

Agenda Item Summary

To: Policy Board; Transportation Committee

From: Rob Aloise, Director of Transportation Planning
Cara Radzins Deputy Director of Transportation Planning

CC: Matt Hart, Executive Director

Meeting Date: January 27, 2026 (Transportation Committee: January 26, 2026)

Subject: TIP Amendments

Background: Each Metropolitan Planning Organization (MPO) is required to maintain a four-year Transportation Improvement Program (TIP), detailing all federal surface transportation funding. As part of maintaining this document, the MPO approves amendments as needed.

Benefit to Member Towns/CRCOG: The following projects are included:

1. Mansfield – WRTD – CTDOT/WRTD Facility Rehab/Expansion
2. Various – Various – Replace Traffic Control Signals at Various Locations
3. Plainville – I-84 – Replace Noise Barriers & Guiderails
4. East Hartford – I-84 EB & SR 500 – Bridge Improvements

Financial/Operational Impact: See attachments for project funding details.

Project Schedule: See attached table and backup material for individual project schedule details.

Recommendation: CRCOG Staff recommend approval of the TIP Amendments. The Transportation Committee will make a recommendation at their meeting.

Attachments:

- TIP Amendment Summary Sheet
- Project Overview Sheets
- Project Backup Materials as provided by CTDOT

TIP Amendment Summary Sheet

ID #	Project #	Funding Source(s)	Phase	Municipality	Route	Project Name	Change Summary	Project Cost
1	0474-XXXXDI	5339D, State	ALL	Mansfield	WRTD	CTDOT/WRTD Facility Rehab/Expansion	New Project	\$49,000,000
2	0171-0535	STPA	PD, FD, ROW	Andover, Berlin, East Windsor, New Britain, Southington, Vernon, West Hartford, Wethersfield, Willington, Wolcott, Manchester	Various	Replace Traffic Control Signals at Various Locations	New Project	\$3,126,772
3	0109-0179	NHPP, State	PD, FD	Plainville	I-84	Replace Noise Barriers & Guiderails	New Project	\$1,000,000
4	0042-0336	BRFP, State	PD, FD	East Hartford	I-84 & SR 500	Bridge Improvements; Br 02378 O/ I-84 Eb & Sr 500	New Project	\$1,064,000

0474-XXXXDI - CTDOT/WRTD FACILITY REHAB/EXPANSION - LOW-NO DISC

CTDOT/WRTD FACILITY REHAB/EXPANSION - LOW-NO DISC

Lead Agency:	CTDOT
Project Type:	FTA
Region:	10, 13, 15
Town:	MANSFIELD
Air Quality Status:	X6
Total Cost:	\$49,000,000

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
All Phases	5339D	\$0	\$0	\$35,700,000	\$0	\$0	\$0	\$35,700,000
All Phases	State Match	\$0	\$0	\$13,300,000	\$0	\$0	\$0	\$13,300,000
Total All Phases		\$0	\$0	\$49,000,000	\$0	\$0	\$0	\$49,000,000
Total Programmed		\$0	\$0	\$49,000,000	\$0	\$0	\$0	\$49,000,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$35,700,000
Total Project Cost:	Stays the same \$49,000,000
Air Quality Changes:	Air Quality has changed from None to X6

TIP ACTION OR AMENDMENT FORM

PROJECT NO. PROJECT MANAGER
 PHONE/E-mail:

DATE:

