NOTICE: THIS IS A HYBRID MEETING
A ZOOM Link Is Provided For Those Wishing To Attend Remotely

To: Transportation Committee and Transportation Technical Committee

From: William Dickinson, Chairman, Transportation Committee

Date: November 2, 2022

Subject: Wednesday, November 9, 2022, Meeting of the Transportation Committee and Transportation Technical Committee to be held @ 12:00 Noon in the offices of SCRCOG and via Zoom.

Join Zoom Meeting: https://us02web.zoom.us/j/81855035822
Call-In Number: +1-929-205-6099
Meeting ID: 818 5503 5822

Presentation:

I-91/I-691/Route 15 Interchange Improvements in Meriden

Attachment

Action Items:

1. Meeting Minutes of October 12, 2022
Page 2

2. 2021-2024 Transportation Improvement Program Amendment Twenty-Two
Recommend SCRCOG adoption of Resolution- James Rode
Pages 3-10

3. Updated List of LOTCIP Projects
Recommend SCRCOG approval - James Rode
Page 11-12

Informational Items:

4. Other Business

The agenda and attachments for this meeting are available on our website at www.scrcog.org. Please contact SCRCOG at (203) 234-7555 for a copy of agenda in a language other than English. Auxiliary aids/services and limited English proficiency translators will be provided with two week’s notice.


127 Washington Avenue, 4th Floor West, North Haven, CT 06473
www.scrcog.org  T (203) 234-7555  F (203) 234-9850  camento@scrcog.org
First Selectman, Matthew Hoey called the meeting to order at 12:00 PM.

Action Item #1: Meeting Minutes of September 14, 2022
FS Cosgrove made a motion to approve the Minutes of the September 14, 2022 meeting; B. Ennis seconded the motion, which passed unanimously.

Action Item #2: 2021-2024 Transportation Improvement Program Amendment Twenty-One
J. Rode introduced Amendment 21, which included 1 new project for the replacement of traffic signals in District 3. FS Cosgrove made a motion to recommend approval. B Ennis seconded the motion, which passed unanimously.

Action Item #3: LOTCIP Discussion and Possible Action
J Rode began the discussion with a review of the LOTCIP status report. He gave an update on the new list of LOTCIP projects. Some Pre-application forms had just come in that morning. The final list will be compiled and sent out for review prior to the November meeting.

Information Item #4: Request for Transportation Studies to be included in the FY24, FY25 UPWP
J Rode briefly discussed the preparation of the next 2-year UPWP. SCRCOG is accepting transportation study requests from the municipalities.

Information Item #5: Discussion of the new Carbon Reduction Program
L Francis and J Rode provided an overview of this new program and will update the committee as it develops.

Information Item #6: Discussion of the I-95 PEL Study
J Rode informed the committee of the PEL study for the widening of I-95. A meeting was scheduled for the 26th and he encouraged those interested to attend.

Janice Plaziak made a motion to adjourn. B. Brinton seconded and the meeting adjourned at 12:30PM.
South Central Regional Council of Governments
2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment Number 22

Project 0014-0189  2022-A22-7  REPLACE COMPUTERIZED TRAFFIC SIGNAL  Pg 4
Changes Amendment 22 adds a new project
Reason Replacement of the Computerized Traffic Signal System (CTSS) along U.S. Route 1 in Branford/East Haven from Beaver Road in Branford to Main Street in East Haven

Project 0061-0155  2022-A22-5  TRAFFIC SIGNAL MODERNIZATION AT VARIOUS  Pg 5
Changes Amendment 22 adds a new project
Reason This Hamden Town Center Traffic Signal Replacement project was selected in 2019, through a COG solicitation, for funding under the CMAQ program. The project will replace antiquated traffic signals and improve traffic signal operations through a coordinated system, which will result in reduced emissions and reduced fuel consumption.

Project 0079-0240  2022-A22-3  Interchange Improvements I-91SB, I-691EB, Rte. 15SB  Pg 5
Changes Amendment 22 adds a new project
Reason The purpose of this project is to reduce congestion and improve safety for the southbound movements on Route 15 and I-91 within the I-91, I-691, and Route 15 Interchange in Meriden and Middletown, CT.

Project 0079-0245  2022-A22-4  INTERCHANGE IMPROVEMENTS - I-691 EB to I-91 NB  Pg 6
Changes Amendment 22 adds a new project
Reason The purpose of this project is to reduce congestion for the traffic movement at the left-handed off-ramp from I-691 EB to I-91 NB and along I-91 NB mainline and address associated safety concerns within the proposed project limits.

Project 0079-0246  2022-A21-1  Interchange Improvements I-91NB,I-691WB, Rte.15 NB  Pg 6
Changes Amendment 22 adds a new project
Reason The purpose of this project is to address traffic operational and safety concerns associated with capacity, congestion and weaving along Rte. 15 and I-91 in the NB direction, as well as capacity deficiencies on the Route 15 NB off-ramp to I-691 WB

Project 0083-0275  2022-A22-6  DRAINAGE & OPERATIONAL IMPROVEMENTS  Pg 7
Changes Amendment 22 adds a new project
Reason Resolve recurring flooding on US Route 1 in Milford by upgrading and extending drainage network. Construct left-turn lanes at intersection of Schoolhouse Road and replace traffic signals.

Project 0170-3629  2022-A21-2  INSTALL EV CHARGERS AT CTDOT D2, 3 & 4 HQS  Pg 8
Changes Amendment 22 adds a new project
Reason Installation of Electric Vehicle Charging Stations at CTDOT Districts 2 (Norwich), 3 (New Haven), and 4 (Thomaston) Headquarters to support CTDOT fleet of electric vehicles.
South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 22

State Project #0014-0189

Municipality Branford

Project Name REPLACE COMPUTERIZED TRAFFIC SIGNAL SYSTEM

Description Replacement of the Computerized Traffic Signal System (CTSS) along U.S. Route 1 in Branford/East Haven from Beaver Road (Int. No. 014-203) in Branford to Main Street in East Haven (Int. No. 043-208).

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

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TIP Funds $6,190

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Amendment Notes
FY21 Amend 22 add a new project
South Central Regional Council of Governments  
FFY2021-FFY2024 Transportation Improvement Program  
Amendment 22

### State Project #0061-0155

**Municipality:** Hamden  
**Project Name:** TRAFFIC SIGNAL MODERNIZATION AT VARIOUS LOCATIONS  
**Description:** This Hamden Town Center Traffic Signal Replacement project was selected by CTDOT in 2022, for the CMAQ program. The project will replace traffic signals and improve traffic signal operations through a coordinated system.

