MINUTES OF MEETING HELD

BY STATE TRAFFIC COMMISSION

JANUARY 19, 2012

Present: Commissioner Reuben F. Bradford
Department of Emergency Services and Public Protection

Deputy Commissioner Christopher Bergstrom
Department of Economic and Community Development

Deputy Commissioner Victor M. Diaz
Department of Motor Vehicle

The meeting was called to order in Conference Room A of the Department of Transportation, 2800 Berlin Turnpike, Newington, Connecticut at 10:10 a.m. on Tuesday, January 19, 2012.

Mr. Sawicki, Executive Director of the State Traffic Commission, stated that anyone wishing to speak at today’s meeting is to have signed in on the sign-in sheet as you entered the room. He added that any information presented at today’s meeting will be retained in the State Traffic Commission Office in accordance with the Freedom of Information Act.

1. Mr. Sawicki stated that the first order of business is to approve the minutes of the December 20, 2011 meeting of the State Traffic Commission.

   Upon motion of Commissioner Bradford and seconded by Deputy Commissioner Diaz, it was voted to adopt the minutes of the following meeting:

   December 20, 2011

2. Mr. Sawicki recommended approval of the following regulatory items. These items are in substantial conformance with the regulations of the State Traffic Commission, have no unresolved issues, and the Local Traffic Authorities are all in agreement with the recommendations.

   Upon motion of Commissioner Bradford and seconded by Deputy Commissioner Diaz, it was voted to approve the following Traffic Investigation Reports, copies of which are on file in the Office of the Commission.
Ansonia – STC #002-1112-01

That the existing “No Turn On Red” signs on SR 727 (Bridge Street) westbound, Olson Drive westbound and Crescent Street eastbound at the intersection of SR 727 (Pershing Drive) with SR 727 (Bridge Street), Olson Drive, Crescent Street, and Lester Street in the Town of Ansonia not be removed.

Bridgeport – STC #015-1109-01

1. Rescind all previously approved parking zones on the south side of U.S. Route 1 (North Avenue) from a point five feet north of U.I. Pole No. 4686, northerly to a point two feet south of U.I. Pole No. 4685, a distance of approximately 105 feet.

2. Approve a “No Parking Any Time” zone on the south side of U.S. Route 1 (North Avenue) from a point two feet south of U.I. Pole No. 4685, northerly to the Oak Street westerly curb line, a distance of approximately 85 feet.

Bristol – STC #017-1009-01

1. Approve the installation of a traffic control signal with emergency pre-emption phasing at the intersection of Route 72 (Pine Street) at Mitchell Street and Pine Street in the City of Bristol.

2. Approve the following lane use control at the intersection of Route 72 (Pine Street) at Mitchell Street and Pine Street in the City of Bristol:

<table>
<thead>
<tr>
<th>E/B Route 72</th>
<th>W/B Route 72</th>
</tr>
</thead>
<tbody>
<tr>
<td>A combination right-turn, through and left turn lane</td>
<td>A combination right-turn and through lane</td>
</tr>
<tr>
<td>A left turn lane</td>
<td>A combination right-turn and through lane</td>
</tr>
<tr>
<td>A left turn lane</td>
<td>A through lane</td>
</tr>
</tbody>
</table>

Bristol – STC #017-1009-02

1. Approve the transfer of ownership of the traffic control signal with an exclusive pedestrian phase at the intersection of Route 72 (Pine Street) at Emmett Street in the City of Bristol from the City of Bristol to the State of Connecticut.

2. Approve the revision of the traffic control signal with an exclusive pedestrian phase at the intersection of Route 72 (Pine Street) at Emmett Street in the City of Bristol to include emergency pre-emption phasing.

3. Approve the following lane use control at the intersection of Route 72 (Pine Street) at Emmett Street in the City of Bristol:

<table>
<thead>
<tr>
<th>E/B Route 72</th>
<th>W/B Route 72</th>
</tr>
</thead>
<tbody>
<tr>
<td>A combination right-turn and through lane</td>
<td>A combination right-turn and through lane</td>
</tr>
<tr>
<td>A through lane</td>
<td>A through lane</td>
</tr>
<tr>
<td>A left turn lane</td>
<td>A left turn lane</td>
</tr>
</tbody>
</table>
Bristol – STC #017-1009-03

1. Approve the installation of a traffic control signal with emergency pre-emption phasing at the intersection of Route 72 (new section) at Todd Street and Pine Street in the City of Bristol.

