



SCR | South Central
COG | Regional Council
of Governments



INTERSECTION SAFETY STUDY

PARKER FARMS ROAD, HIGHLAND AVENUE, AND HOPE HILL ROAD
PUBLIC INFORMATION MEETING

Wallingford Senior Center
238 Washington Street

Date
February 26, 2026

akrf

INTERSECTION SAFETY STUDY TEAM



Consultant Team



INTERSECTION SAFETY STUDY SCHEDULE

April 2025

March 2026

Intersection
Data
Collection

Intersection
Assessment

Preliminary
Concept
Assessment

Public
Information
Meeting

Conceptual
Design Plan
Development

Safety
Study
Report

Public
Presentation

Obtain Community Input and Feedback

AGENDA

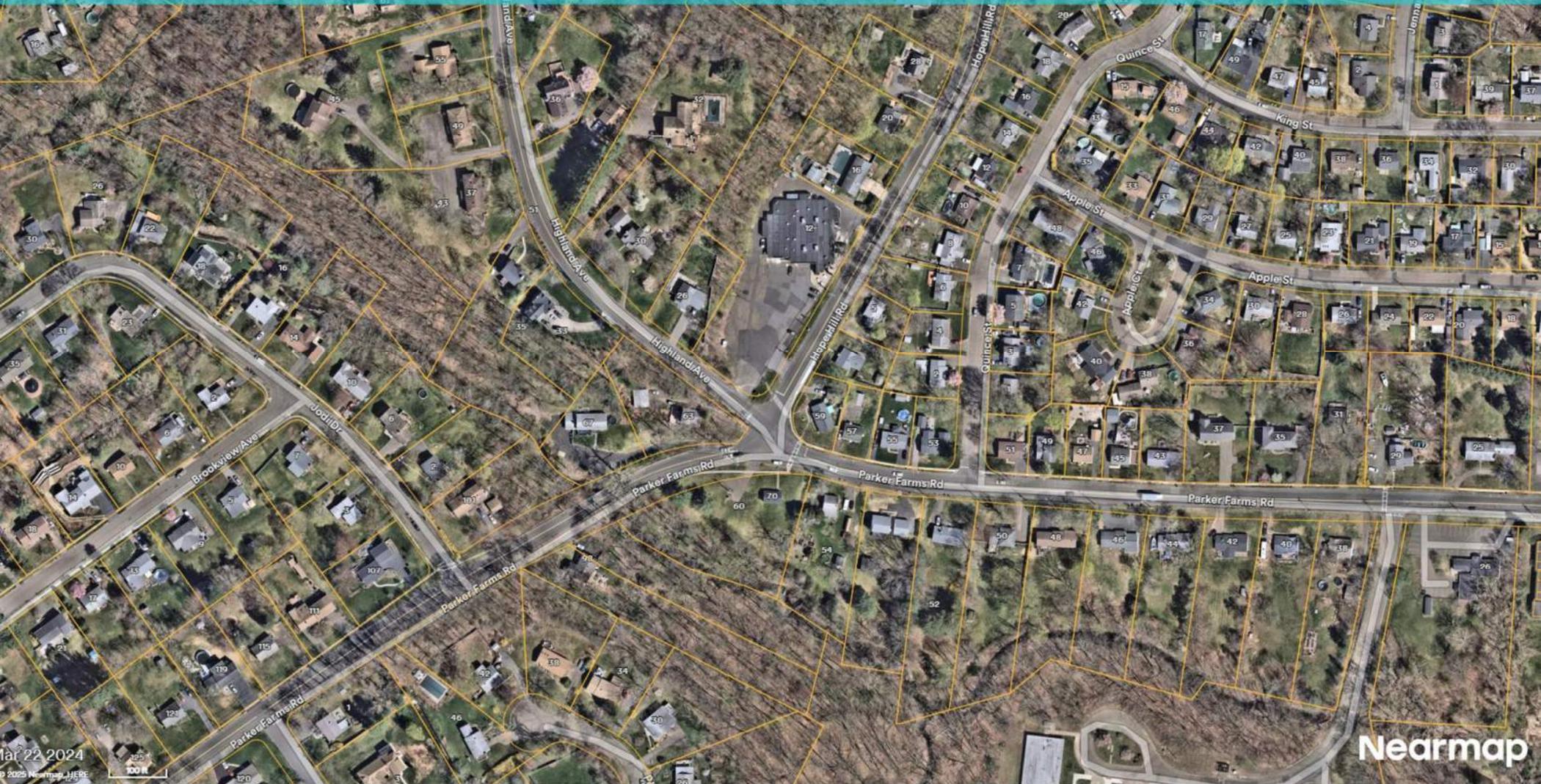
Intersection Safety Study

- Study Area
- Existing Conditions Summary
 - Data Collection and Assessment
 - Deficiencies
 - Constraints
- Concept Development and Assessment
- Concepts
- Preferred Concept Selection
- Conceptual Design Plan
- Next Steps