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<th>Current TIP Funding (In Thousands)</th>
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**Proposed TIP Funding (In Thousands):**  

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**TIP Funds:**  

$169,000

**Amendment Notes:**  
FY21 TIP Amend 22 adds a new project

### State Project #0079-0240

**Municipality:** Meriden  
**Project Name:** Interchange Improvements I-91SB,I-691EB, Rte 15 SB  
**Description:** The purpose of this project is to reduce congestion and improve safety for the southbound movements on Route 15 and I-91 within the I-91, I-691, and Route 15 Interchange in Meriden and Middletown, CT.

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**TIP Funds:**  

$169,000

**Amendment Notes:**  
FY21 TIP Amend 22 adds a new project
**FFY2021-FFY2024 Transportation Improvement Program**  
**Amendment 22**

### Project #0079-0245
**Municipality:** Meriden  
**Project Name:** INTERCHANGE IMPROVEMENTS - I-691 EB to I-91 NB  
**Description:** The purpose of this project is to reduce congestion for the traffic movement at the left-handed off-ramp from I-691 EB to I-91 NB and along I-91 NB mainline.

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**Amendment Notes**
FY21 TIP Amend 22 adds a new project

### Project #0079-0246
**Municipality:** Meriden  
**Project Name:** Interchange Improvements I-91NB,I-691WB, Rte 15 NB  
**Description:** The purpose of this project is to address traffic operational and safety concerns associated with capacity, congestion and weaving along Rte 15 and I-91 in the NB direction, as well as capacity deficiencies on the Route 15 NB off-ramp to I-691 WB

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**Amendment Notes**
FY21 TIP Amend 22 adds a new project
### South Central Regional Council of Governments

**FFY2021-FFY2024 Transportation Improvement Program**

**Amendment 22**

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**Proposed Amendment Notes**

FY21 Amend 22 add a new project

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**Project Name**

DRAINAGE & OPERATIONAL IMPROVEMENTS

**Description**

Resolve recurring flooding on US Route 1 in Milford by upgrading and extending drainage network. Construct left-turn lanes at intersection of Schoolhouse Road and replace traffic signals.

### Current TIP Funding (In Thousands)

### Proposed TIP Funding (In Thousands)

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**TIP Funds**

$7,620

0 0 0 850 800 5,970

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**Amendment Notes**

FY21 Amend 22 add a new project
INSTALL EV CHARGERS AT CTDOT D2, 3 & 4 HQS

Installation of Electric Vehicle Charging Stations at CTDOT Districts 2 (Norwich), 3 (New Haven), and 4 (Thomaston) Headquarters to support CTDOT fleet of electric vehicles.

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

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TIP Funds $1,101 0 0 0 1,101 0 0

Amendment Notes
FY21 TIP Amend 22 adds a new project
Resolution
Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment Twenty-Two

Whereas: U.S. Department of Transportation “Metropolitan Planning Regulations” (23 CFR 450) prescribe that each metropolitan planning organization maintain a financially constrained multi-modal transportation improvement program consistent with a State Implementation Plan for Air Quality (SIP) conforming to both U.S. Environmental Protection Administration-established air quality guidelines and SIP-established mobile source emissions budgets; and

Whereas: The Council, per 23 CFR 450.324 and in cooperation with the Connecticut Department of Transportation (ConnDOT) and public transit operators and relying upon financial constraints offered by ConnDOT, adopted a Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program on September 23, 2020, after finding the Program conforming per U.S. Environmental Protection Administration (U.S. EPA) final conformity rule (40 CFR 51 and 93) and relevant Connecticut Department of Transportation air quality conformity determinations: Air Quality Conformity Reports: Fiscal Year 2021-2024 Transportation Improvement Program and the Region’s Metropolitan Transportation Plans—2019 to 2045, (April, 2019); and

Whereas: The Council, on September 23, 2020, indicated that periodic Program adjustment or amendment was possible; and

Whereas: Projects referenced in the Program amendment (below) are consistent with the region’s metropolitan transportation plan Metropolitan Transportation Plans—2019 to 2045, (April, 2019); and

Whereas: Council Public Participation Guidelines: Transportation Planning have been observed during the development of the proposed Program amendment (below); and

Whereas: By agreement between the Council and the Connecticut Department of Transportation, public involvement activities carried out by the South Central Regional Council of Governments in response to U.S. Department of Transportation metropolitan planning requirements are intended to satisfy the requirements associated with development of a Statewide Transportation Improvement Program and/or its amendment; and

Whereas: Council of Governments’ review of transportation goals, projects and opportunities may result in further adjustment or amendment of the Program.
Resolution
Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment Twenty-Two (Continued)

Now, Therefore, Be It Resolved By the Council of Governments:

The Program Amendment Twenty-Two shall be transmitted to the Connecticut Department of Transportation, for inclusion in the State Transportation Improvement Program.

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on November 16, 2022.

Date November 16, 2022

By: ________________________________
First Selectman Paula Cofrancesco, Secretary
South Central Regional Council of Governments
## LOTCIP Pre Applications 11/9/22

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<td>5/1/23</td>
<td>New Haven</td>
<td>Various</td>
<td>Safety Improvements</td>
<td>$3,000,000</td>
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<tr>
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<td>Whalley Ave</td>
<td>Safety Improvements</td>
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<td>Winchester Ave</td>
<td>Winchester Ave LOTCIP</td>
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<td>Wallingford</td>
<td>Quinnipiuc St</td>
<td>Bridge Replacement</td>
<td>$2,900,000</td>
</tr>
<tr>
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<td>Wallingford</td>
<td>Toelles Rd</td>
<td>Road Reconstruction</td>
<td>$1,400,000</td>
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<tr>
<td>6/1/23</td>
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<td>Armory St</td>
<td>Complete Streets and Drainage</td>
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<tr>
<td>6/1/23</td>
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<td>Woodin St</td>
<td>Bridge Replacement at Belden &amp; Wilmc</td>
<td>$3,000,000</td>
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<tr>
<td>6/1/23</td>
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<td>Woodin St</td>
<td>Complete Streets</td>
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<tr>
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<td>Mix Ave</td>
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<tr>
<td>6/1/23</td>
<td>Hamden</td>
<td>Hartford Turnpike</td>
<td>Complete Streets, (Town Line to Davis)</td>
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<tr>
<td>10/1/23</td>
<td>Madison</td>
<td>Scotland Ave</td>
<td>Sidewalk Construction</td>
<td>$500,000</td>
</tr>
</tbody>
</table>

