing Turn Lane
- Approximate Town Line
- T Existing Traffic Signal

RECOMMENDATIONS

- L Improve Sight Line Looking Left from Driveway
- R Improve Sight Line Looking Right from Driveway
- N Narrow Existing Driveway
- E Convert Two-Way to One-Way Entry
- X Convert Two-Way to One-Way Exit
- C Close Existing Driveway or Roadway
- I Create or Improve Interconnection
- S Create Shared Driveway
- R Convert to Right-Turn Entry-Only
- X Convert to Right-Turn Exit-Only
- M Improve Signing and Pavement Markings for One-Way Driveway
- D Define Driveway
- N Potential New Driveway Location

- L Prohibit Left-Turn Exit
- S Continue Sidewalk across Driveway
- M Maintain Existing Driveway - No Proposed Change
- N Potential Roadway or Driveway Configuration

Note:
Property boundaries, aerals and driveway locations shown are schematic and approximate.























**Curb Cut Management Plan for
Routes 6, 53, 58 and 302 in Bethel, Connecticut
2012**

Figures 1A & 1B

Route 6








EXISTING CONDITIONS		RECOMMENDATIONS	
50	Street Address		Improve Sight Line Looking Left from Driveway
	Approximate Property Line		Improve Sight Line Looking Right from Driveway
	Existing Driveway Direction		Narrow Existing Driveway
	Existing Turn Lane		Convert Two-Way to One-Way Entry
	Approximate Town Line		Convert Two-Way to One-Way Exit
	Existing Traffic Signal		Close Existing Driveway or Roadway
			Create or Improve Interconnection
			Create Shared Driveway
			Convert to Right-Turn Entry-Only
			Convert to Right-Turn Exit-Only
			Improve Signage and Pavement Markings for One-Way Driveway
			Define Driveway
			Potential New Driveway Location
			Prohibit Left-Turn Exit
			Continue Sidewalk across Driveway
			Maintain Existing Driveway - No Proposed Change
			Potential Roadway or Driveway Configuration
		Note: Property boundaries, aerals and driveway locations shown are schematic and approximate.	


**Curb Cut Management Plan for
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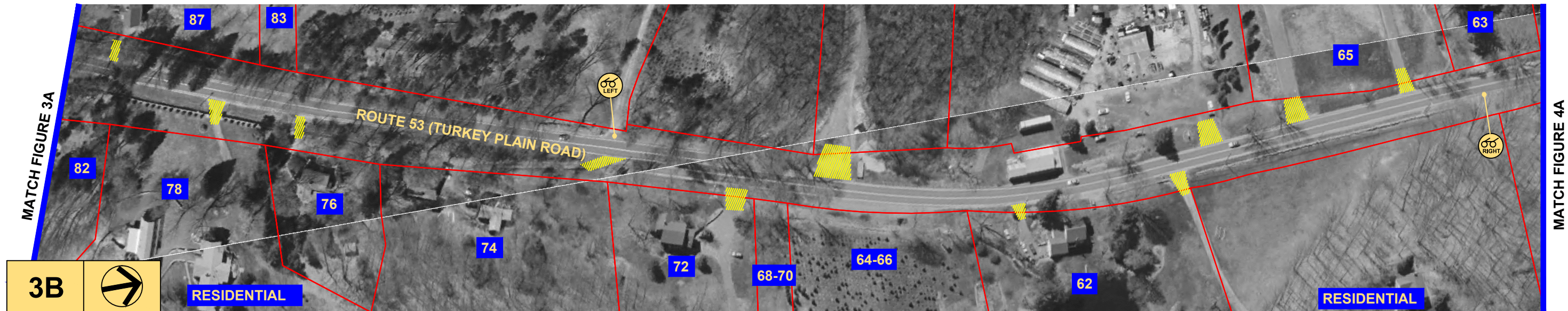
Figures 2A & 2B

Route 6

0' 150' 300' 450' 600' 750'





EXISTING CONDITIONS		RECOMMENDATIONS	
50	Street Address		Improve Sight Line Looking Left from Driveway
—	Approximate Property Line		Improve Sight Line Looking Right from Driveway
	Existing Driveway Direction		Create or Improve Interconnection
	Existing Turn Lane		Create Shared Driveway
1	Approximate Town Line		Convert to Right-Turn Entry-Only
	Existing Traffic Signal		Convert to Right-Turn Exit-Only
			Improve Signing and Pavement Markings for One-Way Driveway
			Define Driveway
			Potential New Driveway Location
			Prohibit Left-Turn Exit
			Continue Sidewalk across Driveway
			Maintain Existing Driveway - No Proposed Change
			Potential Roadway or Driveway Configuration