INTERSECTION SAFETY STUDY AREA

Parker Farms Road at Highland Avenue and Hope Hill Road

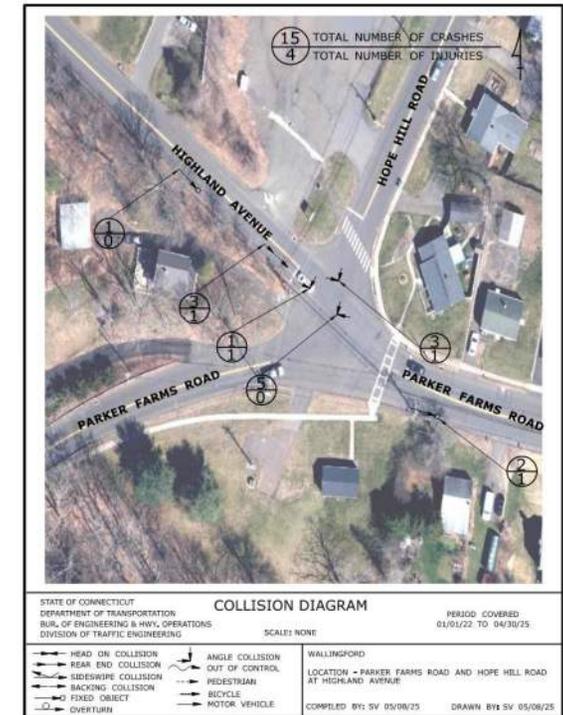


EXISTING CONDITIONS SUMMARY

Data Collection and Assessment

- Operations
 - Field Observations
 - Traffic Counts & Speed Data
 - Capacity Analysis
- Safety
 - Collision Analysis
 - Near-Miss
- Geometry
 - Site Visits
 - Base Mapping
 - Horizontal, Vertical, and Intersection

Link to 1st presentation on town website:
https://www.wallingfordct.gov/Customer-Content/www/news/PDFs/Wallingford_Intersection_Safety_Study_PIM-20251105.pdf



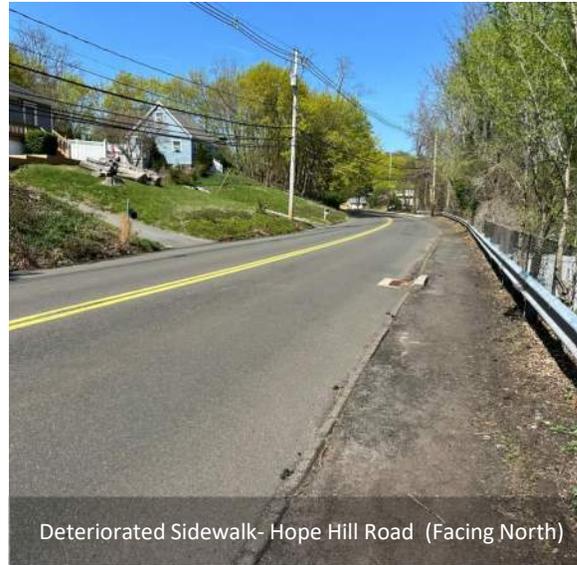
**Parker Farms Road at Hope Hill Road and Highland Avenue
Capacity Analysis (Existing Conditions)**

Approach	Weekday AM					Weekday PM					
	Lane Group	v/c Ratio	95th Percentile Queue (veh)	Delay (sec)	LOS	Lane Group	v/c Ratio	95th Percentile Queue (veh)	Delay (sec)	LOS	
Parker Farms Road	Westbound	LTR	0.48	2.5	16.0	C	LTR	0.91	11.2	46.7	E
	Northbound	LTR	0.65	4.6	21.5	C	LTR	0.70	5.6	25.0	C
Highland Avenue	Eastbound	LTR	0.78	7.3	29.9	D	LTR	0.51	2.8	17.6	C
Hope Hill Road	Southbound	LTR	0.44	2.2	15.6	C	LTR	0.35	1.5	14.2	B

EXISTING CONDITIONS SUMMARY

Deficiencies

- Skewed Intersection Geometry
- Setback Stop Bar / Sign Placement
- Intersection Sightlines
- Steep Approach Grade- Highland Avenue
- Close-Proximity Driveways
- Reverse Curvature
- Horizontal / Vertical Curvature
- Pedestrian Connectivity and Accessibility
- Bicycle Connectivity
- Sidewalk & Drainage Condition- Hope Hill Road
- Travel Speeds
- Congestion during School Peaks



Deteriorated Sidewalk- Hope Hill Road (Facing North)