**Total** $68,373,400
1 Milford-Welches Point Road Revetment Stabilization  
*Project Cost Estimate:* $2,700,000  
*Project Description:* construct stone revetment (closest to l.i.s.), retaining wall above revetment. Install new concrete sidewalk between old field lane and point lookout. Mill and overlay Welches point rd.  
*Anticipated Schedule:* Application Complete 10/1/2022

2 New Haven-Downtown Roadway Drainage Project  
*Project Cost Estimate:* $5,880,000  
*Project Description:* The City of New Haven has been selected to receive a FEMA BRIC grant to micro tunnel a 10-foot diameter pipe from Union Avenue under the rail yard to a new outfall in the Harbor to increase drainage capacity and mitigate flooding. This project will support that effort by providing funding to construct necessary local drainage connections and improvements to the new tunnel. The City has worked closely with CT DOT on the FEMA BRIC application and they are aware that the City is planning this application to LOTCIP for the project.  
*Anticipated Schedule:* Application Complete 10/01/2022

3 New Haven-Lighthouse Road Safety Improvements  
*Project Cost Estimate:* $1,100,000  
*Project Description:* The project will include pavement rehabilitation, geometric changes incorporating shared use path, and traffic calming elements. This project starts at Dean Street, travelling down Lighthouse Road and ending at Cora Street.  
*Anticipated Schedule:* Application Complete 11/01/2022

4 Branford-Meadow Street Drainage Improvements  
*Project Cost Estimate:* $2,300,000  
*Project Description:* The project limits are proposed from Rogers Street to Montowese Street. Sidewalks will be rehabilitated where needed and upgraded to meet current ADA requirements. The road will go through a full-depth reconstruction. The drainage improvements proposed within the project include an underground stormwater storage system to manage peak runoff and maximize the life of the pavement structure. Considerations for future central stormwater pumping station. Green infrastructures and BMPs will be incorporated, where appropriate, to add to the drainage improvements and work towards MS4 compliance.  
*Anticipated Schedule:* Application Complete 12/1/2022

5 New Haven-South Frontage Road Improvements  
*Project Cost Estimate:* $1,500,000  
*Project Description:* This project will modify the existing road between Howard Avenue and College Street by constructing raised intersections, tightening corner curb radii, installing a protected bike lane, and repaving the road. Raised intersections will ensure appropriate vehicular travel speeds through intersections while providing enhanced pedestrian crossings. A proposed curb-separated protected bike lane will connect to a bike lane of identical style east of College Street. Traffic impacts are currently being evaluated for a possible vehicular lane reduction from 3 lanes to 2 lanes to provide more...
space to extend the proposed bike lane and make South Frontage Road appear less like a highway.

**Anticipated Schedule:** Application Complete 12/1/2022

6 **New Haven-Ferry Street**  
**Project Cost Estimate:** 2,800,000  
**Project Description:** Traffic calming by line striping, physical geometric changes to the corridor, pavement replacement, improvements to sidewalk to current ADA/PROWAG standards.  
**Anticipated Schedule:** Application Complete 12/01/2022

7 **Milford- Buckingham Avenue / New Haven Avenue**  
**Project Cost Estimate:** 2,800,000  
**Project Description:** remove and replace existing sidewalks. Add sidewalks and crosswalks. Upgrade existing storm drainage and add new storm drainage. Provide enhanced markings/signage for bicycles  
**Anticipated Schedule:** Application Complete 12/1/2022

8 **Milford-East Broadway**  
**Project Cost Estimate:** 3,000,000  
**Project Description:** remove and replace curbs and sidewalks. Add crosswalks, add bicycle signage and markings. Remove and replace and/or install new storm drainage as may be required. Resurface roadway.  
**Anticipated Schedule:** Application Complete 12/1/2022

9 **Milford- Housatonic Drive**  
**Project Cost Estimate:** 2,800,000  
**Project Description:** remove and replace curbs and sidewalks. Add bicycle signage and markings. Remove and replace and/or install new storm drainage as may be required. Resurface roadway  
**Anticipated Schedule:** Application Complete 12/1/2022

10 **Milford-Meadows End Road**  
**Project Cost Estimate:** 2,700,000  
**Project Description:** remove & replace deteriorated sidewalks, install new sidewalks and crosswalks, widen travel surface to the extent practicable to provide for bicycle usage, install curbs (as may be necessary) and resurface roadway  
**Anticipated Schedule:** Application Complete 12/1/2022

11 **North Branford- Twin Lakes Road Pavement Rehabilitation**  
**Project Cost Estimate:** 1,200,000  
**Project Description:** Mill and replace the top 2.5 inches of pavement surface. Superpave bituminous concrete mixes will be used for the leveling & surface courses. Remove & replace the majority of catch basin tops with CT DOT standard catch basin tops. Inspect and repaired/replace drainage system pipe network and add underdrain pipes, as necessary. Coordinate at grade utility upgrades with appropriate public/municipal utility
entities. A cold-in-place-recycling (milling) pavement rehabilitation process may also be considered, depending on existing pavement depths and the overall condition of road surface.

**Anticipated Schedule:** Application Complete 12/1/2022

12 **Hamden-Morse Street Complete Street**

*Project Cost Estimate.* 2,125,000

*Project Description:* Sidewalks, curb, and roadway will be repaired where necessary. Roadway geometry changes such as curb extensions, and vertical speed elements such as raised intersections and speed tables will reduce vehicular travel speeds and provide safer spaces for pedestrians and cyclists. The addition of bike lanes will tie into bike lanes proposed on Armory Street, Newhall Street, and Goodrich Street. Sustainable stormwater management will be integrated into the roadway geometry changes to help reduce runoff to the flood prone intersection of Mill Rock and Newhall.

*Anticipated Schedule:* Application Complete 12/1/2022

13 **North Branford- Sea Hill Road Pavement Rehabilitation**

*Project Cost Estimate.* 1,000,000

*Project Description:* Mill and replace the top 2.5 inches of pavement surface. Superpave bituminous concrete mixes will be used for the leveling & surface courses. Remove & replace the majority of catch basin tops with CT DOT standard catch basin tops. Inspect and repaired/replace drainage system pipe network and add underdrain pipes, as necessary. Coordinate at grade utility upgrades with appropriate public/municipal utility entities. A cold-in-place-recycling (milling) pavement rehabilitation process may also be considered, depending on existing pavement depths and the overall condition of road surface.