PROJECT DESCRIPTION

REASON FOR ACTION OR AMENDMENT REQUEST

check those that apply COMMENT section needs to be completed

01 - Move from one year in the STIP to another	Funding limitations Outstanding ROW issue Outstanding Permit issue Other (SPECIFY)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
02 - Fiscal Constraint issues	Funding category fully programmed State match not available Local match not available	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
03- Design schedule change	Permit issue ConnDOT staffing issue Local staffing issue ROW issue Other	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
04- Revised cost estimates	Increase due to inflation Increase due to cost of (SPECIFY) Decrease due to (SPECIFY) Other	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
05- New Project	Project requested by (SPECIFY)	<input checked="" type="checkbox"/>	The Department has been awarded \$35,700,000 of federal discretionary funding through FTA's FY 2025 Section 5339 Low or No Emission Vehicle program. This grant will aid in CTDOT's modernization and expansion of the existing state-owned, Winham Region Transit District (WRTD) facility in Mansfield, CT. This facility will support the deployment of low and zero-emission battery electric transit vehicles for both UConn and WRTD. The project will more than double the size of the facility to support 50 low and zero-emission vehicles, adding charging infrastructure, administrative space, a bus wash, and indoor storage for improved reliability and uninterrupted service. Additionally, 25 chargers will be purchased to support the transition to a full battery-electric transit fleet. Low-No WRTD Facility Modernization and Expansion project total \$49,000,000; \$35,700,000 federal.
06- New Phase	ROW now required CON phase required	<input type="checkbox"/> <input type="checkbox"/>	
08- Delete phase	Phase not required Phase changed to State funds Phase changed to Local funds	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
09- Delete project	Project no longer supported by State Project no longer supported by Region Project no longer supported by Town Changed to all State funds Changed to all Local funds Other	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
11-Phase/Financing/Funding Revision	Due to project schedule Due to funding limitations Other	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	

** change codes 7 Administrative Requirement; 10 Correction and 12 No Revision are not listed - they are self explanatory

0171-0535 - REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS

REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	5, 10
Town:	DISTRICT 1
Air Quality Status:	X7
Total Cost:	\$3,126,772

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Design	STPA	\$0	\$0	\$2,222,740	\$0	\$0	\$0	\$2,222,740
Total Preliminary Design		\$0	\$0	\$2,222,740	\$0	\$0	\$0	\$2,222,740
Final Design	STPA	\$0	\$0	\$0	\$734,032	\$0	\$0	\$734,032
Total Final Design		\$0	\$0	\$0	\$734,032	\$0	\$0	\$734,032
Right of Way	STPA	\$0	\$0	\$0	\$170,000	\$0	\$0	\$170,000
Total Right of Way		\$0	\$0	\$0	\$170,000	\$0	\$0	\$170,000
Total Programmed		\$0	\$0	\$2,222,740	\$904,032	\$0	\$0	\$3,126,772

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$3,126,772
Total Project Cost:	Stays the same \$3,126,772
Air Quality Changes:	Air Quality has changed from None to X7



DATE: 12/23/2025

To: **Darren E. Meyers**
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: L. Zhang for Pat Padlo

PE or PL Project ID: **DOT01710535PE**
FD Project ID: **DOT01710535FD**
RW Project ID: **DOT01710535RW**
CN Project ID: **DOT01710535CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 26 (30 Characters)	D1 Traffic Control Signals
Project Description (long): 119 (254 Characters)	Replacement of traffic control signals to meet current standards at various locations in District 1 in CRCOG and NVCOG.

Justification: 200 (1333 Characters)	Funding is required to replace traffic control signals to meet current standards at various locations in District 1. PE estimate includes a PD/FD split. Project is eligible for 100% Federal funding.
Project Manager: Kaethe V. Podgorski	PPI # PP001-0023. CN anticipated to take 2 seasons. Based on signal locations, STIP request to include CRCOG (various municipalities) and CNVMPO (Wolcott). To maintain the CN schedule for delivery in FY28, any initial survey activities prior to DOT01710535PE being opened in Core-CT can be funded under DOT01703618PE, as coordinated between Traffic and Finance, but Traffic to notify Surveys to use DOT01710535PE once opened. CN phase to draw funds from FFY 2028 FIF-Roadway "Sgnl-Pres" placeholder in OBL.
Project Engineer: Daniel J. Veronesi	

Scope Code: **ST 4** ST 4 - Signalization Improvements

Requested Schedule (Proj. Manager):	
<input checked="" type="checkbox"/> State ADV	2/25/2026 or ASAP PE(PD) Start
<input type="checkbox"/> Town ADV	6/9/2027 Design Approval/FD/RW
	5/3/2028 FDP
	6/14/2028 DCD
	7/12/2028 ADV

Estimates Summary:		Project Type CN	
Project Type	EST Amount Requested	Activity	EST Amount Requested
PE or PL	\$2,222,740	CT	\$14,068,939
FD	\$734,032	CG	\$0
Total	\$2,956,772	IN	\$0
Project Type	EST Amount Requested	NI	\$0
RW	\$170,000	NF	\$0
Total	\$170,000	UT	\$0
		RF	\$0
		SF	\$0
		TF	\$0
		CM	\$0
Total	\$170,000	Total	\$14,068,939