Skewed Intersection Geometry (Facing West)



Crosswalk to Paved Drainage Leak-off

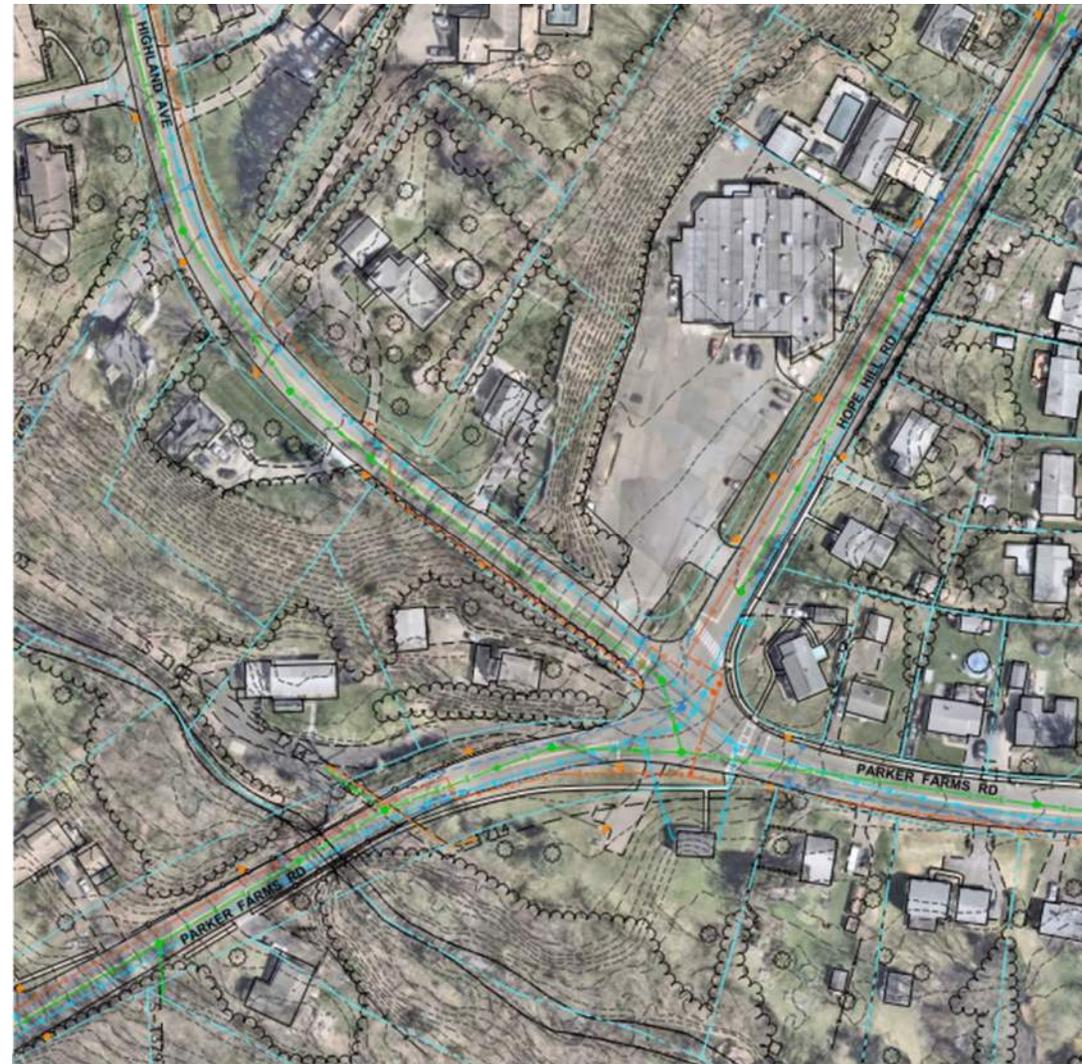


Limits of Asphalt Sidewalk- Highland Avenue (Facing West)

EXISTING CONDITIONS SUMMARY

Constraints

- Box Culvert Stream Crossing
- Utilities and Drainage
- Water Pump Station
- Residential, Commercial, & Pump Station Driveways
- Right-of-Way
- Topography, Structures, & Vegetation
- Design Vehicles