*Anticipated Schedule:* Application Complete 12/1/2022

14 **Orange-Pine Tree Drive & Peck Lane Culvert Replacement**

*Project Cost Estimate* 1,688,000

*Project Description:* Replace 2-36" RCP and 2-30x48" ACCMP culverts at Pine Tree Drive and Peck Lane, respectively, with 12’ x 4’ precast concrete box culverts at each location, as recommended by a flood study by Cardinal Engineers.

*Anticipated Schedule:* Application Complete 01/1/2023

15 **East Haven-Messina Drive Reconstruction**

*Project Cost Estimate* 900,000

*Project Description:* Project will mill and pave a portion of Messina Drive, replace existing sidewalks and upgrade an existing crosswalk

*Anticipated Schedule:* Application Complete 01/01/23

16 **Meriden-Oregon Road Bridge Rehabilitation (Bridge 04184)**

*Project Cost Estimate* 6,000,000

*Project Description:* The project will consist of the following Scope of Work:

Strip the overlay, patch the deck, and install a new membrane and overlay. Install PVC weep hole extensions on the underside of the deck. Replace missing water main
insulation. Install new deck joints, seal approach pavement cracking. Replace steel sliding plate expansion bearings at both abutments with elastomeric bearings. Clean and paint fixed bearings over the pier. Perform load rating of the bridge to evaluate the effects of the section losses on the capacity of the bridge. Based on the results of the load rating, install steel plates on the steel girders in the areas of section losses. Alternatively, Ultra High-Performance Concrete beam end repairs could be considered. Patch deteriorated substructure concrete.  
**Anticipated Schedule:** Application Complete 02/01/2023

17 **North Branford- Totoket Rd Guiderail System**
**Project Cost Estimate:** 400,000
**Project Description:** Analyze, design, and install roadside barrier systems. Select barrier configurations that are appropriate for the project-specific environment, design, and placement criteria. Design consideration to include local, state, and federal guidelines, policies, and resources.  
**Anticipated Schedule:** Application Complete 02/01/2023

18 **Guilford-Falcon Road and Seawall**
**Project Cost Estimate:** 2,400,000
**Project Description:** Replace the seawall, including adding a parapet wall and an 18” road elevation increase to make the road more resilient for its coastal exposure.  
**Anticipated Schedule:** Application Complete 02/01/2023

19 **Meriden-Center Street Reconstruction**
**Project Cost Estimate:** 3,000,000
**Project Description:** Reconstruction of sidewalks on Center Street from East Main Street to Britannia Street. Replacement of traffic signals at Center/Liberty Streets and Center/Camp Streets. Repave and restripe the street at the completion of the project.  
**Anticipated Schedule:** Application Complete 03/2023

20 **Meriden-Broad Street (Route 5) Improvements**
**Project Cost Estimate:** 2,000,000
**Project Description:** Reconstruction of sidewalks on Broad Street from Pratt Street to East Main Street. Replacement of traffic signals at Broad/East Main Streets and Broad/Liberty Streets. Repave and restripe the street at the completion of the project.  
**Anticipated Schedule:** Application Complete 03/01/2023

21 **Hamden-Goodrich and Newhall Streets Complete Streets**
**Project Cost Estimate:** 2,400,000
**Project Description:**
**Anticipated Schedule:** Application Complete 04/01/2023

22 **New Haven-Downtown Safety Improvements**
**Project Cost Estimate:** 3,000,000
**Project Description** intersection safety improvements such as bumpouts, raised crossings, PROWAG ramps, and other pedestrian safety improvements.  
**Anticipated Schedule:** Application Complete 5/1/2023
23 New Haven-Whalley Ave Safety Improvements
  **Project Cost Estimate. 860,400**
  **Project Description** The project will improve 3 intersections along the city-owned portion of Whalley avenue with raised tables, geometric and signal improvements, and enhanced pedestrian facilities.
  **Anticipated Schedule:** Application Complete 05/01/2023

24 New Haven-Winchester Ave LOTCIP
  **Project Cost Estimate 2,000,000**
  **Project Description** Project activities include mill and pave roadway surface, create raised intersections to make crosswalks safer and slow down vehicle traffic, improve intersection geometry, and promote active transportation through corridor.
  **Anticipated Schedule:** Application Complete 5/1/2023

25 Wallingford-Quinnipiac Street Bridge Replacement over Wallace Raceway
  **Project Cost Estimate 2,900,000**
  **Project Description** Substructure & superstructure replacement of bridge carrying Quinnipiac Street over the Wallace Raceway originally constructed in 1915. Quinnipiac Street had an ADT of 13,100 in 2010.
  **Anticipated Schedule:** Application Complete 5/01/2023

26 Wallingford-Toelles Road Reconstruction
  **Project Cost Estimate 1,400,000**
  **Project Description** Total reconstruction of pavement and curbing along Toelles Road from Route 5 to the bridge over the Quinnipiac River.
  **Anticipated Schedule:** Application Complete 06/01/2023

27 Hamden-Armory Street Complete Streets and Drainage Improvements
  **Project Cost Estimate 2,900,000**
  **Project Description** Sidewalks, roadway and curb will be reconstructed where necessary. Roadway geometry will be modified to reduce vehicle speeds, and improve pedestrian and bicycle safety. Raised crossings will restrict vehicle speeds at crosswalks and intersections. Reducing the travel lane size and installing bike lanes will provide improved bicycle access and connect to proposed bicycle lanes on Goodrich St and Morse St.
  **Anticipated Schedule:** Application Complete 06/01/2023

28 Hamden- Woodin St Bridge Replacement at Belden Brook & Wilmont Brook
  **Project Cost Estimate 3,000,000**
  **Project Description** Replacement of Bridge 061-041: Woodin Street over Belden Brook
  Replacement of Bridge 061-046: Woodin Street over Wilmont Brook (aka 04128)
  Both bridges were inspected by the CT DOT and subsequently in 2011 by BL Companies:
  - 61-041 is being recommended to be fully replaced with a box structure
  - 61-146 is being recommended to replace the decking with a box beam deck
  **Anticipated Schedule:** Application Complete 06/01/2023
29 Hamden-Woodin Street Complete Streets
Project Cost Estimate 3,000,000
Project Description The Town is looking to improve pedestrian and cyclist safety for the area by installing new sidewalks on the south side of the road, replacing any broken sections of sidewalks on the north side of the road, and install handicap ramps along the intersections where not otherwise present within the impact area. Other improvements will include bike lanes and we are investigating other traffic calming methods such as raised intersections and crosswalks. Some drainage improvements will also be included and may also include vegetative swales to improve water quality discharging to both brooks.
Anticipated Schedule: Application Complete 06/01/2023