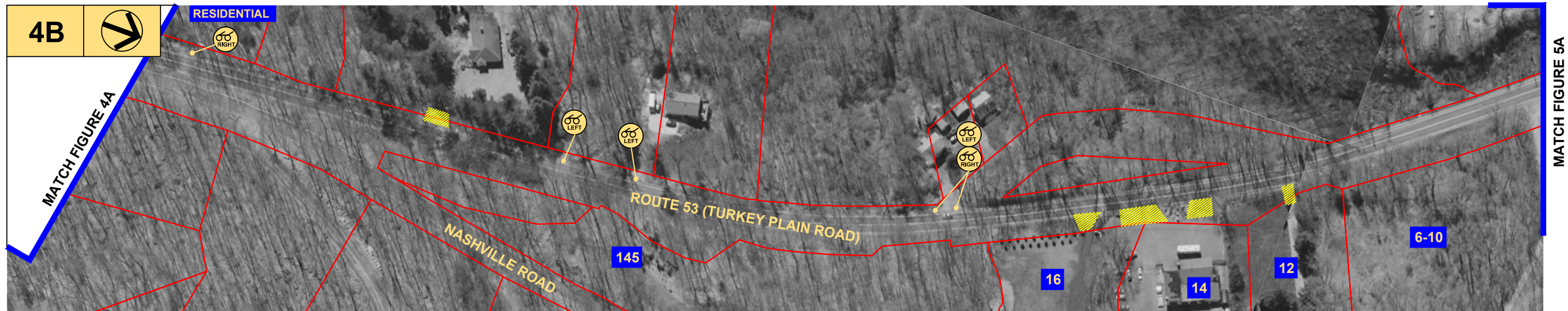
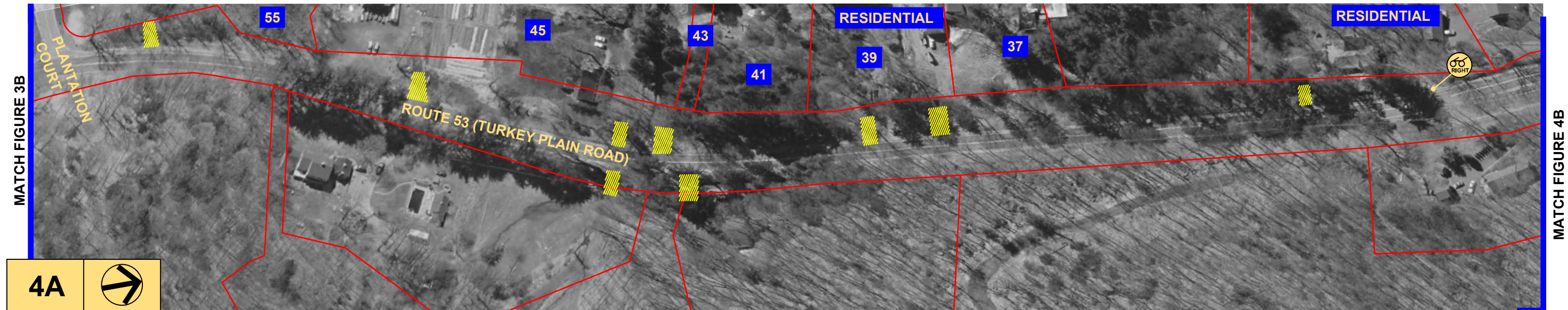
Note:
Property boundaries, aerals and driveway locations shown are schematic and approximate.

Curb Cut Management Plan for Routes 6, 53, 58 and 302 in Bethel, Connecticut 2012

Figures 3A & 3B

Route 53





EXISTING CONDITIONS		RECOMMENDATIONS	
50	Street Address	Improve Sight Line Looking Left from Driveway	Create or Improve Interconnection
	Approximate Property Line	Improve Sight Line Looking Right from Driveway	Create Shared Driveway
	Existing Driveway Direction	Narrow Existing Driveway	Convert to Right-Turn Entry-Only
	Existing Turn Lane	Convert Two-Way to One-Way Entry	Convert to Right-Turn Exit-Only
	Approximate Town Line	Convert Two-Way to One-Way Exit	Improve Signing and Pavement Markings for One-Way Driveway
	Existing Traffic Signal	Close Existing Driveway or Roadway	Define Driveway
			Potential New Driveway Location
			Prohibit Left-Turn Exit
			Continue Sidewalk across Driveway
			Maintain Existing Driveway - No Proposed Change
			Potential Roadway or Driveway Configuration

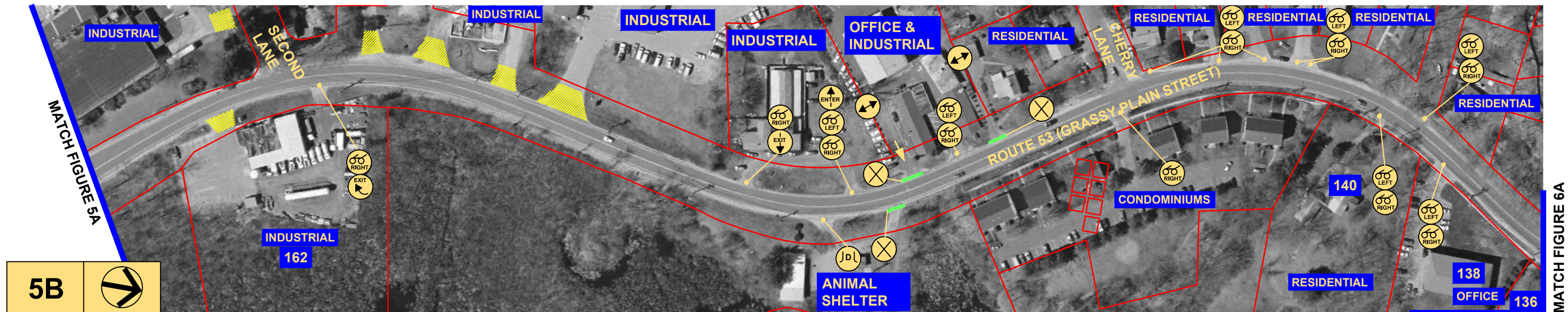
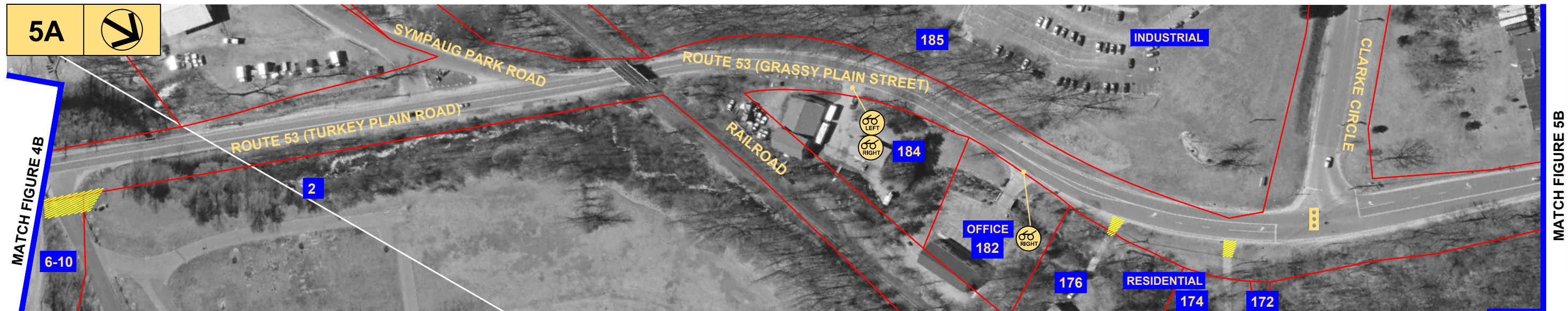
Note:
Property boundaries, aerals and driveway locations shown are schematic and approximate.