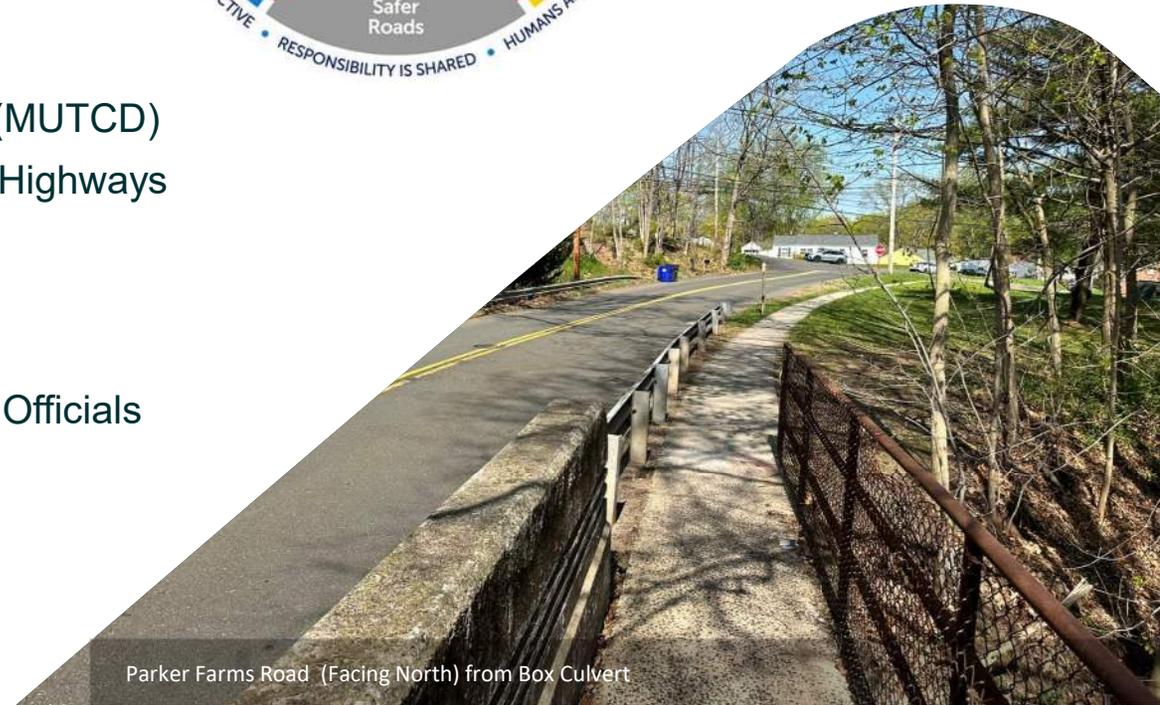
Compiled Base Mapping

Parker Farms Road at Hope Hill Road and Highland Avenue

CONCEPT DEVELOPMENT AND ASSESSMENT

Guidance and Standards

- FHWA Safe Systems Approach
- Connecticut Strategic Highway Safety Plan
- Town of Wallingford Standards
- CTDOT Standards
- Manual of Uniform Traffic Control Devices (MUTCD)
- AASHTO A Policy on Geometric Design of Highways and Street
- CTDOT Highway Design Manual
- ADA/PROWAG
- National Association of City Transportation Officials
- Stakeholder Input
- Community Feedback