30 Hamden-Hartford Turnpike Complete Streets, (Town Line to Davis Street)
Project Cost Estimate 2,000,000
Project Description Roadway geometry will be modified to reduce vehicle speeds, and improve pedestrian and bicycle safety. Raised crossings will restrict vehicle speeds at crosswalks and intersections. Reducing the travel lane size and installing bike lanes will provide improved bicycle access and connect to proposed bicycle lane on Davis Street. Sidewalks, roadway and curb will be reconstructed where project scope allows.
Anticipated Schedule: Application Complete 06/01/2023

31 Hamden-Mix Avenue Complete Streets
Project Cost Estimate 3,000,000
Project Description Roadway geometry will be modified to reduce vehicle speeds, and improve pedestrian and bicycle safety. Raised crossings and/or bumpouts will restrict vehicle speeds at crosswalks and intersections. Reducing the travel lane size and installing bike lanes will provide improved bicycle access and connect to proposed bicycle lane on Benham Street. Sidewalks, roadway and curb will be reconstructed where project scope allows.
Anticipated Schedule: Application Complete 07/01/2023

32 Madison-Scotland Avenue Sidewalk Construction
Project Cost Estimate 500,000
Project Description Construct approximately 2,500 linear feet of new 5’ wide concrete sidewalk on Scotland Avenue that connects to existing sidewalks on Railroad Avenue and Boston Post Road (Route 1).
Anticipated Schedule: Application Complete 10/01/2023
PROJECT DESCRIPTION
Interchange Improvements to I-91 Southbound, I-691 Eastbound and Route 15 Southbound

LOCATION:
This proposed project is located on a segment of Interstate 91 (I-91) that provides access to Route 15 (Wilbur Cross Parkway), Interstate 691 (I-691), and East Main Street in the City of Meriden. All three highways in the project area consist of a complex system of mainline lanes, weave sections, and ramp connections that form the I-91/I-691/Route 15 Interchange. The improvements proposed as part of this project encompass highway elements in the southbound direction within the limits as described below.

- The proposed project limits on I-91 Southbound (SB) begin approximately 0.5 miles north of Interchange 19 (MP 21.60) and extending southerly to the Meriden/Wallingford town line (MP 17.31) for approximately 4.26 miles.

- The proposed project limits on Route 15 SB begin at the I-691 Eastbound (EB) overpass (MP 65.23) and extend southerly to approximately a quarter mile south of the Miller Avenue overpass (MP 63.18) for approximately 2.25 miles.

- The proposed project also includes improvements to I-691 EB from the Route 5 overpass (MP 1.32, Interchange 8) to approximately 130 feet west of the Bee Street overpass (MP 0.00) for approximately 1.1 miles

- The proposed project limits on Route 66 Westbound (WB) begin just west of the Preston Avenue underpass and extend to I-691 WB Interchange 9 (off-ramp to Route 15 NB) for approximately one mile.
PURPOSE AND NEED:
The purpose of this project is to reduce congestion and improve safety for the southbound movements on Route 15 and I-91 within the I-91, I-691, and Route 15 Interchange in Meriden and Middletown, CT. This project intends to complete the following:

- Reduce traffic congestion to achieve a Level of Service (LOS) of D or better by design year 2051.
- Improve safety associated with crashes caused by congestion and weaving.

It is proposed to widen I-91 SB to provide an additional operational lane between Interchanges 18 and 19, widen the existing off-ramp from I-91 SB to I-691 WB (Interchange 18) to two lanes, and relocate and provide a new two-lane off-ramp from I-91 SB to Route 15 SB. The improvements on Route 15 SB consist of widening the I-691 EB to the Route 15 SB (Interchange 10) on-ramp to two lanes.

EXISTING DESCRIPTION:

I-91 Southbound

North of Interchange 17, I-91 SB provides three travel lanes. A lane drop at Interchange 17 reduces I-91 SB to two travel lanes until the ramp from Route 15 SB to I-91 SB (Interchange 67S), where the on-ramp from Route 15 SB results in three travel lanes.

Vehicles travelling on I-91 SB experience back-ups during the afternoon peak hours due to the limited capacity of the single-lane off-ramp to Route 15 SB/East Main Street at Interchange 17. The resulting queue on the right lane of I-91 SB varies but has been observed to extend approximately 1 mile. The condition is worsened by the tendency of motorists cutting into the right-lane queue from the center lane, slowing down the center lane traffic as a result.

The configuration of the ramps in this area, combined with the complex connections to East Main Street contribute to operational and safety issues. There are significant geometric deficiencies on the ramps in the vicinity of the East Main Street interchange, including the weaving length on I-91 SB between the on-ramp from I-691 WB and Interchange 17 (I-91 SB to Route 15 SB) that is deficient. Vehicles exiting at Interchange 17 must quickly decide between merging to Route 15 SB on the left side or exiting to East Main Street on the right side, since the right lane drops at Interchange 17. Too many decision points within such a short distance may cause driver confusion and increase the potential for crashes. In addition, shoulder widths along I-91 SB within the project limits are observed to be deficient.

Route 15 Southbound

Route 15 SB consists mainly of two travel lanes. There are two segments with an additional third lane. The first segment is an auxiliary lane between the I-691 EB on-ramp and the off-ramp to East Main Street (Interchange 67W). The second segment is south of Interchange 67W where an additional lane from the I-91 SB on-ramp (Interchange 17) results in three lanes and ends at the off-ramp to I-91SB (Interchange 67S).
A section of Route 15, between the on-ramp from I-91 SB (Interchange 17) and the off-ramp to I-91 SB (Interchange 67S), experiences congestion and weaving concerns due to the traffic merge from I-691 WB, I-91 SB and Route 15 SB destined for either I-91 SB or Route 15 SB. The left-hand exit ramp from Route 15 SB to I-91 SB also contributes adversely to driver expectancy as well as safety and operations. In addition, the weaving section between the I-691 EB on-ramp to Route 15 SB and the off-ramp to East Main Street is deficient in weave length and contributes to a considerable number of crashes.