Curb Cut Management Plan for Routes 6, 53, 58 and 302 in Bethel, Connecticut 2012

Figures 4A & 4B

Route 53





EXISTING CONDITIONS		RECOMMENDATIONS	
50	Street Address	Improve Sight Line Looking Left from Driveway	Create or Improve Interconnection
	Approximate Property Line	Improve Sight Line Looking Right from Driveway	Create Shared Driveway
	Existing Driveway Direction	Narrow Existing Driveway	Convert to Right-Turn Entry-Only
	Existing Turn Lane	Convert Two-Way to One-Way Entry	Convert to Right-Turn Exit-Only
	Approximate Town Line	Convert Two-Way to One-Way Exit	Improve Signing and Pavement Markings for One-Way Driveway
	Existing Traffic Signal	Close Existing Driveway or Roadway	Define Driveway
		Potential New Driveway Location	Prohibit Left-Turn Exit
			Continue Sidewalk across Driveway
			Maintain Existing Driveway - No Proposed Change
			Potential Roadway or Driveway Configuration
			Note: Property boundaries, aerals and driveway locations shown are schematic and approximate.

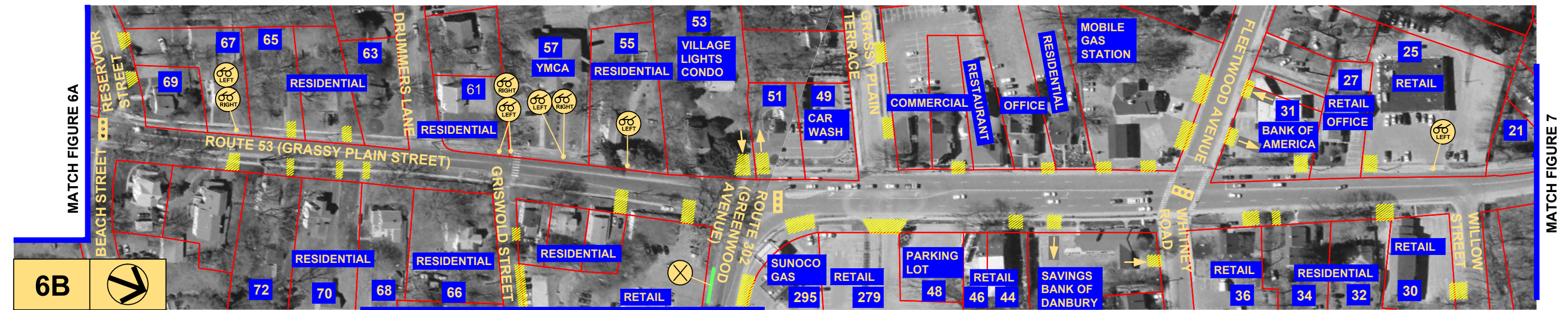
Curb Cut Management Plan for Routes 6, 53, 58 and 302 in Bethel, Connecticut 2012

Figures 5A & 5B

Route 53

0' 150' 300' 450' 600' 750'





MATCH FIGURE 8A

EXISTING CONDITIONS		RECOMMENDATIONS	
50	Street Address	Improve Sight Line Looking Left from Driveway	Create or Improve Interconnection
	Approximate Property Line	Improve Sight Line Looking Right from Driveway	Create Shared Driveway
	Existing Driveway Direction	Narrow Existing Driveway	Convert to Right-Turn Entry-Only
	Existing Turn Lane	Convert Two-Way to One-Way Entry	Convert to Right-Turn Exit-Only
	Approximate Town Line	Convert Two-Way to One-Way Exit	Improve Signing and Pavement Markings for One-Way Driveway
	Existing Traffic Signal	Close Existing Driveway or Roadway	Define Driveway
		Potential New Driveway Location	Prohibit Left-Turn Exit
			Continue Sidewalk across Driveway
			Maintain Existing Driveway - No Proposed Change
			Potential Roadway or Driveway Configuration
			Note: Property boundaries, aerals and driveway locations shown are schematic and approximate.

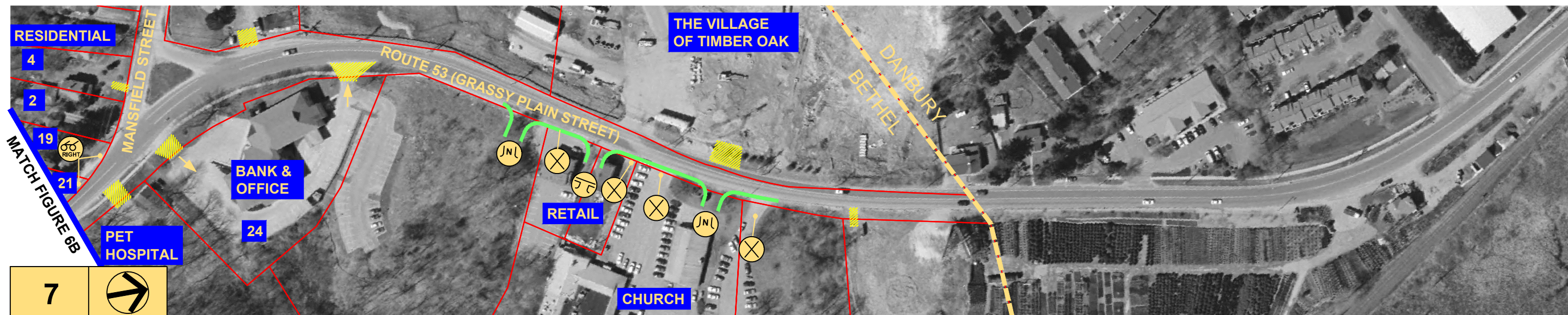
Curb Cut Management Plan for Routes 6, 53, 58 and 302 in Bethel, Connecticut 2012

Figures 6A & 6B

Route 53

0' 150' 300' 450' 600' 750'