Project Grand Total (Sum of Project Types) = \$17,195,711

Submitted by: (sign & date)	Approved by: (sign & date)
Project Initiation Manager - Pat Padlo	Division Chief - Matthew Blume
Principal Engineer - Lisa Conroy	Director of Capital Services - Darren E. Meyers

D1 FY2028 Signals
PP001-0023

Full Replacements:

Non-CTSS:

1. 001-205: Andover- Andover U.S. Route 6 at Route 87
2. 007-236: Berlin - Berlin Route 9 NB Ramps at SR 572
3. 046-221: East Windsor- East Windsor Route 140 at Route 191
4. 088-269: New Britain- New Britain Route 9 NB Ramps at Ellis Street
5. 088-285: New Britain- New Britain Route 9 NB Off-ramp at Columbus Blvd and Bosco Dr
6. 131-263: Southington- Southington Route 229 at Curtis St
7. 146-243: Vernon- SR 533 (Tunnel Rd) at 542 (Whitney TF III Rd) and Kenote Dr. (Flashing Beacon)
8. 155-212: West Hartford- West Hartford Route 189 at Route 185
9. 159-231: Wethersfield- Wethersfield Route 287 at Goff Road
10. 159-236: Wethersfield- Wethersfield Route 287 at Ridge Road
11. 159-245: Wethersfield- Wethersfield Route 287 at Thornbush Road
12. 159-250: Wethersfield- Wethersfield Route 287 at Willow St
13. 159-251: Wethersfield- Wethersfield Route 287 at Back Lane
14. 160-205: Willington- Willington Route 74 at Old Farms and Jared Sparks
15. 166-207: Wolcott- Wolcott Route 69 at Munson Road and Sunrise Road
16. 166-213: Wolcott- Wolcott Route 69 at Route 322

CTSS:

17. 076-240: Manchester- Manchester Route 502 at Shoprite

Partial Upgrades: NONE

0109-0179 - REPLACE NOISE BARRIERS & GUIDERAILS

REPLACE NOISE BARRIERS & GUIDERAILS

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	10
Town:	PLAINVILLE
Air Quality Status:	X6
Total Cost:	\$1,000,000

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Design	NHPP	\$0	\$0	\$675,000	\$0	\$0	\$0	\$675,000
Preliminary Design	State Match	\$0	\$0	\$75,000	\$0	\$0	\$0	\$75,000
Total Preliminary Design		\$0	\$0	\$750,000	\$0	\$0	\$0	\$750,000
Final Design	NHPP	\$0	\$0	\$0	\$225,000	\$0	\$0	\$225,000
Final Design	State Match	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000
Total Final Design		\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Total Programmed		\$0	\$0	\$750,000	\$250,000	\$0	\$0	\$1,000,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$900,000
Total Project Cost:	Stays the same \$1,000,000
Air Quality Changes:	Air Quality has changed from None to X6

**STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION**



**PROJECT MEMORANDUM FOR
ENGINEERING**

DATE: 12/15/2025

To: **Darren E. Meyers**
Director of Capital Services
Bureau of Finance & Administration

MOD # _____ RPM _____

From: **L. Zhang for Emin Basic**
PE or PL Project ID: **DOT01090179PE**
FD Project ID: **DOT01090179FD**
RW Project ID: **DOT01090179RW**
CN Project ID: **DOT01090179CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 26 (30 Characters)	Replace I-84 Noise Barrier
Project Description (long): 189 (254 Characters)	Replacement of three deteriorated noise barriers along both directions of I-84 in Plainville along with replacement of guiderail along frontage of noise barriers and other minor work items.

Justification: 622 (1333 Characters)	The condition of the noise barriers has deteriorated to the point where they can no longer be maintained or repaired and a project is needed to replace them. The purpose of the project is to provide adequate noise protection along three sections of I-84 between Rosemont Drive and the I-84/Route 72 interchange. The noise barrier on I-84 WB is approximately 4,650 feet long, and the noise barriers on I-84 EB are approximately 1,700 feet and 1,380 feet long respectively. Noise barrier type to be selected during the design process to ensure effectiveness and suitability at each location. PE phase includes a PD/FD split.
Project Manager: Nicholas Ivanoff	
Project Engineer: Katherine Yale	PPI # PP109-0008. FHWA has deemed noise wall replacement projects eligible for Federal participation per 2/18/22 email from Marissa Pfaffinger. The CN phase will initially be included in the OBL as overprogramming in order to maintain fiscal constraint while Finance works with Engineering to assess priorities. CN anticipated to take 1 construction season.