2. Approve the following lane use control at the intersection of Route 72 (new section) at Todd Street and Pine Street in the City of Bristol:

   E/B Route 72
   - A combination right-turn and through lane
   - A through lane
   - A left turn lane

   W/B Route 72
   - A combination right-turn and through lane
   - A through lane
   - A left turn lane

Bristol – STC #017-1009-04

1. Approve the installation of a traffic control signal with emergency pre-emption phasing and an exclusive pedestrian phase at the intersection of Route 72 (new section) and Central Street in the City of Bristol.

2. Approve the following lane use control at the intersection of Route 72 (new section) and Central Street in the City of Bristol:

   E/B Route 72
   - A combination right-turn and through lane
   - A through lane
   - A left turn lane

   W/B Route 72
   - A combination right-turn and through lane
   - A through lane
   - A left turn lane

Bristol – STC #017-1009-05

1. Approve the installation of a traffic control signal with emergency pre-emption phasing and an exclusive pedestrian phase at the intersection of Route 72 (new section) and Lincoln Avenue in the City of Bristol.

2. Approve the following lane use control at the intersection of Route 72 (new section) and Lincoln Avenue in the City of Bristol:

   E/B Route 72
   - A combination right-turn and through lane
   - A through lane
   - A left turn lane

   W/B Route 72
   - A combination right-turn and through lane
   - A through lane
   - A left turn lane
Cheshire – STC #025-1109-01

Grant permission to the Town of Cheshire to establish speed limits for both directions of travel on the following roadways:

<table>
<thead>
<tr>
<th>Street Name</th>
<th>From</th>
<th>Dir.</th>
<th>To</th>
<th>Length (Miles)</th>
<th>Speed Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coleman Road</td>
<td>Half Moon Road</td>
<td>N</td>
<td>Wallingford Road</td>
<td>1.52</td>
<td>25</td>
</tr>
<tr>
<td>Cornwall Avenue</td>
<td>Mountain Road</td>
<td>E</td>
<td>Route 10</td>
<td>1.49</td>
<td>25</td>
</tr>
<tr>
<td>Creamery Road</td>
<td>Route 10</td>
<td>E</td>
<td>Wolf Hill Road</td>
<td>0.53</td>
<td>25</td>
</tr>
<tr>
<td>Higgins Road</td>
<td>Mountain Road</td>
<td>E</td>
<td>Route 10</td>
<td>1.54</td>
<td>25</td>
</tr>
<tr>
<td>Jarvis Street</td>
<td>Marion Road</td>
<td>E</td>
<td>Route 10</td>
<td>2.10</td>
<td>25</td>
</tr>
<tr>
<td>Moss Farm Road</td>
<td>Route 70</td>
<td>N</td>
<td>Jarvis Street</td>
<td>1.43</td>
<td>25</td>
</tr>
<tr>
<td>Mt. Sanford Road</td>
<td>South Brooksvale Road</td>
<td>E</td>
<td>Route 10</td>
<td>1.17</td>
<td>25</td>
</tr>
<tr>
<td>Oak Avenue</td>
<td>Higgins Road</td>
<td>N</td>
<td>Ives Row</td>
<td>1.62</td>
<td>25</td>
</tr>
<tr>
<td>Spring Street</td>
<td>Willow Street</td>
<td>E</td>
<td>Route 10</td>
<td>0.71</td>
<td>25</td>
</tr>
<tr>
<td>Wiese Road</td>
<td>Route 68/70</td>
<td>N</td>
<td>Country Club Road</td>
<td>1.07</td>
<td>25</td>
</tr>
</tbody>
</table>

Note: Refer to Report of Findings for recommended warning signing.

Greenwich – STC #056-1111-01

Grant permission to the Town of Greenwich to install, operate and maintain a traffic control signal with emergency pre-emption and an actuated pedestrian phase at the intersection of Glenville Road and Weaver Street.