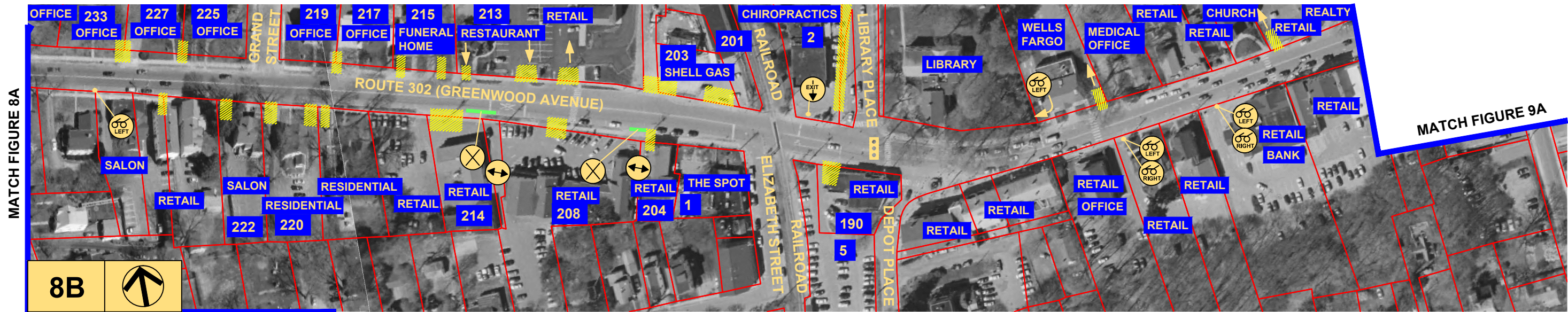
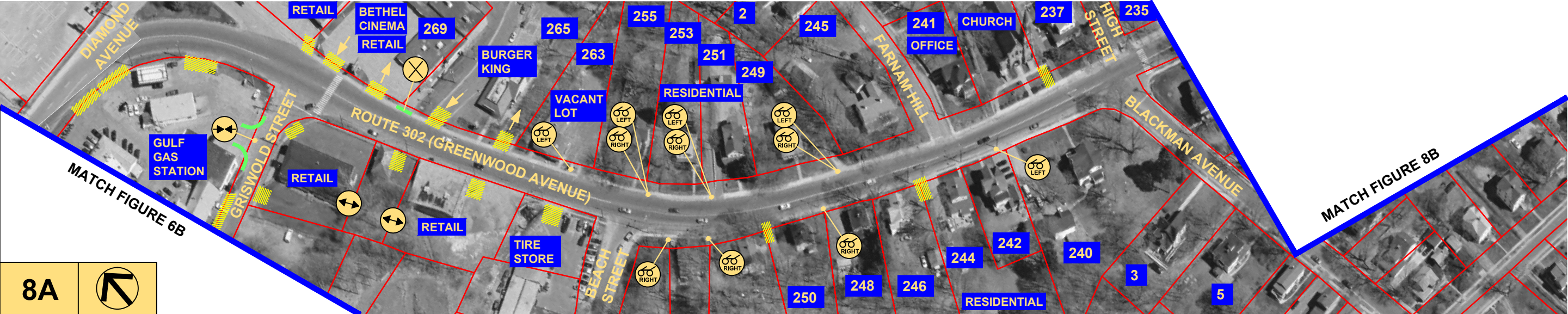
Curb Cut Management Plan for Routes 6, 53, 58 and 302 in Bethel, Connecticut 2012





















Figure 7

Route 53



0' 150' 300' 450' 600' 750'






EXISTING CONDITIONS		RECOMMENDATIONS	
50	Street Address		Improve Sight Line Looking Left from Driveway
	Approximate Property Line		Improve Sight Line Looking Right from Driveway
	Existing Driveway Direction		Narrow Existing Driveway
	Existing Turn Lane		Convert Two-Way to One-Way Entry
	Approximate Town Line		Convert Two-Way to One-Way Exit
	Existing Traffic Signal		Close Existing Driveway or Roadway
			Create or Improve Interconnection
			Create Shared Driveway
			Convert to Right-Turn Entry-Only
			Convert to Right-Turn Exit-Only
			Improve Signage and Pavement Markings for One-Way Driveway
			Define Driveway
			Potential New Driveway Location
			Prohibit Left-Turn Exit
			Continue Sidewalk across Driveway
			Maintain Existing Driveway - No Proposed Change
			Potential Roadway or Driveway Configuration
		Note: Property boundaries, aerals and driveway locations shown are schematic and approximate.	

**Curb Cut Management Plan for
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Figures 8A & 8B

Route 302

0'

150'

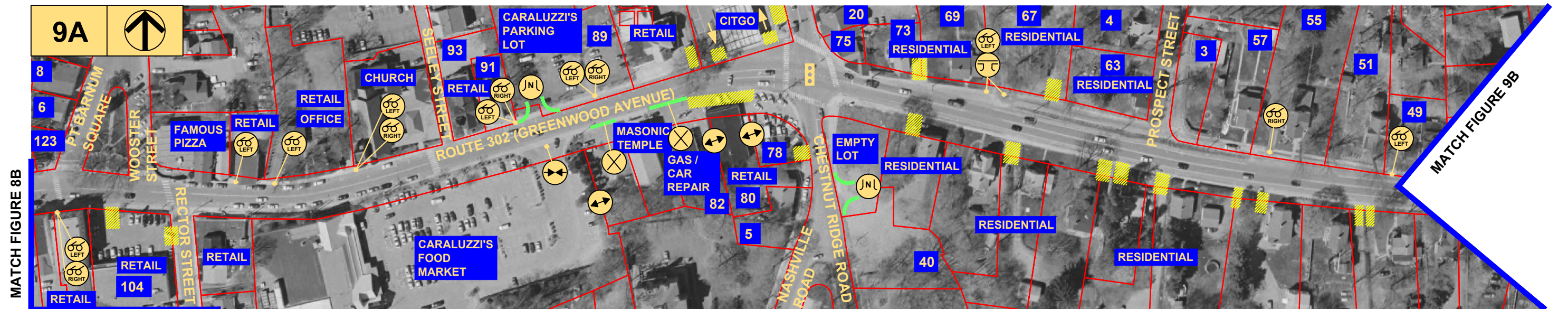
300'

450'

600'

750'

