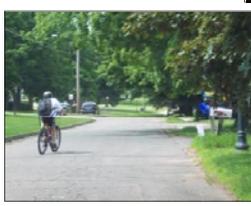
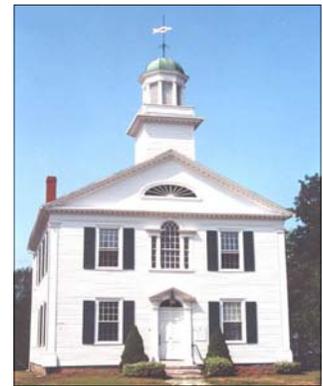


# Route 195 Corridor Study

## Executive Summary



### Merrow Road Tolland, Connecticut



The Tolland Town Green is used today as a public gathering place for events such as farmer's markets and fairs. The historic character is reflected in the churches, eighteenth and nineteenth-century residences, museums, and bluestone walks found throughout this district. However, the Green is located at the intersection of two state highways, Route 195 and Route 74. Although these highways serve necessary transportation functions, they have also brought large trucks, high vehicular volumes, and speeding motorists into this neighborhood. This transportation study, managed by the Capitol Region Council of Governments (CROCG) in cooperation with the Town of Tolland and the Connecticut Department of Transportation (ConnDOT), focused on traffic calming and safety within the Town Green.

Initially the study was intended to identify the transportation needs and define the near and long-term improvements along a 2.5 mile stretch of Route 195, but early in the study it became apparent that the community had a strong interest in improvements to the Tolland Green. The final plans focus on this public space to create a more pedestrian friendly environment through the use of several traffic calming techniques, additional Green area, enhanced crosswalks, and overall increased safety. This study and its recommendations were developed under the guidance of a Local Advisory Committee composed of Town officials, local business owners, residents, and a member of the Tolland Historic District Commission. Recognizing the current and historic significance of this community space, this study employed an extensive public outreach effort. This summary highlights the transportation findings and recommendations for this historic town center.

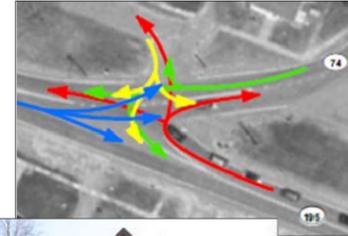
## Existing Conditions

- The skewed intersection of Route 195 and Route 74 has confusing geometry that results in congestion for those traveling on Route 195 northbound during the peak travel hours.
- Average Daily Traffic (ADT) for this section of Route 195 is approximately 9,400 Vehicles Per Day (VPD).
- The posted speed limit is 30 mph but motorists regularly exceed this limit.
- There are multiple crosswalks on Route 195 and nearby side streets, including a midblock crossing just south of the Route 74 intersection; however, not all pedestrian crossings have striped crosswalks. The wide swath of asphalt at the Route 74 intersection combined with the free movement of vehicles on Route 74 makes pedestrian crossings difficult.



## Route 195 at Route 74

The confusing roadway geometry and wide cross section present today in this intersection result in numerous conflicting turning movements and poor sight lines. The realignment adds a stop control to westbound Route 74 and a free movement for Route 195. This configuration drastically reduces the amount of asphalt present today resulting in safer, more comfortable pedestrian crosswalks and increased Green areas. This layout improves pedestrian access to the Green from the nearby museums and senior housing development and also improves overall traffic operations at this intersection.



## Old Post Road

Morning school traffic results in congestion at this intersection. Recommendations include a designated left-turn lane for northbound Route 195 to improve traffic operations. A lateral shift is introduced just north of this intersection on Route 195 to keep vehicle speeds low during off-peak times.

## Improvement Concepts

### Northern Gateway

The highest vehicular approach speeds were observed on this road segment. Slowing vehicles before entering the Town Green area is the first step to maintaining a safe corridor. The use of medians visually enclose the roadway for traffic calming benefits. Textured pavement median treatments in certain locations provide mobility to and from area driveways. A new lateral road shift with a curvature designed for 30 mph is introduced to further reduce vehicular speeds at this gateway to the district.

### Tolland Green

Southbound motorists on Tolland Green experience significant delays in both the AM and PM peak hours. This is due to the skewed alignment at this intersection and the prioritized uncontrolled flow of Route 74. The realignment of this intersection combined with improvements at the Northern Gateway and Route 195 / Route 74 intersection will make it easier for motorists to find gaps in traffic for entry.

### Visual Cues

Sidewalks, period lighting, and shoulder treatments on approaches to the Town Green alert motorists that they are entering a village setting and may encounter pedestrians, bicyclists, and children.