Crash History

The crash data between May 1, 2014 and April 30, 2017 indicated that there were a total of 549 crashes with 161 injuries and 3 fatalities (I-91 SB recorded 493 crashes with 150 injuries and 2 fatalities, Route 15 SB recorded 56 crashes with 11 injuries, and I-691 EB recorded 80 crashes with 23 injuries and 1 fatality). The two fatal crashes on I-91 SB included one between Interchange 18 (I-691 WB) and the entrance ramp from I-691 WB (MP 19.9 to 19.7) and a second between Interchange 17 (Route 15 SB/East Main Street) and the entrance ramp from Route 15 SB (MP 19.3 to 18.6). The fatal crash on I-691 EB occurred between Interchange 10 off-ramp and Interchange 11 off-ramp.

The predominant types of crashes consist of the following:

<table>
<thead>
<tr>
<th>I-91 SB</th>
<th>Route 15 SB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear End – 75%</td>
<td>Fixed Object – 50%</td>
</tr>
<tr>
<td>Sideswipe – 12%</td>
<td>Rear End – 27%</td>
</tr>
<tr>
<td>Fixed Object – 11%</td>
<td>Sideswipe – 23%</td>
</tr>
</tbody>
</table>

The crash data show that there are high crash rates in this area that can be attributed to congestion due to limited ramp capacity as well as a deficient weaving length between I-91 Interchange 17 and 18.

Traffic Volumes

Maximum approximate peak hour volumes observed in the year 2017 and projected to the year 2051 for each highway corridor within the project area are as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>I-91 SB</th>
<th>I-691 WB</th>
<th>I-691 EB</th>
<th>Route 15 SB</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>4,820(5,640)*</td>
<td>1,930(2,870)</td>
<td>4,640(4,240)</td>
<td>4,550(4,180)</td>
</tr>
<tr>
<td>2051</td>
<td>5,780(6,770)</td>
<td>2,310(3,450)</td>
<td>5,620 (5,100)</td>
<td>5,000(5,460)</td>
</tr>
</tbody>
</table>

*AM Peak volume (PM Peak volume)
PROPOSED IMPROVEMENTS:

I-91 Southbound

The proposed improvements on I-91 SB include the following:

- **Construct operational lanes** – Provide operational lanes at two highway sections: (1) from approximately 0.5 miles north of Interchange 19 (Baldwin/Preston Avenue) to Interchange 18 (off-ramp to I-691 WB); (2) from the I-691 WB on-ramp to the East Main Street off-ramp (Interchange 17). The operational lane would reduce congestion and rear-end crashes that may be attributed to the existing conditions at both of these highway sections. These improvements will require modifications to Bridge No. 03052 (I-91 SB over Baldwin/Preston Avenue) and Bridge No. 01829 (I-91 SB over Bee Street) to accommodate the widened roadway.

- **Relocate the access to Route 15 SB and realign the exit ramp to East Main Street** – The existing access to Route 15 SB is shared with the East Main Street access (Interchange 17). It is proposed to relocate the access to Route 15 SB by providing a diverge south of East Main Street, consisting of two through lanes for I-91 SB and two off-ramp lanes for Route 15 SB, which will merge with the two lanes of Route 15.

  By relocating the traffic bound for Route 15 SB from the existing ramp (Interchange 17), the single-lane ramp to East Main Street would be adequate. This ramp to East Main Street will be realigned to increase the weave distance between this ramp and the I-691 WB on-ramp. A new bridge will be constructed over Route 15 to accommodate the proposed ramp alignment and the proposed widening on Route 15 (Bridge No. 01824). The new two-lane ramp from Route 15 SB is proposed to merge with three I-91 SB mainline lanes in the vicinity of the Murdock Avenue overpass. Beyond this merge, I-91 SB will continue to provide three lanes of travel.

Route 15 Southbound

The proposed improvements on Route 15 SB include the following:

- **Provide a two-lane off-ramp from I-691 EB to Route 15 SB** – Widen the existing single-lane ramp from I-691 EB to Route 15 SB to two lanes. This will improve weaving operations on Route 15 and reduce the potential for crashes.

- **Relocate the ramp to East Main Street** – The ramp to East Main Street will be relocated south of its present location to increase the weave distance from the I-691 EB on-ramp.

- **Relocate the ramp to I-91 SB** – Construct a new two-lane ‘fly-over’ ramp from Route 15 SB to I-91 SB to replace the current undesirable left-hand configuration, improve driver expectancy and reduce confusion. Bridge No. 01819 (East Main Street ramp over Route 15 SB) would be replaced to accommodate the new lane configuration.

- **Widen Route 15 SB** – Widen Route 15 SB to accommodate the new two-lane ramp from I-91 SB. It is also proposed to realign the on-ramp from East Main Street.

Overall, it is anticipated that the proposed improvements will require the construction/rehabilitation of approximately twenty structures (two replacement bridges, two widening/rehabilitation bridges, six
rehabilitation bridges, three replacement culverts, one widening/rehabilitation culvert, six rehabilitation culverts) and approximately twenty-four retaining walls.

The proposed ramp from Route 15 SB to I-91 SB is anticipated to impact an existing wetland and watercourse. A partial acquisition of the 965 East Main Street property and three other total acquisitions are anticipated for the project.

**ESTIMATED COSTS:**

- Construction……………………………………$169 million
- ROW…………………………………………..$1 million
- Utilities…………………………………………..TBD
- Preliminary Engineering…………………………$32 million (Includes Project 0079-0245 & 0079-0246)

**SCHEDULE:**

- Final Design Plans (FDP)..........................06/05/2024
- Design Completion Date (DCD) ...................07/17/2024
- Advertisement (ADV) .............................08/14/2024
- Beginning of construction/Notice to Proceed (NTP) ....12/23/2024
- Construction Completion Date ..................08/01/2031
PROJECT DESCRIPTION

Interchange Improvements on I-691 Eastbound to I-91 Northbound

LOCATION:

This project is located along the northbound direction of I-91 and eastbound direction of I-691 as listed below. It is part of the overall improvements proposed for a segment of Interstate 91 (I-91) that provides access to Route 15 (Wilbur Cross Parkway), Interstate 691 (I-691), and East Main Street in the City of Meriden. All three highways in the project area consist of a complex system of mainline lanes, weave sections, and ramp connections that form the I-91/I-691/Route 15 Interchange.

- The proposed project limits begin on I-91 NB from the junction of the on-ramp from Route 15 NB (MP 19.6) to the Middletown rest area (MP 21.42) for approximately 1.8 miles.
- The proposed project limits begin on I-691 EB off-ramp (MP 0.02) and extend to its junction with I-91 NB for approximately 0.4 miles.