13



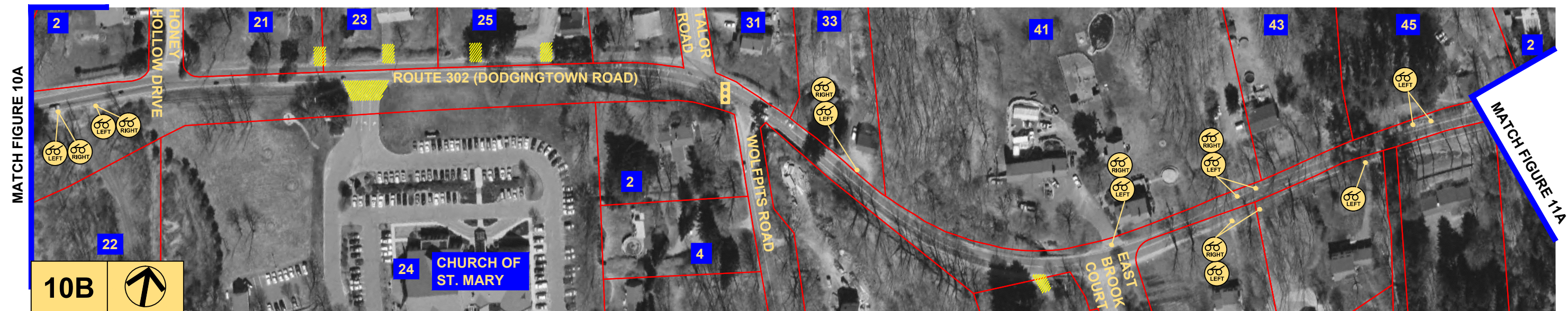
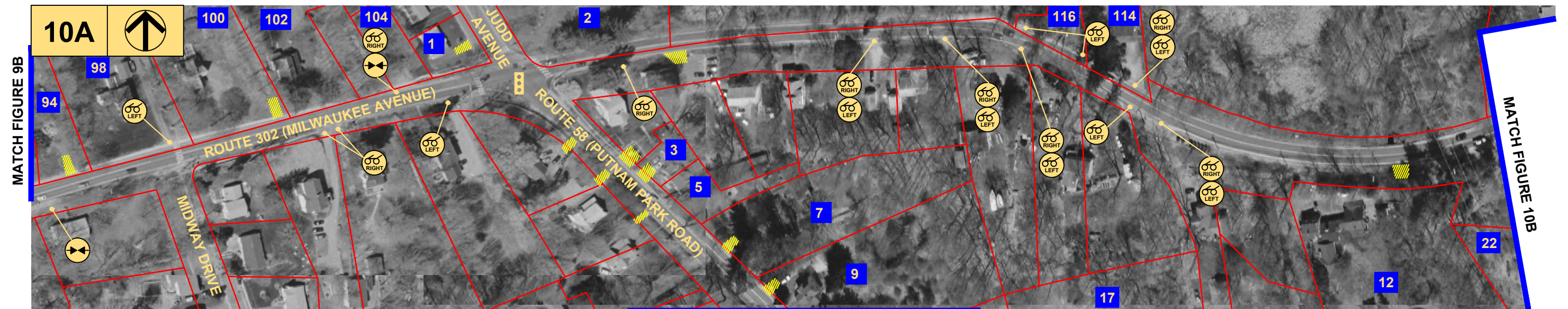
EXISTING CONDITIONS		RECOMMENDATIONS	
50	Street Address	Improve Sight Line Looking Left from Driveway	Create or Improve Interconnection
	Approximate Property Line	Improve Sight Line Looking Right from Driveway	Create Shared Driveway
	Existing Driveway Direction	Narrow Existing Driveway	Convert to Right-Turn Entry-Only
	Existing Turn Lane	Convert Two-Way to One-Way Entry	Convert to Right-Turn Exit-Only
	Approximate Town Line	Convert Two-Way to One-Way Exit	Improve Signing and Pavement Markings for One-Way Driveway
	Existing Traffic Signal	Close Existing Driveway or Roadway	Define Driveway
			Potential New Driveway Location
			Prohibit Left-Turn Exit
			Continue Sidewalk across Driveway
			Maintain Existing Driveway - No Proposed Change
			Potential Roadway or Driveway Configuration
			Note: Property boundaries, aerals and driveway locations shown are schematic and approximate.

Curb Cut Management Plan for Routes 6, 53, 58 and 302 in Bethel, Connecticut 2012

Figures 9A & 9B

Route 302





EXISTING CONDITIONS		RECOMMENDATIONS	
50	Street Address	Improve Sight Line Looking Left from Driveway	Create or Improve Interconnection
	Approximate Property Line	Improve Sight Line Looking Right from Driveway	Create Shared Driveway
	Existing Driveway Direction	Narrow Existing Driveway	Convert to Right-Turn Entry-Only
	Existing Turn Lane	Convert Two-Way to One-Way Entry	Convert to Right-Turn Exit-Only
	Approximate Town Line	Convert Two-Way to One-Way Exit	Improve Signing and Pavement Markings for One-Way Driveway
	Existing Traffic Signal	Close Existing Driveway or Roadway	Define Driveway
			Potential New Driveway Location

- Prohibit Left-Turn Exit
 - Continue Sidewalk across Driveway
 - Maintain Existing Driveway - No Proposed Change
 - Potential Roadway or Driveway Configuration
- Note:
Property boundaries, aerals and driveway locations shown are schematic and approximate.

Curb Cut Management Plan for Routes 6, 53, 58 and 302 in Bethel, Connecticut 2012

Figures 10A & 10B

Route 302

0' 150' 300' 450' 600' 750'



EXISTING CONDITIONS		RECOMMENDATIONS	
50	Street Address	Improve Sight Line Looking Left from Driveway	Create or Improve Interconnection
	Approximate Property Line	Improve Sight Line Looking Right from Driveway	Create Shared Driveway
	Existing Driveway Direction	Narrow Existing Driveway	Convert to Right-Turn Entry-Only
	Existing Turn Lane	Convert Two-Way to One-Way Entry	Convert to Right-Turn Exit-Only
	Approximate Town Line	Convert Two-Way to One-Way Exit	Improve Signing and Pavement Markings for One-Way Driveway
	Existing Traffic Signal	Close Existing Driveway or Roadway	Define Driveway
			Potential New Driveway Location