Parker Farms Road (Facing North) from Box Culvert

CONCEPT ASSESSMENT

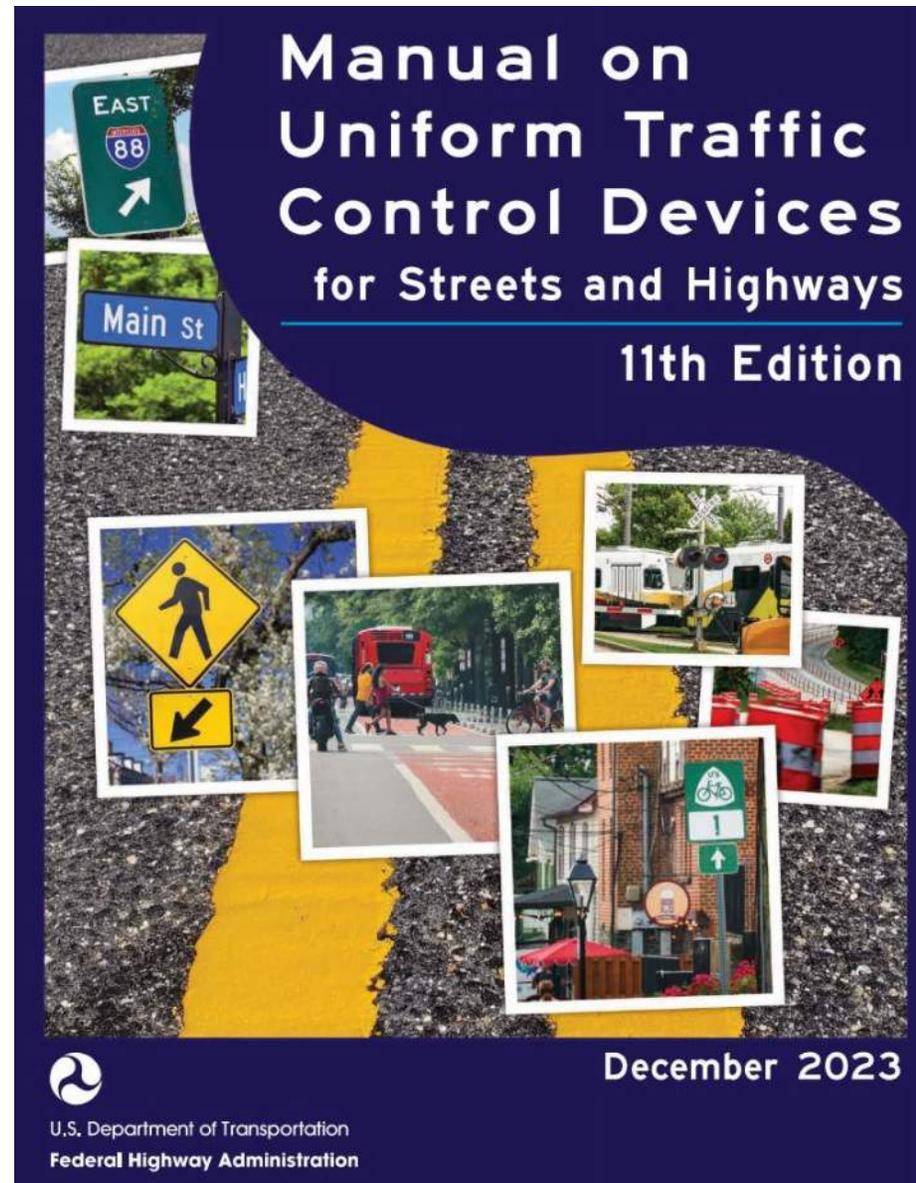
Signalization

Traffic Signal Warrant Analysis

Signal Warrant	Criteria Met?
Warrant 1, Eight-Hour Vehicular Volume	N
<i>Condition A</i>	N (6 of 8)
<i>Condition B</i>	N (0 of 8)
<i>Combination of Conditions A and B (80%)</i>	N (3 of 8)
Warrant 2, Four-Hour Vehicular Volume	N (2 of 4)
Warrant 3, Peak Hour	N
Warrant 4, Pedestrian Volume	N
Warrant 5, School Crossing	N
Warrant 6, Coordinated Signal System	N
Warrant 7, Crash Experience	N
Warrant 8, Roadway Network	N
Warrant 9, Intersection Near a Grade Crossing	N