Scope Code: **RP 4** RP 4 - Miscellaneous Roadway Projects (Scope Code is only for a project w/CN phase)

Requested Schedule (Project Manager):	
<input checked="" type="checkbox"/> State ADV	3/11/2026 PE(PD) or PL Start
<input type="checkbox"/> Town ADV	2/3/2027 Design Approval/FD/RW
	5/24/2028 FDP
	7/5/2028 DCD
	8/2/2028 ADV

Estimates Summary:		Project Type CN	
Project Type	EST Amount Requested	Activity	EST Amount Requested
PE or PL	\$750,000	CT	\$29,330,000
FD	\$250,000	CG	\$0
Total	\$1,000,000	IN	\$0
Project Type	EST Amount Requested	NI	\$0
RW	\$50,000	NF	\$0
Total	\$50,000	UT	\$0
		RF	\$0
		SF	\$0
		TF	\$0
		CM	\$0
Total	\$50,000	Total	\$29,330,000

Project Grand Total (Sum of Project Types) = \$30,380,000

Submitted by: (sign & date)	Approved by: (sign & date)
Project Initiation Manager - Emin Basic	Division Chief - Michael N. Calabrese
Principal Engineer - Marissa L. Pfaffinger	Director of Capital Services - Darren E. Meyers

Connecticut Department of Transportation
Project Development Unit
Scoping Report
Proposed Project 109-0008 (PP109-0008)
Noise Barrier Replacement on I-84
Town of Plainville

Project Location:

The proposed project is located in the Town of Plainville along both directions of travel on I-84 and consists of three noise barriers. The first noise barrier is approximately 4,650 feet long and begins on I-84 WB at mile point 48.27 and ends at mile point 49.22 on on-ramp 84-W-176 (Interchange 33) (Figure 1). The second noise barrier is approximately 1,700 feet long and begins on I-84 EB at mile point 48.37 and ends at mile point 48.69. The third and final noise barrier is approximately 1380 feet long and begins on I-84 EB at mile point 48.96 and ends at mile point 49.23. The subject noise barriers are located within District 1 and the Capitol Region COG (CRCOG).