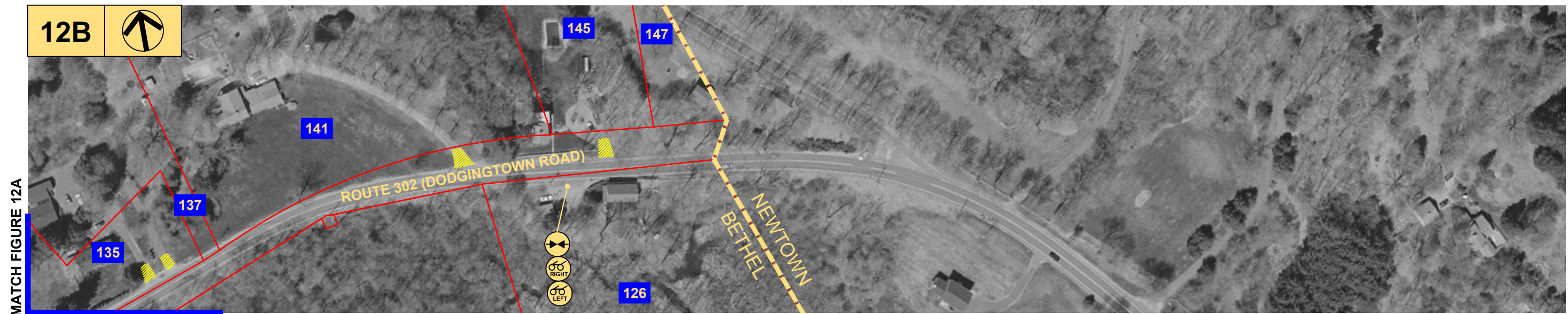
- Prohibit Left-Turn Exit
 - Continue Sidewalk across Driveway
 - Maintain Existing Driveway - No Proposed Change
 - Potential Roadway or Driveway Configuration
- Note:
Property boundaries, aerals and driveway locations shown are schematic and approximate.

Curb Cut Management Plan for Routes 6, 53, 58 and 302 in Bethel, Connecticut 2012

Figures 11A & 11B

Route 302





EXISTING CONDITIONS		RECOMMENDATIONS	
50	Street Address	Improve Sight Line Looking Left from Driveway	Create or Improve Interconnection
	Approximate Property Line	Improve Sight Line Looking Right from Driveway	Create Shared Driveway
	Existing Driveway Direction	Narrow Existing Driveway	Convert to Right-Turn Entry-Only
	Existing Turn Lane	Convert Two-Way to One-Way Entry	Convert to Right-Turn Exit-Only
	Approximate Town Line	Convert Two-Way to One-Way Exit	Improve Signing and Pavement Markings for One-Way Driveway
	Existing Traffic Signal	Close Existing Driveway or Roadway	Define Driveway
		Potential New Driveway Location	Prohibit Left-Turn Exit
			Continue Sidewalk across Driveway
			Maintain Existing Driveway - No Proposed Change
			Potential Roadway or Driveway Configuration
			Note: Property boundaries, aerals and driveway locations shown are schematic and approximate.

Curb Cut Management Plan for Routes 6, 53, 58 and 302 in Bethel, Connecticut 2012

Figures 12A & 12B

Route 302



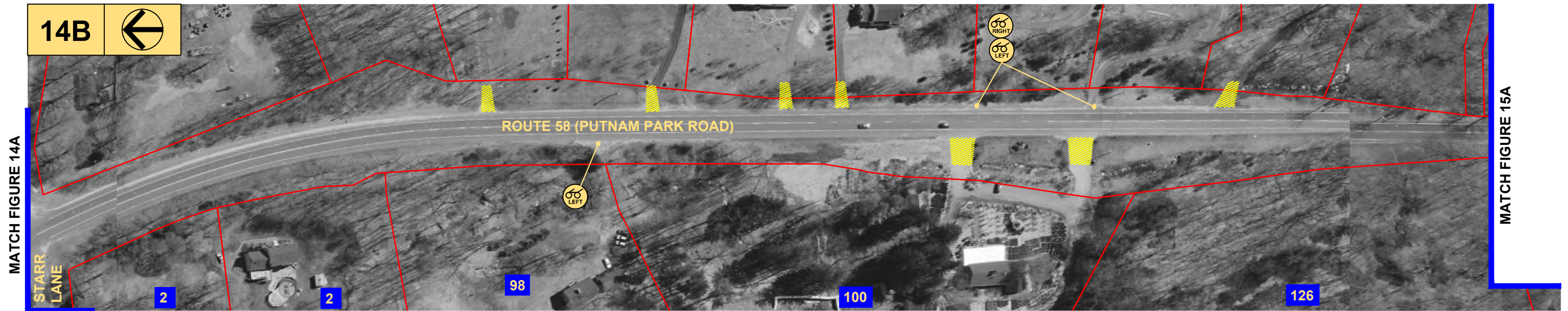
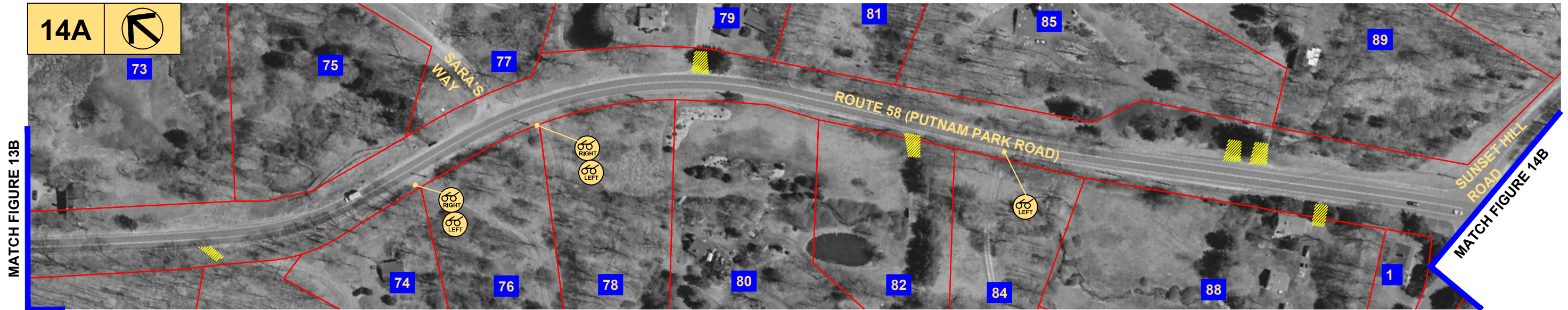