PURPOSE AND NEED:

The purpose of this project is to reduce congestion for the traffic movement at the left-handed off-ramp from I-691 EB to I-91 NB and along I-91 NB mainline, and address associated safety concerns within the proposed project limits. It is intended as follows:

- Reduce traffic congestion to achieve a Level of Service (LOS) of D or better by design year 2051.
- Improve safety associated with crashes caused by congestion and weaving.
The proposed improvements consist realigning and widening the off-ramp from I-691 EB (Interchange No. 11) to I-91 NB from one lane to two lanes, and constructing an operational lane on I-91 NB from the Interchange No. 11 on-ramp in the city of Meriden to the Rest Area in the city of Middletown.

EXISTING CONDITIONS:

**I-691 Eastbound and Westbound**

Within the project limits, I-691/Route 66 consists of two mainline lanes of travel in each direction. Access to I-91 NB (Interchange no. 11) consists of a single-lane left-hand off-ramp from I-691 EB that merges with a single-lane I-691 WB off-ramp prior to merging with I-91 NB.

The existing (year 2017) operating conditions along mainline I-691 eastbound and westbound are considered good based on a level of service “C” or better. Intermittent backups on the I-691 EB off-ramp prior to its merge with the I-691 WB off-ramp have been observed during the peak hours. Future 2051 traffic volumes are anticipated to increase considerably resulting in LOS “E” on I-691 EB downstream of the off-ramp to I-91 NB. The off-ramp from I-691 EB to I-91 NB is expected to operate at a LOS “F” in 2051.

**I-91 Northbound**

I-91 NB within the project limits consists of three mainline lanes of travel. North of its merge with Interchange No. 11 ramps (MP 20.41), the existing I-91 NB serves an AM peak hour volume of 5,150 vehicles that is expected to increase to approximately 6,170 vehicles in 2051. The single lane entrance ramp from I-691 currently has an AM peak hour volume of 1,700 vehicles is expected to increase approximately to 2,070 vehicles per hour in 2051.

Levels of service downstream of the on-ramp from I-691 on I-91 NB are anticipated to be “C” during the AM and PM peak periods in 2051. The level of service upstream of the Interchange No. 11 ramp reduces to a LOS “E” in 2051 due to the heavy traffic from the ramp and mainline I-91 NB resulting in traffic congestion and backups.

The I-91 NB segment between the I-691 Interchange No. 11 (MP 20.41) and the rest area off-ramp has three percent positive grade and high truck volume (around 10%) that results in slower traffic.

**Crash History**

The crash data between May 1, 2014 and April 30, 2017 indicated that there were a total of 63 crashes with 12 injuries (I-91 NB recorded 40 crashes with 8 injuries, I-691 EB to I-91 NB ramp recorded 11 crashes with 2 injuries and I-691 WB to I-91 NB ramp recorded 12 crashes with 2 injuries).

The predominant types of crashes consist of the following:
Interchange Improvements on I-691 EB to I-91 NB in Meriden and Middletown, CT

<table>
<thead>
<tr>
<th>I-91 NB</th>
<th>I-691 EB (ramp to I-91 NB)</th>
<th>I-691 WB (ramp to I-91 NB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Object – 37%</td>
<td>Fixed Object – 64%</td>
<td>Fixed Object – 83%</td>
</tr>
<tr>
<td>Rear End – 35%</td>
<td>Rear End – 27%</td>
<td>Right Angle – 9%</td>
</tr>
<tr>
<td>Sideswipe – 28%</td>
<td>Sideswipe – 9%</td>
<td>Sideswipe – 8%</td>
</tr>
</tbody>
</table>

The crash data show that the predominant types of crashes on the roadway segments can be attributed to congestion due to limited ramp capacity as well as to congestion on I-91 mainline.

**Traffic Volumes**

Maximum approximate peak hour volumes observed in the year 2017 and projected to the year 2051 for each highway corridor within the project area are as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>I-91 NB</th>
<th>I-691 EB (ramp to I-91 NB)</th>
<th>I-691 WB (ramp to I-91 NB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>5,370 (5,350)*</td>
<td>1,620 (1,560)</td>
<td>80 (60)</td>
</tr>
<tr>
<td>2051</td>
<td>6,440 (6,430)</td>
<td>1,970 (1,890)</td>
<td>100 (70)</td>
</tr>
</tbody>
</table>

*AM Peak volume (PM Peak volume)

**PROPOSED IMPROVEMENTS**

**I-691 Eastbound**

It is proposed to realign the exit ramp from I-691 EB to I-91 NB to increase capacity and reduce congestion. Bridge No. 03051 will be widened on the west side and Bridge No. 01837 will be replaced due to the proposed realignment. The merge point of the I-691 EB and WB off-ramps will be re-aligned to improve traffic operations by providing additional storage and maneuverability for vehicles.
I-91 Northbound

I-91 NB is proposed to be improved between the on-ramp from Route 15 NB and the Middletown Rest Area by adding an operational lane and widening Bridge No. 03051 (I-91 NB over Baldwin Avenue) to accommodate the additional mainline lane. The deck for this bridge is also proposed to be replaced.

No right-of-way impact is anticipated as part of this project.

ESTIMATED COSTS:

- Construction ..............................................$61 million (2023 Construction Year)
- ROW .........................................................$0
- Utilities ......................................................TBD
- Preliminary Engineering ..............................$29.4 million (Includes Project 79-240 and 79-246)

SCHEDULE (DESIGN/BUILD):

- Design Approval ............................................10/5/2022
- Award Anticipated .........................................October 2022
- Final Design Completion Date ............................October 2023
- Construction Completion Date ............................August 2025
PROJECT DESCRIPTION

Interchange Improvements to I-91 Northbound, I-691 Westbound and Route 15 Northbound

LOCATION:
This proposed project is located on a segment of Interstate 91 (I-91) northbound (NB) from the Wallingford/Meriden town line to interchange 18. This segment provides access to Route 15 NB (Wilbur Cross Parkway), Interstate 691 (I-691) westbound (WB), Route 66 eastbound (EB), and East Main Street in the City of Meriden. All three highways in the project area consist of a complex system of mainline lanes, weave sections and ramp connections that form the I-91/691/Route 15 Interchange. The improvements proposed as part of this project encompass highway elements in the northbound direction within the limits as described below.