North Canaan – STC #099-1111-01

That the southbound passing zone on Route 7 (South Canaan Road) in the vicinity of Mountainside in the Town of North Canaan not be removed.

Plainville – STC #109-0707-01

1. Approve lane-use controls at the intersection of Route 10 (East Street) and Tomlinson Avenue in the town of Plainville:

   Route 10 Northbound:  A shared through/right-turn lane
                         A left-turn lane

   Route 10 Southbound:  A shared through/right-turn lane
                         A left-turn lane

2. Approve the installation of a “No Turn on Red” sign on the Tomlinson Avenue eastbound approach at the intersection of Route 10 and Tomlinson Avenue in the town of Plainville.

3. Approve the installation of a “No Turn on Red” sign on the Tomlinson Avenue westbound approach at the intersection of Route 10 and Tomlinson Avenue in the town of Plainville.
Plainville – STC #109-0710-01

Approve lane-use controls at the intersection of Route 10 (East Street), Broad Street and East Broad Street in the town of Plainville:

Route 10 Northbound:  A shared through/right-turn lane
A left-turn lane

Route 10 Southbound:  A shared through/right-turn lane
A left-turn lane

Plainville – STC #109-1007-02

1. Approve lane-use controls at the intersection of Route 10 (East Street), Maple Street and East Maple Street in the town of Plainville:

Route 10 Northbound:  A shared through/right-turn lane
A left-turn lane

Route 10 Southbound:  A shared through/right-turn lane
A left-turn lane

2. Approve the installation of a “No Turn on Red” sign on the Maple Street eastbound approach at the intersection of Route 10, Maple Street and East Maple Street in the town of Plainville.

3. Approve the installation of a “No Turn on Red” sign on the East Maple Street westbound approach at the intersection of Route 10, Maple Street and East Maple Street in the town of Plainville.

Plainville – STC #109-1009-01

1. Approve a revision to the traffic control signal at the intersection of Route 72 at Route 372 and Forestville Ave. (S.R. 500A\old Rte. 72) in the Town of Plainville to add emergency vehicle pre-emption.

2. Rescind all previously approved lane use control at the intersection of Route 72 at Route 372 and Forestville Ave. (S.R. 500A\old Rte. 72) in the Town of Plainville.

3. Approve the following lane use control at the intersection of Route 72 at Route 372 and Forestville Ave. (S.R. 500A\old Rte. 72) in the Town of Plainville:

    E/B Route 72     A combination through & right-turn lane
                     A through lane
                     A left turn lane

    W/B Route 72     A right turn lane
                     Two through lanes
                     A left-turn lane

    E/B Forestville Ave.  A combination through & right-turn lane
(S.R. 500A\old Rte. 72)  Two left turn lanes

    W/B Route 372     A right turn lane
                     A through lane
                     A left-turn lane
4. Approve the installation of a “No Turn on Red” sign on Route 72 Eastbound at the intersection of Route 372 and Forestville Ave. (S.R. 500A\old Rte. 72) in the Town of Plainville.

**Plainville – STC #109-1009-02**

1. Approve a revision to the traffic control signal at the intersection of Route 372 and West Main Street in the Town of Plainville to add emergency vehicle pre-emption.

2. Rescind all previously approved lane use control at the intersection of Route 372 and West Main Street in the Town of Plainville.

3. Approve the following lane use control at the intersection of Route 372 and West Main Street in the Town of Plainville:
   
   W/B Route 72
   A through lane
   A left turn lane

**West Hartford – STC #155-1201-01**

Grant the Town of West Hartford permission to revise the existing semi-actuated traffic control signal at the intersection of Farmington Avenue at Raymond Road to provide for a fully-actuated traffic control signal with upgraded equipment and an exclusive pedestrian phase with countdown pedestrian signals.

**Wilton – STC #161-1111-01**

That a southbound left-turn phase not be installed on Route 7 at the intersection of Route 7 (Norwalk-Danbury Road) at Drive to SVG Lithography Systems and Grumman Hill Road in the Town of Wilton at this time.

**Windham – STC #163-1110-01**

That a thru truck prohibition not be approved on Walnut Street from Prospect Street to Washburn Street in the town of Windham at this time.