EXISTING CONDITIONS		RECOMMENDATIONS	
50	Street Address	Improve Sight Line Looking Left from Driveway	Create or Improve Interconnection
	Approximate Property Line	Improve Sight Line Looking Right from Driveway	Create Shared Driveway
	Existing Driveway Direction	Narrow Existing Driveway	Convert to Right-Turn Entry-Only
	Existing Turn Lane	Convert Two-Way to One-Way Entry	Convert to Right-Turn Exit-Only
	Approximate Town Line	Convert Two-Way to One-Way Exit	Improve Signing and Pavement Markings for One-Way Driveway
	Existing Traffic Signal	Close Existing Driveway or Roadway	Define Driveway
			Potential New Driveway Location
			Prohibit Left-Turn Exit
			Continue Sidewalk across Driveway
			Maintain Existing Driveway - No Proposed Change
			Potential Roadway or Driveway Configuration
			Note: Property boundaries, aerals and driveway locations shown are schematic and approximate.

Curb Cut Management Plan for Routes 6, 53, 58 and 302 in Bethel, Connecticut 2012

Figures 13A & 13B

Route 58



EXISTING CONDITIONS		RECOMMENDATIONS	
50	Street Address		Improve Sight Line Looking Left from Driveway
	Approximate Property Line		Improve Sight Line Looking Right from Driveway
	Existing Driveway Direction		Narrow Existing Driveway
	Existing Turn Lane		Convert Two-Way to One-Way Entry
	Approximate Town Line		Convert Two-Way to One-Way Exit
	Existing Traffic Signal		Close Existing Driveway or Roadway
			Create or Improve Interconnection
			Create Shared Driveway
			Convert to Right-Turn Entry-Only
			Convert to Right-Turn Exit-Only
			Improve Signing and Pavement Markings for One-Way Driveway
			Define Driveway
			Potential New Driveway Location
			Prohibit Left-Turn Exit
			Continue Sidewalk across Driveway
			Maintain Existing Driveway - No Proposed Change
			Potential Roadway or Driveway Configuration

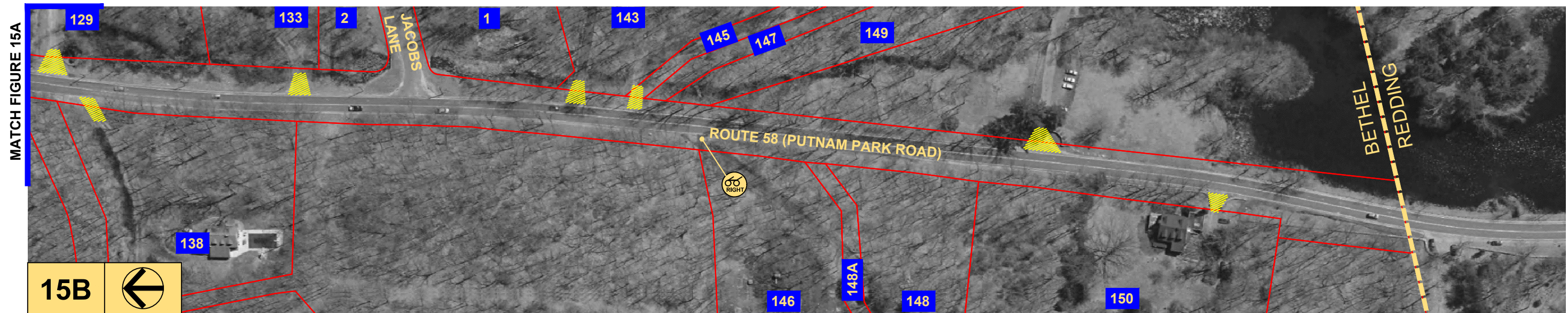
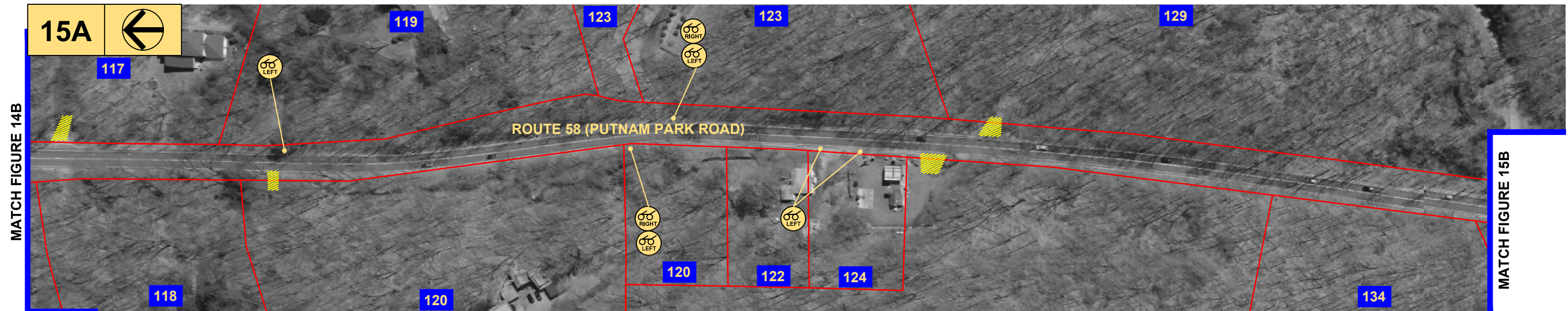
Note:
Property boundaries, aerals and driveway locations shown are schematic and approximate.

Curb Cut Management Plan for Routes 6, 53, 58 and 302 in Bethel, Connecticut 2012

Figures 14A & 14B

Route 58





EXISTING CONDITIONS		RECOMMENDATIONS	
50	Street Address	Improve Sight Line Looking Left from Driveway	Create or Improve Interconnection
	Approximate Property Line	Improve Sight Line Looking Right from Driveway	Create Shared Driveway
	Existing Driveway Direction	Narrow Existing Driveway	Convert to Right-Turn Entry-Only
	Existing Turn Lane	Convert Two-Way to One-Way Entry	Convert to Right-Turn Exit-Only
	Approximate Town Line	Convert Two-Way to One-Way Exit	Improve Signing and Pavement Markings for One-Way Driveway
	Existing Traffic Signal	Close Existing Driveway or Roadway	Define Driveway
			Potential New Driveway Location
			Prohibit Left-Turn Exit
			Continue Sidewalk across Driveway
			Maintain Existing Driveway - No Proposed Change
			Potential Roadway or Driveway Configuration

Note:
Property boundaries, aerals and driveway locations shown are schematic and approximate.