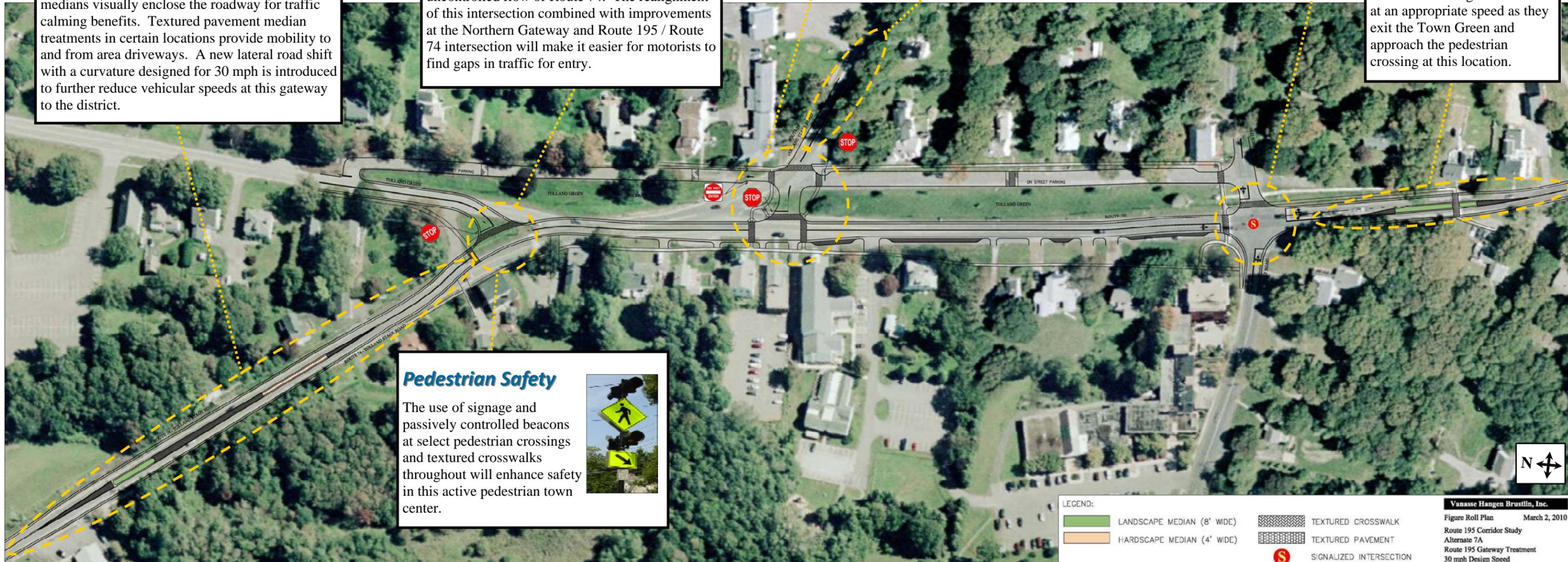


### Southern Gateway

Medians are employed to alert northbound Route 195 drivers arriving from the nearby I-84 interchange that a change in atmosphere is approaching. These treatments also keep vehicles traveling southbound at an appropriate speed as they exit the Town Green and approach the pedestrian crossing at this location.

### Pedestrian Safety

The use of signage and passively controlled beacons at select pedestrian crossings and textured crosswalks throughout will enhance safety in this active pedestrian town center.



## Impacts to the Town Green

The Town Green plays an important role in the Tolland community. Residents stroll, children play, and several events are held on and around this public space. Care was taken throughout the study to preserve this vibrant slice of history. Overall, the study recommendations create a safer, more pedestrian friendly atmosphere while adding 12,500 square feet back to the Town Green.



■ Additional Green  
■ Reconfigured Roadway



## Public Outreach

The community's interest in this study was overwhelming. Large numbers of residents, business owners, and local organizations were involved with this study process every step of the way. Dedicated public attendance and participation in public workshops/meetings, Advisory Committee Meetings, and Town Council meetings resulted in a re-definition of the project scope in order to focus on the area the public was most passionate about addressing, the Town Green. The community made it clear that safety and preservation of the Green were the top priorities in this study effort.

## Estimated Construction Costs

Planning-level construction costs are estimated to be \$4.7 million (2010 dollars). This estimate was developed using unit prices and other cost parameters derived from the Connecticut Department of Transportation's *Preliminary Cost Estimating Guidelines*. The cost estimate includes incidentals to construction and contingencies but does not include costs associated with detailed engineering or utility relocations.

## Acknowledgements

The Route 195 Corridor Study was funded by the Federal Highway Administration and the Connecticut Department of Transportation. The study was administered by the Capitol Region Council of Governments with technical assistance from Vanasse Hangen Brustlin and a team of subconsultants.

The final plan is the result of a collaborative effort among local residents, Tolland staff and officials, and regional and State planners. This effort was guided by a Local Advisory Committee to which CRCOG would like to express its appreciation to the members for contributing their time and invaluable knowledge of local issues to the development of this plan.

For more information contact CRCOG at (860) 522-2217 or go to CRCOG's website at [www.crcog.org](http://www.crcog.org).

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