2. **NEW BUSINESS**

**East Hampton – STC #041-1112-01**

Mr. Sawicki stated that the State Traffic Commission received a request from the Town of East Hampton for the removal of a passing zone on Route 66 in the vicinity of Paul and Sandy’s Garden Center. Based on a review, it was recommended that no change be made to the passing zone on Route 66.

The Local Traffic Authority did not concur with the recommendation and was invited to the meeting.

Mr. Sawicki asked if there was anyone in attendance to address the Commission. Receiving no response, Mr. Sawicki recommended the approval of the report as written.

Upon motion of Commissioner Bradford and seconded by Deputy Commissioner Diaz, it was voted that the State Traffic Commission approved the report as written.
3. **MAJOR TRAFFIC GENERATORS**

   a. **Glastonbury – STC #053-1108-01**

      This item was removed from the agenda prior to the meeting.

   b. **Guilford – STC #059-1110-01**

      Ms. Anna S. Mermelstein presented the staff report on the Application for Certificate filed for Guilford Village West.

      Upon motion of Commissioner Bradford and seconded by Deputy Commissioner Diaz, it was voted that the State Traffic Commission (STC) issue a certificate to Alison Pastorfield Associates, Inc. and Russo Family Trust & Russell W. Waldo for Guilford Village West, a 115 unit residential development (101 detached residential units and 14 attached units) with a community clubhouse and 510 parking spaces, to be located on parcels presently identified as Assessors Map 78, Lot 39 and Assessors Map 79, Lot 41 in the Town of Guilford stating that the operation thereof will not imperil the safety of the public based on the following conditions.

      These conditions are based on and refer to the following plans:


      1. That the site driveway on U.S. Route 1 (Boston Post Road) be constructed in substantial conformance with the referenced plans.

      2. That U.S. Route 1 (Boston Post Road) be widened and reconstructed in substantial conformance with the referenced plans.

      3. That approach grades of the driveways and Town roads along U.S. Route 1 (Boston Post Road) affected by the roadway widening noted in this report meet Department of Transportation’s standards for intersecting streets or not be increased.

      4. That all roadway and drainage improvements within the State highway right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

      5. That the guide rail affected by improvements noted in Condition 2 be revised in a manner satisfactory to the Department of Transportation’s (Department) District 3 Office. The revisions may include, but are not limited to, the replacement and relocation of the guide rail to conform with current Department design standards, regrading, and installation of appropriate end treatments.

      6. That U.S. Route 1 (Boston Post Road) be overlaid within the limits of the widening. The extent of the overlay is to be determined by the Department of Transportation’s District 3 Office.
7. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.

8. That any cutting, removal or pruning of trees, shrubbery or vegetation situated partially or wholly within the limits of the State highway right-of-way be in accordance with Department of Transportation’s “Office of Maintenance Guidelines for Tree Maintenance and Removal.”

9. That intersection sight distances be provided and maintained from the site drive on U.S. Route 1 (Boston Post Road) as shown on the referenced plans.

10. That the intersectional sight distances of the driveways and Town roads along U.S. Route 1 (Boston Post Road) affected by the roadway widening noted in this report, meet Department standards for intersecting streets or not be diminished.

11. That prior to the issuance of a Certificate, a sightline easement be obtained from the property owner of the parcel identified as Map 78 Lot 1 Parcel “A”, presently Alma Waldo, located north of the site drive on Route 1 (Boston Post Road).

12. That signs and pavement markings on U.S. Route 1 (Boston Post Road) be installed in substantial conformance with the referenced plans, and in accordance with the “Manual on Uniform Traffic Control Devices,” latest edition.

13. That signs and pavement markings on the site driveway be installed and maintained in substantial conformance with the referenced plans, and in accordance with the “Manual on Uniform Traffic Control Devices,” latest edition.

14. That all pavement markings installed on State roads be of epoxy material, or of a material as directed by the Department of Transportation.

15. That all utility relocations in the State highway right-of-way be at no cost to the State and in accordance with the “Utility Accommodation Manual.”

16. That a chain-link non-access fence be installed along the development’s frontage on I-95 in accordance with the Department of Transportation’s fencing policy and in substantial conformance with the referenced plans.