Curb Cut Management Plan for Routes 6, 53, 58 and 302 in Bethel, Connecticut 2012

Figures 15A & 15B

Route 58



Appendix

ConnDOT Comments and Responses

The draft of the curb cut plan was reviewed by the ConnDOT, and a memorandum containing review comments dated March 5, 2012 by Ms. Barbara B. Ricozzi, Principal Engineer of the the ConnDOT Bureau of Engineering and Construction, was received. The comments and subsequent plan revisions, where applicable, are described below.

General Comment 1: *The improvements for sightline may require an encroachment permit from the Department's District 4 Office if any trimming, grading or tree removal will take place within the state highway right of way.*

Response: Agree with the comment. A sentence to this effect was added to the "Plan Implementation" section of the text.

General Comment 2: *Consideration should be given to relocating mid-block crosswalks to intersections where possible.*

Response: Such crosswalks typically serve demonstrated neighborhood pedestrian crossing needs. While relocating them to intersections provides predictability to drivers, it may also increase the likelihood of jaywalking by people unwilling to take the longer detours to intersections, an undesirable and potentially unsafe outcome. Unless future examination of individual locations justifies, we recommend that the existing crosswalk locations be maintained. No revision was made in response to this comment.

Route 6 Comment 1: *The proposal for Parcel No. 10 is to revise the driveway to a No Left Out driveway. The left turn out should be geometrically designed to restrict this movement.*

Response: Refer to Figure 1A. Agree with the comment. An island was proposed to restrict the left-turn exit movement.

Route 6 Comment 2: *The realignment of Sand Pit Road will most likely disturb the existing signal equipment. An upgrade to the existing signal should be included.*

Response: Refer to Figure 1B. Agree with the comment. The signal will be upgraded when Sand Hill Road is reconfigured.

Route 6 Comment 3: *The proposal to connect the Howard Johnson's Parcel to Terrace Drive would allow for the access on Route 6 to become a Right-In/Right Out-Only driveway. This would allow for all lefts from Route 6 and to Route 6 to be made from the intersection of Route 6 at Terrance Drive.*

Response: Refer to Figure 1B. Agree, but we recommended slightly different revisions to the Howard Johnson driveway on Route 6. Access from both directions of Route 6 to Howard Johnson may be important for hotel guests unfamiliar with the area. Therefore, we proposed that this driveway become left-and-right-in and right-out.

Route 6 Comment 4: *The realignment of Benedict Road will necessitate a signal revision.*

Response: Refer to Figure 1B. Agree with the comment. The signal will be upgraded when Benedict Road is reconfigured.

Route 6 Comment 5: *The proposal for the Restaurant's driveways opposite Parcel No. 28 for an Exit Only driveway for the eastern driveway would allow for the western driveway to become an Entrance Only driveway. Due to the single building on the site, it may be more beneficial to have one full access driveway. This would consolidate all turning movements to the*

same point. The western drive to Parcel No. 28 and the drive to the parcel on the other side of Route 6 should be geometrically aligned to preclude interlocking lefts.

Response: Refer to Figure 1B. Partially agree. We revised the figure so that the future driveway for the vacant lot #28 will line up with the western driveway of the restaurant. However, we recommended maintaining two driveways for the restaurant as shown in the figure. The existing building is fairly close to the road with a shallow front parking area and no circulating loop around the building; if the building itself stays in place in future improvements, forcing one driveway on the restaurant site may create on-site circulation problems. No revision was made in response to this comment.

Route 53 Comment 1: *The proposed driveway configuration opposite Griswold Street (Figure 6B) is in the vicinity of a painted crosswalk and concrete sidewalk. Ramps should be provided to access the sidewalks on both sides of Route 53.*

Response: Refer to Figure 6B. These two adjacent driveways that lack sight distances are existing. No changes are proposed for them other than, if possible, improvement in sight distances through tree trimming, etc. On the west side of the crosswalk, there is a sidewalk but no ramp; on the east side of the crosswalk, there is no sidewalk or ramp. These ADA improvements are beyond the scope of this plan and will only be made when the roads or sidewalks are reconstructed or when the commission requires such improvements during future land use applications. No revision was made in response to this comment.

Route 302 Comment 1: *Sidewalk ramps should be provided on each side of Route 302 at the crosswalk east of Griswold Street.*

Response: Refer to Figure 8A. These ADA improvements are beyond the scope of this plan and will only be made when the roads or sidewalks are reconstructed or when the commission requires such

improvements during future land use applications. No revision was made in response to this comment.

Route 302 Comment 2: *Consideration should be given to eliminating the northern driveway on Griswold Street from the Retail Parcel east of Griswold Street. This driveway is very close to the intersection of Route 302 and Griswold Street.*

Response: Refer to Figure 8A. We agree with the engineering rationale. However, this being a retail use on a small lot, access to the front and back of the building is essential for its viability. Therefore, we recommended that the two existing driveways be maintained. No revision was made in response to this comment.

Route 302 Comment 3: *Shoulder lines on Route 302 from Diamond Street to Chestnut Street would be beneficial.*

Response: Refer to Figures 8A, 8B and 9A. Agree. Shoulder lines may be appropriate for areas with no striped parking spaces. However, these are outside the scope of this plan, and no revision was made in response to this comment.

Route 58 Comment 1: *Parcel 100 may operate more efficiently if the one of the driveways operate as an in only drive and the other as an out only driveway.*

Response: Refer to Figure 14B. The southern driveway for this lot (Steck's Nursery and Landscaping) leads to operations in the back, and with parking, the aisle fronting the road is not very wide. Because of this inadequate on-site circulation, one driveway in and one driveway out may lead to awkward movements for some drivers on the site. In addition, existing sight distances are acceptable at both driveways on this stretch of Route 58 with low traffic volumes. For these reasons, we recommended that the two existing driveways be maintained as is. No revision was made in response to this comment.