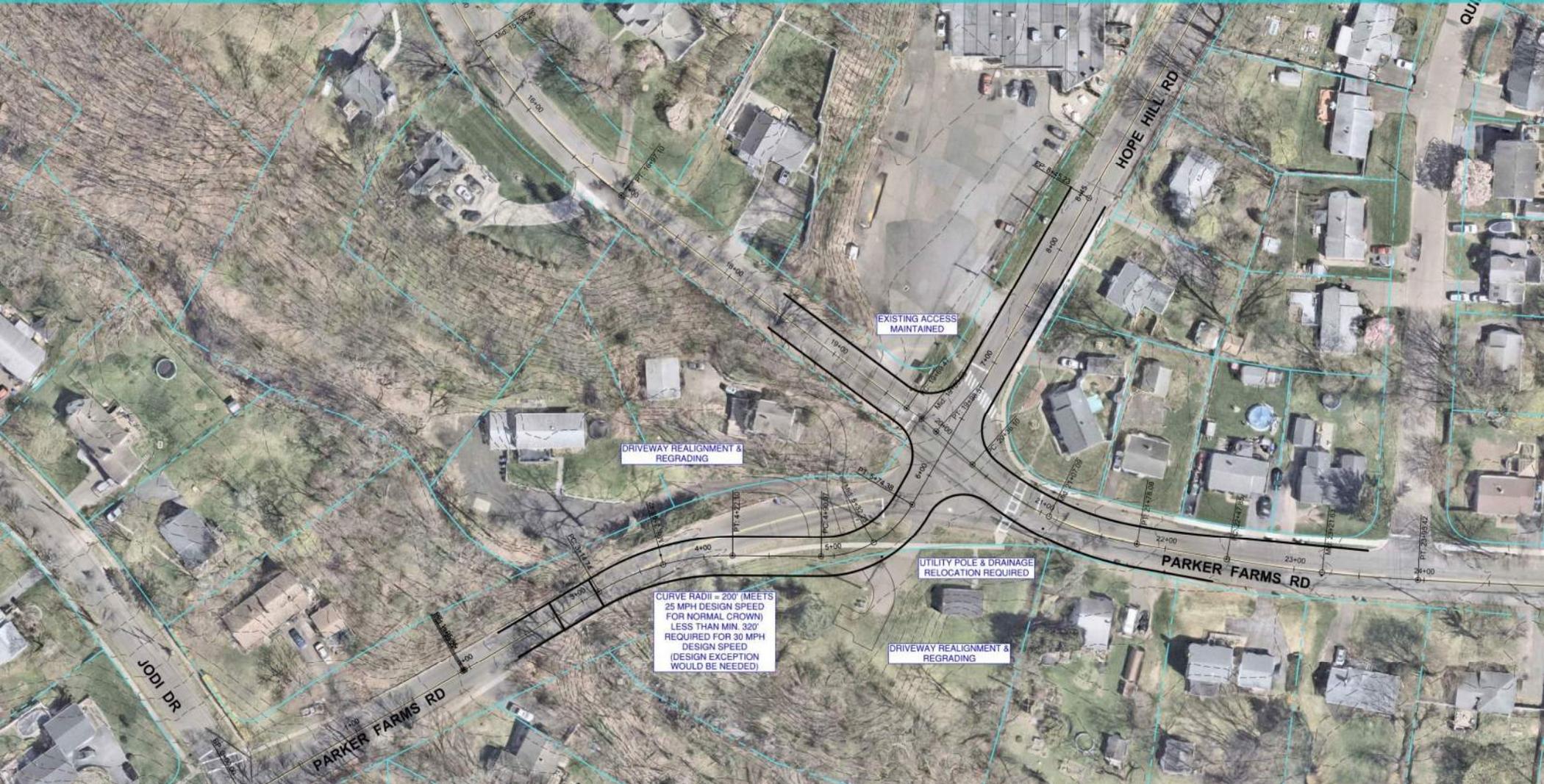
Disadvantages of Signalization

- Rear-end collisions
- Longer queuing
- Red-light running
- Right-turn-on-red violations
- Speeding through intersection
- Split phasing- skewed geometry
- Additional delay during off-peak times
- Up-front cost and maintenance
- Potential right-of-way / easements