17. That future internal connections between the site property and adjacent properties be allowed and not precluded subject to agreement between the property owners, and that no future access to the site property from any adjacent properties be established without review and/or approval of the STC.

18. That an encroachment permit be obtained from the Department of Transportation’s District 3 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

19. That prior to the issuance of a Certificate, a bond be posted and maintained in the amount of $1,017,000 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.
20. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance and prior to the issuance of an encroachment permit.

21. That an application for a certificate of occupancy for any portion of this development not be submitted to the Town of Guilford until all the conditions of this report have been completed or subsequent STC approval allows otherwise.

22. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development’s traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

c. Vernon – STC #146-1109-01

Mr. Jordan D. Pike presented the staff report on the Application for Certificate filed for Woodbrook Villa Apartments/The Grand Lofts expansion (The Grand Lofts 2).

Upon motion of Commissioner Bradford and seconded by Deputy Commissioner Diaz, it was voted that the State Traffic Commission (STC) issue a certificate to ESS 1031 Hartford Turnpike, LLC for the Grand Lofts 2, an expansion of 66 apartment units (91,352 square-feet) to Woodbrook Villa Apartments/The Grand Lofts for a total 394 unit (378,068 square-feet) apartment complex, a 4,608 square-foot clubhouse, 5,472 square-feet of office (construction and rental), one duplex and 962 total parking spaces, located at 1031 Hartford Turnpike in the town of Vernon, stating that the operation thereof will not imperil the safety of the public! The following conditions.

These conditions are based on and refer to the following plans prepared by Gardner & Peterson Associates, LLC:


1. That Route 30 (Hartford Turnpike) be widened in substantial conformance with the referenced plans.

2. That approach grades of the driveways along Route 30 affected by the roadway widening noted in this report meet Department of Transportation’s standards for intersecting streets or not be increased.

3. That all roadway and drainage improvements within the State highway right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.
4. That the guide rail affected by improvements noted in Condition No. 1 be revised in a manner satisfactory to the Department of Transportation’s (Department) District 1 Office. The revisions may include, but are not limited to, the replacement and relocation of the guide rail to conform with current Department design standards, regrading, and installation of appropriate end treatments.

5. That Route 30 be overlaid within the limits of the widening. The extent of the overlay is to be determined by the Department of Transportation’s District 1 Office.

6. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.

7. That any cutting, removal or pruning of trees, shrubbery or vegetation situated partially or wholly within the limits of the State highway right-of-way be in accordance with Department of Transportation’s “Office of Maintenance Guidelines for Tree Maintenance and Removal.”

8. That the intersectional sight distances of the driveways and town roads along Route 30 affected by the roadway widening noted in this report, meet Department standards for intersecting streets or not be diminished.

9. That pavement markings on Route 30 be installed in substantial conformance with the referenced plans, and in accordance with the “Manual on Uniform Traffic Control Devices,” latest edition.

10. That all pavement markings installed on State roads be of epoxy material, or of a material as directed by the Department of Transportation.

11. That an encroachment permit be obtained from the Department of Transportation’s District 1 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

12. That prior to the issuance of a Certificate, a bond be posted and maintained in the amount of $93,000 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

13. That prior to the issuance of a Certificate, a copy of this report, together with Certificate No. 579-A previously issued September 16, 1986 with Traffic Investigation Report No. 146-8606-04 and Certificate No. 579 previously issued March 18, 1986 with Traffic Investigation Report No. 146-8511-02, be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance and prior to the issuance of an encroachment permit.

14. That an application for a certificate of occupancy for any portion of this expansion not be submitted to the Town of Vernon until all the conditions of this report have been completed or subsequent STC approval allows otherwise.

15. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development’s traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.
There being no further business before the Commission, Mr. Sawicki recommended that the meeting be adjourned.

Upon motion of Commissioner Bradford and seconded by Deputy Commissioner Diaz, it was voted to adjourn at 10:20 a.m.

Melody A. Currey  
Secretary of Commission  
Commissioner of Motor Vehicles

Newington, Connecticut  
January 19, 2012  
Minutes Compiled By:  
David A. Sawicki  
Executive Director