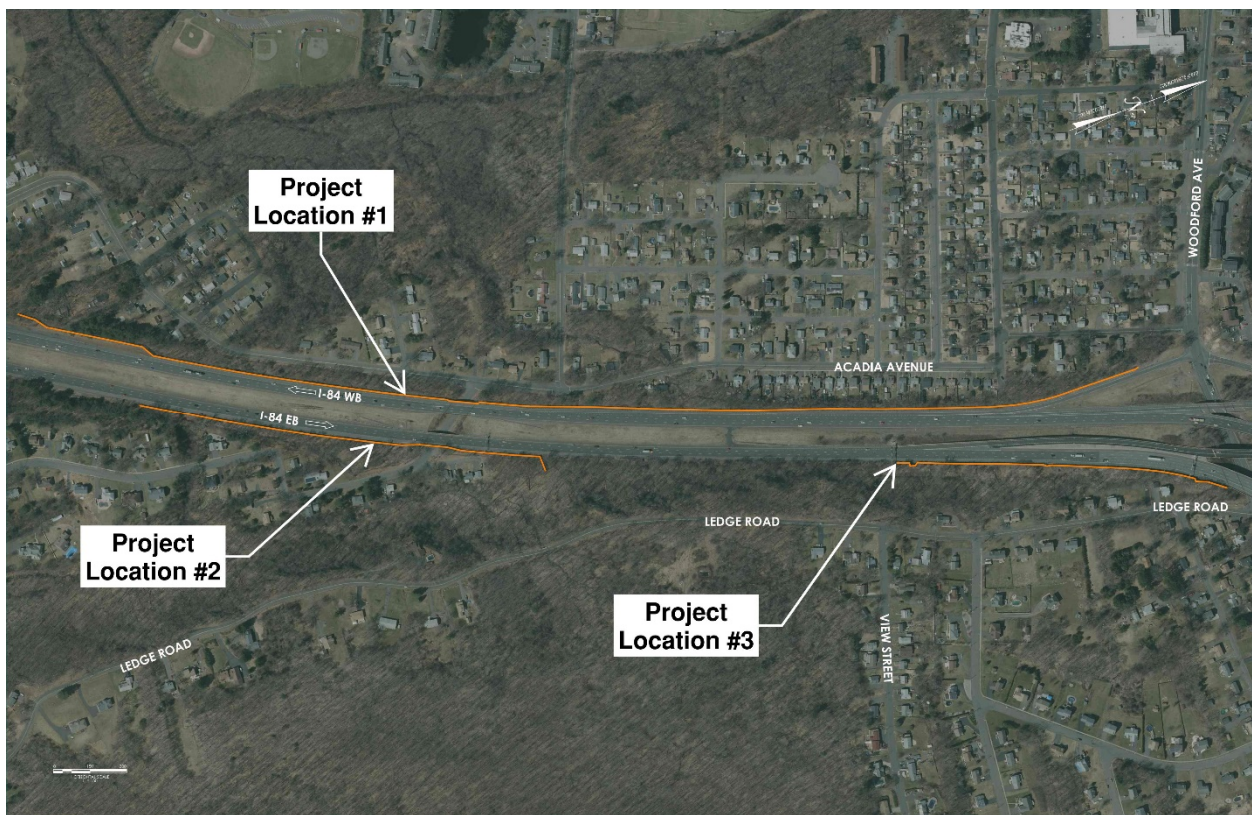


Figure 1 - Project Location

Purpose and Need:

The purpose of this project is to provide adequate noise protection along three sections of I-84 between Rosemont Drive in Plainville and the I-84/Route 72 interchange in Plainville. The existing timber structures are beyond their useful life and are badly weathered and rotted with missing panel sections that cannot be easily repaired due to the overall poor condition of the timber uprights, warranting replacement.

Background:

The Project Development Unit (PDU) received requests from multiple units including the noise barrier asset steward to scope a project to replace the noise barriers located at the aforementioned figure on I-

**Scoping Report
Proposed Project 109-0008**

84. The three noise barriers were identified as a part of the statewide effort to improve the state of good repair (SOGR). The deteriorating conditions are beyond the capabilities of the DOT Maintenance to conduct repairs.

Project Description:

The scope of work for this proposed project is to replace three deteriorated noise barriers along their existing alignments, with a noise barrier type to be selected during the design process to ensure effectiveness and suitability at each location. Replacement of the existing noise barriers will reestablish adequate noise protection in those areas. Additional minor work items include installation of guardrail along the frontage of noise barrier where it is located within clear zone, upgrading outdated guiderail to R-B MASH to meet current standards, and investigating the existing drainage catch basins, pipes and ditches within the vicinity of the noise barrier for need of cleaning, repair, or replacement.

Existing Conditions:

I-84 has a functional classification of interstate/freeway with connections to Routes 72, 6 and 9 to the north and I-691 to the south. There is a small section just north of the project location where I-84 and Route 72 overlap. No roadside development exists on I-84 since it is a limited access highway, but the surrounding area consists of moderate to high-density development with a mix of residential, commercial, and industrial land uses. Some major destinations in the area include the City of Hartford, Tilcon Connecticut, UCONN School of Medicine, and a variety of major commercial shopping plazas. This section of I-84 has been given the context classification of urban based on the development density and the mixed land uses present within the surrounding area.

Functional Class	Context Class					
	Rural Residential	Rural Town Center	Suburban Residential	Suburban Town Center	Urban	Downtown/ Commercial Business District
Local						
Collector						
Arterial						
Freeway					X	

Table 1 - Functional Classification of I-84

The population density in the area is approximately 960 persons per square mile based on the 2020 United States Census. I-84 is used exclusively by vehicles and both pedestrians and bicycles are prohibited. As such, the I-84 facility is not part of the Connecticut Statewide On-Road or Off-Road Bicycle Planning Network, nor is it listed as a State Route with High Likelihood for Bike and Pedestrian use.