CONCEPT #1: REALIGNMENT

Parker Farms Road at Hope Hill Road and Highland Avenue



CONCEPT #1A: REALIGNMENT

Parker Farms Road at Hope Hill Road and Highland Avenue



CONCEPT #2: ROUNDABOUT

Parker Farms Road at Hope Hill Road and Highland Avenue



CONCEPT #3: RECONFIGURATION / QUICK-BUILD

Parker Farms Road at Hope Hill Road and Highland Avenue



Engineered Rubber Curb



Engineered Rubber Curb



Flexible Delineator Post



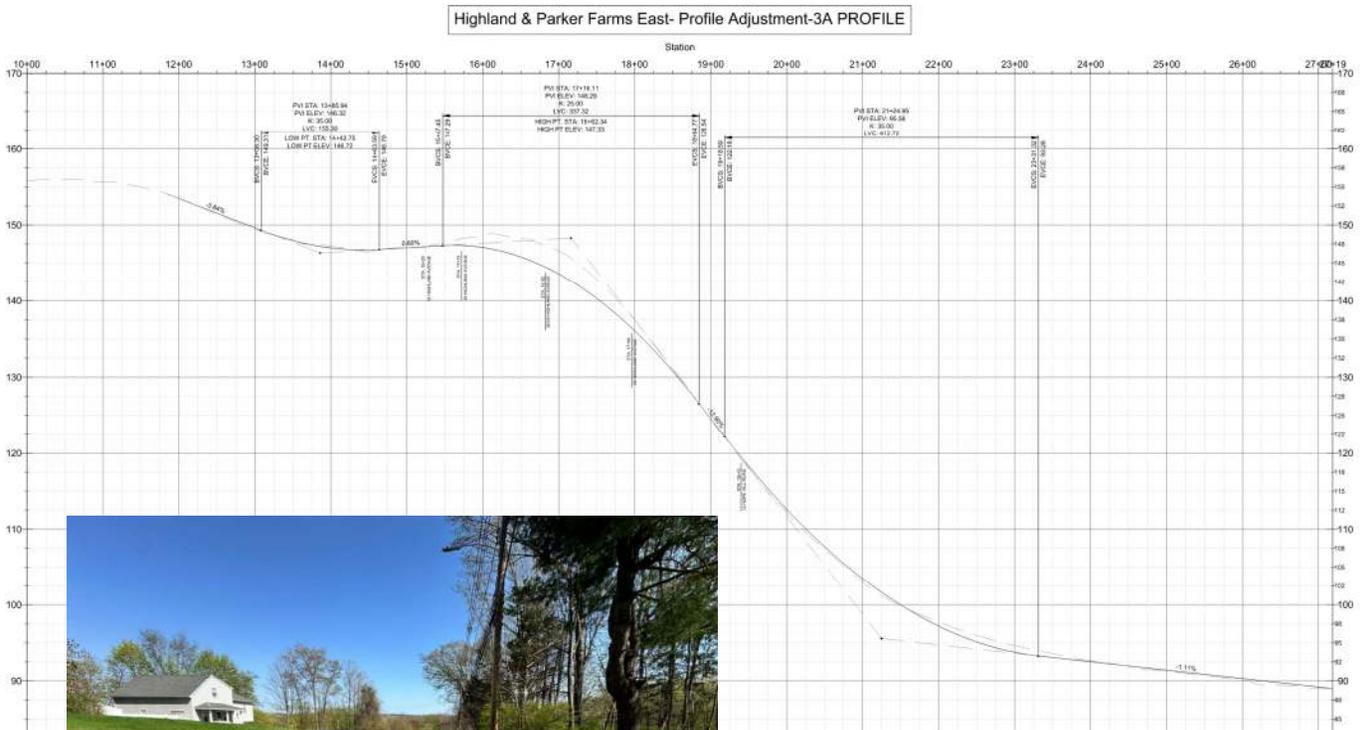
42" Traffic Cone



Traffic Drum

CONCEPT #4: PROFILE ADJUSTMENT

Highland Avenue



PREFERRED CONCEPT SELECTION

Intersection Reconfiguration/ Quick-Build- Parker Farms Road at Hope Hill Road and Highland Avenue

Considerations for Selection

- Cost-effectively addresses stop bar placement and improves sightlines
- Limited right-of-way needs and impacts
- Driveway impacts limited to pump station
- Long-term maintenance and operations
- Avoids impacts to utilities and drainage
- Quick-build
- Maintains design vehicle access
- Allows for testing/fine-tuning prior to implementation
- Public and Stakeholder Input



QUICK-BUILD DEMONSTRATION PROJECTS

Recent Quick-Build Plans/Implementations

CTDOT Quick-Build Complete Streets Directive

https://portal.ct.gov/dot/travel-gateway/bicycle-and-pedestrians?language=en_US

Town of West Hartford

Quick-Build curb extensions at 14 locations

Town of Madison

Surf Club Road

City of Hartford

Capitol Avenue and Broad Street

Town of Fairfield

Mill Plain Road, Sturgis Road, & Storjes Road

City of Waterbury

Grand Street

Town of Guilford

Whitfield Street, Broad & Church Street

City of Bristol

West Street (RT 69) between Meadow Street/Ward Street



CONNECTICUT **CTDOT**
CONNECTICUT TRANSPORTATION

Commissioner's Office Directive

June 21, 2024

Garrett T. Eucalitto
Garrett T. Eucalitto
Commissioner

Paul T. Rizzo
Paul T. Rizzo
Bureau Chief, Highway Operations

SUBJECT: Quick Build Complete Streets Demonstration Projects on State Roads

Overview
This program provides a structured approach for municipalities to implement quick build complete streets demonstration projects on state roads. It supports innovation, safety, and community engagement in transportation improvements, aligning with Connecticut's vision for a safe, comprehensive, and inclusive transportation system.

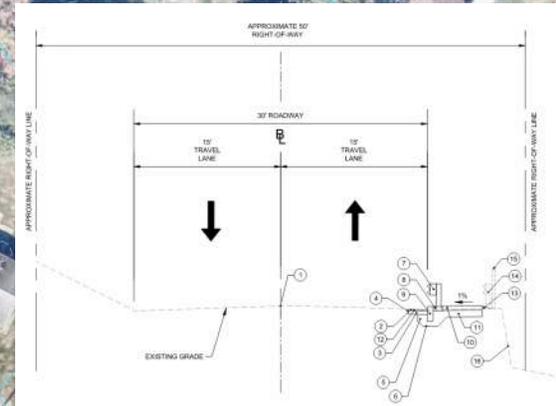
This program establishes a framework for municipalities within the state of Connecticut to propose and execute quick-build Complete Streets demonstration projects on state roads, utilizing the Connecticut Department of Transportation's (CTDOT) encroachment permit process, contingent upon adherence to CTDOT regulations and guidelines. The primary objectives are to enhance safety, improve multimodal transportation, and encourage community engagement through temporary or experimental modifications to state roads.

Key Principles:
Projects should be temporary installations aiming at enhancing safety, accessibility, and multimodal transportation. They must be reversible, with a minimum implementation length and deadlines for removal, allowing for evaluation and adjustments and align with CTDOT standards and guidelines for road safety and infrastructure.



