

10.0 COPPS HILL/FARMINGVILLE ROADS TO ROUTE 7

10.1 Existing Conditions

The section of Route 35 from Copps Hill Road/Farmingville Road to Route 7, the terminus of Route 35 is a predominantly rural area reflecting characteristics similar to the southern end of Route 35. The town's recreation center is located just north of the Copps Hill area.

Transportation Features

Route 35 in this section has several horizontal and vertical curves with shoulder widths ranging from 1 to 6 feet. The most common features in this section are low stonewalls and mature landscaping.

Most of the cross streets are stop sign controlled except for the signalized intersections at Limestone Road/Haviland Road and Route 7. The intersection with Buck Hill Road operates with a flashing beacon. The following four intersections were evaluated.

- Limestone Road/Haviland Road
- Old Danbury Road
- Buck Hill Road
- Route 7

Sidewalks terminate just north of Copps Hill Road, though pedestrian crosswalks are located at the intersection of Route 35 with Route 7.

10.2 Issues

Traffic Flow

Vehicles traveling northbound on Route 35 currently experience a long delay (LOS E or F) at both signalized intersections in this section of Route 35 during the evening peak period. As traffic volumes increase (approximately 1% per year), it is expected that northbound through movement on Route 35 will continue to experience delay as will the eastbound through



Route 35 north of Copps Hill Road/Farmingville Road looking north



Route 35 between Copps Hill Road and Route 7 with striped shoulders approximately 6 feet wide



Ridgefield Bank frontage typifies community aesthetics with stone wall, landscaping, etc.

movement on Route 7. Vehicles entering Route 35 from Old Danbury Road will also operate at unacceptable levels of service (LOS E or F) by the year 2025. Travel demand to the various homes and neighborhoods adjacent to the roadway requires left turns which impede travel, resulting in increased congestion and delays for through-moving vehicles on Route 35. Additional detailed results from the traffic analyses are provided in Appendix B.

Buck Hill Road operates with a flashing beacon to caution drivers in this area. Buck Hill Road approaches Route 35 on a downward slope at a point where Route 35 curves around steep rocky cliffs. Sight distance is very limited and makes it difficult for vehicles to enter Route 35 from Buck Hill Road safely.

The Recreation Center driveway was not initially identified as an intersection of concern for this study, but field observations and comments from the public indicate that there are a significant number of left turns into the driveway. This impedes travel, adding to congestion and delays for northbound through movement on Route 35.

Summary of Issues Copps Hill/Farmingville Roads to Route 7

- Delay on Route 35 caused by left-turning vehicles
- Delay on approach streets caused by heavy volumes on Route 35
- Recreation site entrance issues
- Sight distance constraints at Buck Hill Road