- The limits of improvements begin on I-91 NB, extending from the Meriden-Wallingford town line (MP 17.33) to 700 feet north of Bridge No. 01825 (Route 15 NB overpass; MP 20.03) for approximately 2.5 miles.

- The limits of improvements on Route 15 NB extend from Miller Avenue (MP 63.13) to 300 feet beyond the on-ramp to I-691 WB (Interchange 68W; MP 64.90) for approximately 1.86 miles.

- The limits of improvements on I-691 WB extend from the gore area of the on-ramp from Route 15 NB (Interchange 68W; MP 0.48) to Route 5/Broad Street overpass (MP 1.32) for approximately 0.8 mile.
PURPOSE AND NEED:
The purpose of this project is to address traffic operational and safety concerns associated with capacity, congestion and weaving along Route 15 and I-91 in the northbound direction, as well as capacity deficiencies on the Route 15 NB off-ramp to I-691 WB and on mainline I-691 WB. This project intends to complete the following:

- Reduce traffic congestion to achieve a Level of Service (LOS) D or better by design year 2051
- Improve safety associated with crashes caused by congestion and weaving

It is proposed to reconfigure both I-91 and Route 15 mainlines, replace existing ramp connection from I-91 NB to Route 15 NB with a new two-lane off-ramp and the existing off-ramp from Route 15 to East Main Street with a new one lane off-ramp. In addition, the existing off-ramp from Route 15 NB to I-691 WB is proposed to be widened to a two-lane off-ramp.

EXISTING DESCRIPTION:
Route 15 NB has an approximate 2000-foot weaving section beginning at the I-91 NB off-ramp (Interchange 17) and ending at the off-ramp to I-91 NB and Route 66 EB (Interchange 68 N-E). Within this weaving section, traffic enters from the left side via I-91 NB Interchange 17 and the right lane transitions into an exit only lane for Interchange 68 N-E and serves as an access point for traffic entering from East Main Street. Although this weaving section meets the current design standards, high traffic volumes and complex traffic movements render the available weaving length insufficient, resulting in unacceptable levels of service and contribute to driver confusion. The off-ramps to Interchanges 68 N-E and 68 W experience additional congestion due to the weaving condition.

Crash History
Evaluation of crash data has identified high crash rates in the project area. This may be attributed to the weaving distance, which meets current design standards but is insufficient due to high traffic volumes and complex traffic movements.

Between May 1, 2014 and April 30, 2017 there were a total of 852 crashes with 233 injuries and one fatality (I-91 NB recorded 132 crashes with 33 injuries, I-691 WB recorded 61 crashes with 15 injuries and Route 15 NB recorded 659 crashes with 185 injuries and one fatality). The fatal crash occurred in the segment between Interchange 68W off-ramp and entrance ramp from I-691 WB. The predominant types of crashes consist of:

<table>
<thead>
<tr>
<th></th>
<th>I-91 NB</th>
<th>I-691 WB</th>
<th>Route 15 NB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed object</td>
<td>38%</td>
<td>Fixed object – 39%</td>
<td>Rear End – 84%</td>
</tr>
<tr>
<td>Sideswipe</td>
<td>31%</td>
<td>Rear End -31%</td>
<td>Fixed Object – 9%</td>
</tr>
<tr>
<td>Rear End</td>
<td>27%</td>
<td>Sideswipe - 26%</td>
<td>Sideswipe - 7%</td>
</tr>
</tbody>
</table>
Traffic Volumes

Maximum approximate peak hour volumes observed in the year 2017 and projected to the year 2051 for each highway corridor within the project area are as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>I-91 NB</th>
<th>I-691 WB</th>
<th>Route 15 NB</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>3,820(4,210)*</td>
<td>3,270(4,910)</td>
<td>4,490(4,860)</td>
</tr>
<tr>
<td>2051</td>
<td>4,560(5,060)</td>
<td>3,920(5,900)</td>
<td>5,380(5,840)</td>
</tr>
</tbody>
</table>

*AM Peak volume (PM Peak volume)

PROPOSED IMPROVEMENTS:

Route 15 Northbound and I-691 Westbound

Route 15 NB is proposed to be reconfigured and widened. The new four lane roadway, from Miller Avenue to Interchange 68 N-E, will be reconfigured to provide a two-lane entrance ramp to I-91 NB and two through lanes for Route 15 NB. The revised configuration would eliminate a weaving point at the I-91/Route 15 junction. Interchange 67 (Route 15 NB off-ramp to East Main Street) will be replaced with a new one-lane off-ramp. Interchange 68 N-E will also be aligned to provide improved geometry. Interchange 68 W will be widened to a two-lane off-ramp to I-691 WB to provide additional capacity and reduce congestion. The proposed widening will continue along I-691 WB to the Route 5/Broad Street.

0079-0246: Northbound Improvements

I-91 Northbound
I-91 currently has three lanes in the northbound direction except from the Murdock Avenue overpass to the I-691 overpass, which has only two lanes. This area is proposed to be widened and reconfigured to provide four lanes with two through lanes dedicated for I-91 NB and a two-lane on-ramp for vehicles entering from Route 15 NB that will eventually merge into one lane in the vicinity of the I-691 overpass. The additional lanes would increase transition lengths for weaving and provide additional capacity in the area. Interchange 16 (I-91 NB exit ramp to East Main Street) will be realigned and widened to provide an additional travel lane that will replace Interchange 17 to provide access to Route 15 NB and continue to provide access to East Main Street. The proposed Interchange 16 will allow vehicles to access Route 15 NB from the right side, as opposed to the left side as currently configured. The new configuration will also eliminate a weaving area and increase the merging distance along Route 15 NB.

It is anticipated that the proposed improvements will require the construction/rehabilitation of approximately eleven structures (one new bridge, three replacement bridges, two widening/rehabilitation bridges, two rehabilitation bridges, one removal bridge, two rehabilitation culverts) and approximately eighteen retaining walls.

**ESTIMATED COSTS:**
- Construction.............................................$215 million
- ROW..............................................................N/A
- Utilities......................................................TBD
- Preliminary Engineering.................................$32 million (Includes Project 0079-0240 & 0079-0245)

**SCHEDULE:**
- Final Design Plans (FDP).................................07/19/2023
- Design Completion Date (DCD).......................08/30/2023
- Advertisement (ADV)......................................09/27/2023
- Beginning of construction/Notice to Proceed (NTP)......02/05/2024
- Construction Completion Date............................08/01/2030