CONCEPTUAL DESIGN PLAN

Sidewalk/Curb Reconstruction- Hope Hill Road



CONCEPTUAL DESIGN PLAN

Sidewalk Extension- Parker Farms Road to Jodi Drive



CONCEPTUAL DESIGN PLAN

Sidewalk Extension- Highland Avenue



CONCEPTUAL DESIGN PLAN

Estimated Costs

Intersection Reconfiguration: \$230k

Sidewalk/Curb Reconstruction- Hope Hill Road: \$335k

Sidewalk Extension- Parker Farms Road to Jodi Drive: \$110k

Sidewalk Extension- Highland Avenue: \$285k

Total: \$960k



2026 Estimating Guidelines

Connecticut Department of Transportation



NEXT STEPS

April 2025

March 2026

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▪ **Post Draft Intersection Safety Study Report for Public Comment**

- Post Draft Intersection Safety Study Report to Town website to allow for public comment
- Incorporate comments received on Draft Intersection Safety Study Report and Conceptual Design Plan
- Public comment period open through March 13, 2026.

▪ **Prepare Final Safety Study Report and Conceptual Design Plan**

- Submit Final Safety Study Report to SCRCOG and the Town of Wallingford
- The Town will utilize this report to complete the engineering design, continue coordination with various stakeholders, and seek funding
- Once funding is secured, the Town can complete engineering design and construction of intersection improvements

Wallingford Intersection Safety Improvements Study



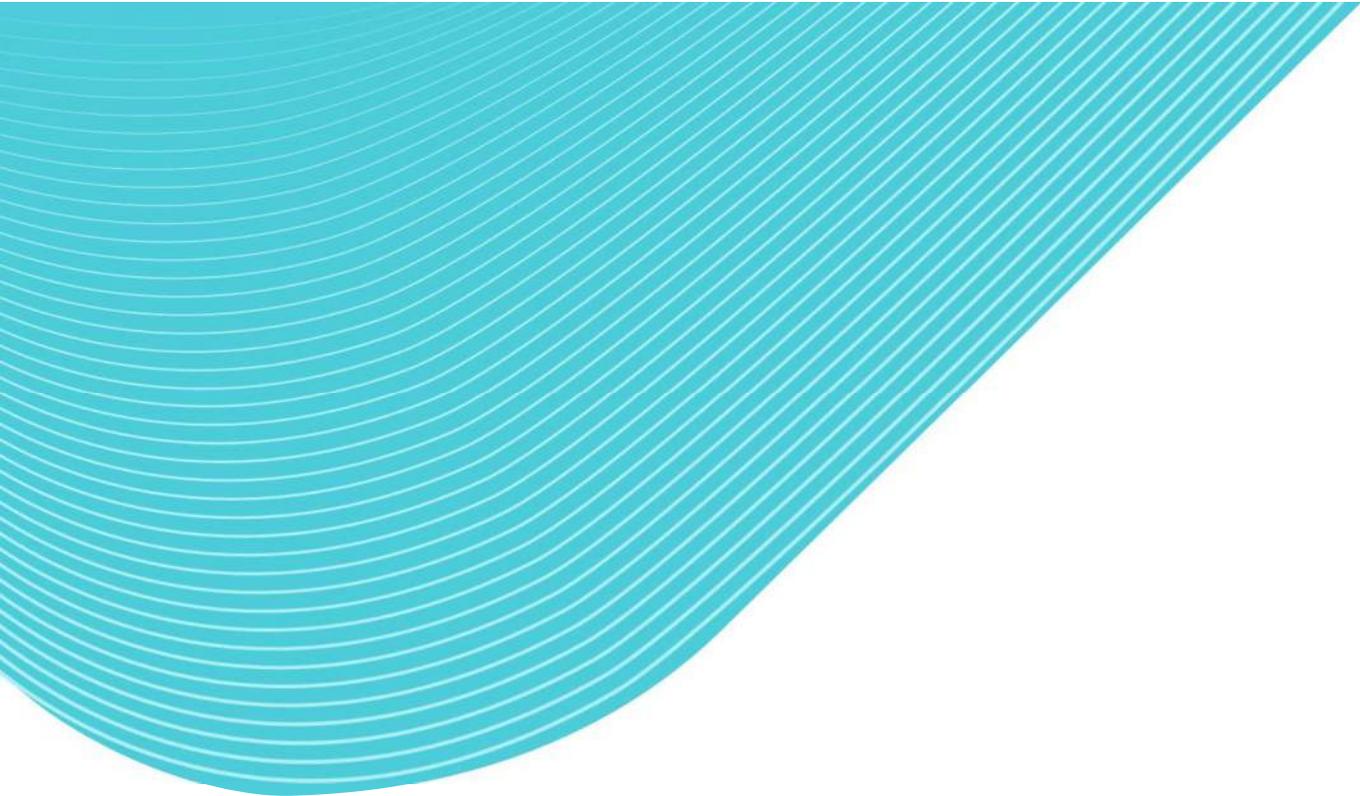
February 2026

Prepared for:
South Central Regional Council of Governments and
the Town of Wallingford, CT



Prepared by:
AKRF, Inc. and VNI Engineers





QUESTIONS?