10.3 Recommendations

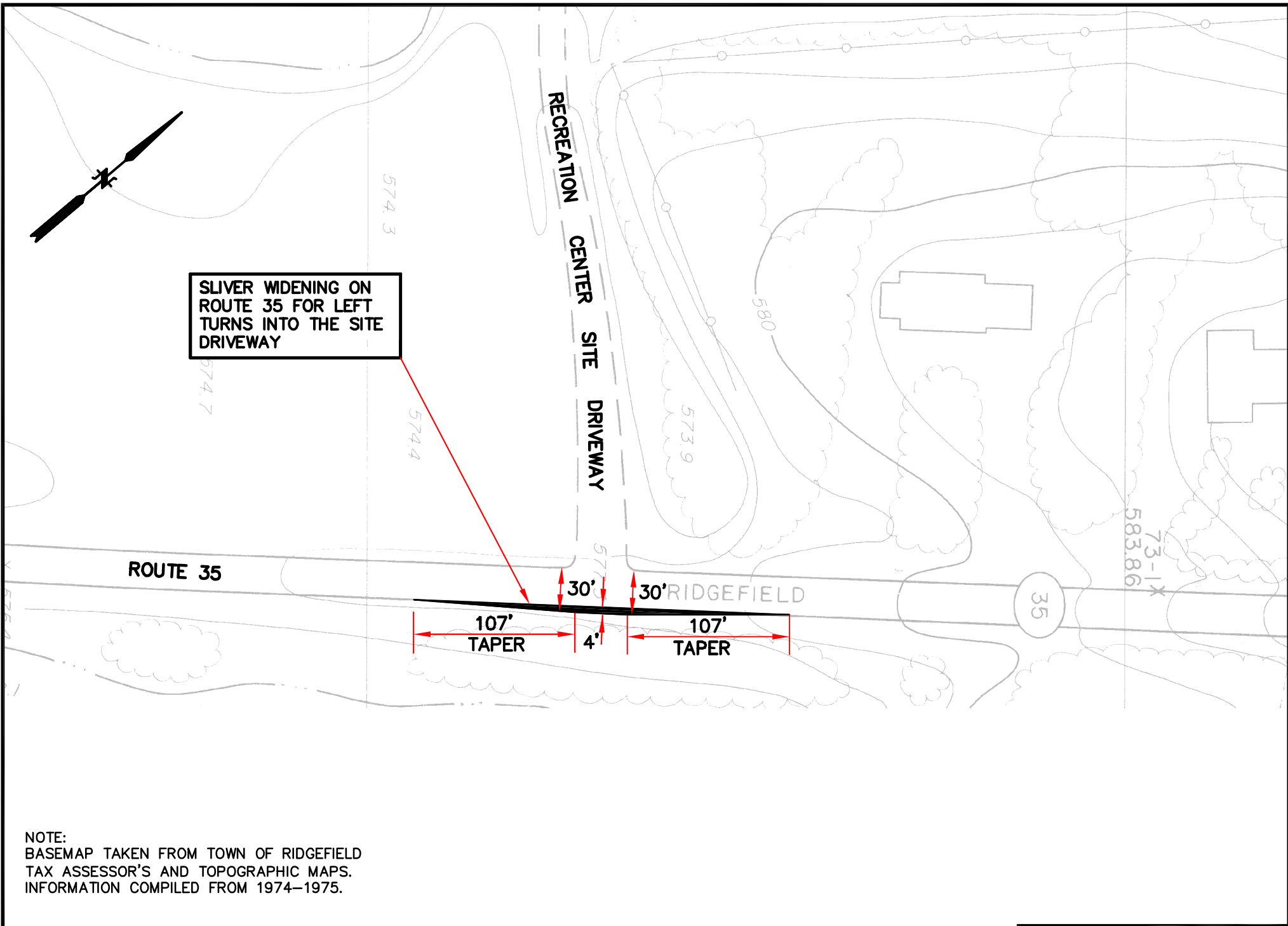
Upon completion of the evaluation of the alternative solutions, the PTC worked with the study consultant team to recommend a series of improvements for implementation. Those recommendations are shown in Table 8 and Figure 25 were selected.

10.4 Access Management Recommendation

There are no access management recommendations on Route 35 from Copps Hill Road/Farmingville Road to Route 7.

Table 8: Cops Hill/Farmingville Roads to Route 7 Recommendations

Locations	Recommendations	Benefits
Recreation Site Driveway	Sliver widening on Route 35	<ul style="list-style-type: none"> • Provides additional pavement space for vehicles on Route 35 to by-pass to the right of the vehicle turning left onto the site driveway from Route 35 • Reduces delay for through-moving vehicles on Route 35
Buck Hill Road	<ul style="list-style-type: none"> • Study removal of the crest and vegetation on Route 35 southbound to improve sight distance • Remove limbs and brush on Route 35 southbound to improve sight lines 	<ul style="list-style-type: none"> • Improves sight distance thus reduces accident potential
Route 7	Optimize signal timing	<ul style="list-style-type: none"> • Reduces delay



NOTE:
 BASEMAP TAKEN FROM TOWN OF RIDGEFIELD
 TAX ASSESSOR'S AND TOPOGRAPHIC MAPS.
 INFORMATION COMPILED FROM 1974-1975.