The noise barrier at location #1 starts on ramp 84-W-176 (Interchange 33) and continues south along the westbound direction of I-84. The noise barrier is made of timber and measures approximately 4,650 feet in length, has an average height of 15 feet, and has an approximately 115-foot section that is structure mounted to bridge 03171 (Figure 2) which carries I-84 over Sunset Avenue. The noise barrier is located approximately 6 feet behind RB-350 guide rail adjacent to the edge of road for the majority of the section (Figure 3). There is a short section with no guiderail that is located approximately 35 feet from the edge of road, separated by a grass buffer (Figure 4). Illumination is present on the northern half of the noise barrier to the end of the acceleration lane for ramp 84-W-176. Within the noise barrier limit, the 84-W-176 ramp consists of a single 12-foot-wide travel lane, 10-foot-wide outside shoulders, and 6 foot wide inside shoulders. The mainline of I-84 westbound consists of three 12-foot lanes, 10-12 foot outside

Scoping Report
Proposed Project 109-0008

shoulders, and 5-6 foot inside shoulders. Based on an as-built plan, the noise barrier was constructed in 1990 under project 0109-0131.



Figure 2 - Structure mounted noise barrier wall on bridge 03171

Scoping Report
Proposed Project 109-0008



Figure 2 – RB-350 guiderail present in front of the noise barrier wall on I-84 westbound



Figure 3 – Noise barrier separated from I-84 westbound by grass buffer

Scoping Report
Proposed Project 109-0008

The noise barrier at location #2 starts on I-84 eastbound and continues north along the eastbound direction of I-84. The noise barrier is made of timber, measures approximately 1,710 feet in length, have an average height of 16 feet, and an approximately 115-foot section that is structure mounted to bridge 03170 (Figure 5) which carries I-84 over Sunset Avenue. The noise barrier is located 10 feet behind RB-350 guide rail adjacent to the edge of road for the entire length of the noise barrier (Figure 6). There is no illumination present along the subject section of noise barrier. Within the noise barrier limit, I-84 consists of three 12-foot lanes, 14 foot outside shoulders, and 4-6 foot inside shoulders. There is an existing overhead sign assembly that spans the entirety of I-84 eastbound just prior to bridge 03170 that was installed. Based on an as-built plan, the noise barrier was constructed in 1993 under project 0109-0135.



Figure 4 - Structure mounted noise barrier wall on bridge 03170

**Scoping Report
Proposed Project 109-0008**



Figure 5 - RB-350 guiderrail present in front of the noise barrier wall on I-84 eastbound

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The noise barrier at location #3 starts on I-84 eastbound and continues north along the eastbound direction of I-84 and ends just prior to bridge 03308. The noise barrier is made of timber, measures approximately 1,380 feet in length, and has an average height of 18 feet. The noise barrier is located 8-10 feet behind RB-350 guide rail adjacent to the edge of road for the entire length of the noise barrier (Figure 7). There is illumination present on this stretch of noise barrier. Within the noise barrier limit, I-84 consists of three 12-foot lanes, 12 foot outside shoulders, and 4-6 foot inside shoulders. There is an off ramp on the inside edge of the roadway that carries ramp 84-E-813 which consists of a single 15-foot travel lane and 5-6-foot shoulders on both sides. This ramp is divided from I-84 by a concrete barrier (Figure 8). On the western side of the ramp, there is a retaining wall, separating ramp 84-E-813 (Interchange X) from the westbound travel lanes on I-84 (Figure 9). Based on an as-built plan, the noise barrier was constructed in 2004 under project 0109-0153.



Figure 6 - RB-350 guiderail present in front of the noise barrier wall on I-84 eastbound

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Proposed Project 109-0008



Figure 7 - Concrete barrier dividing the mainline of I-84 eastbound with ramp 84-E-813



Figure 8 - Retaining wall supporting ramp 84-E-813 with the mainline of I-84 westbound in the foreground

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Proposed Project 109-0008

I-84 runs in an east-west direction and is part of the National highway System (NHS), listed as a Non Connector NHS. Within the project areas I-84 has a posted speed of 55 mph and an Annualized Average Daily Traffic (AADT) ranging between 36,300 and 45,500 for westbound traffic and 36,900 to 41,300 for eastbound traffic (2021). Based on the functional and contextual class, and the type of area surrounding, I-84, a design speed between 50-55 mph should be used per CTDOT HDM Figure 5A. given the proximity of interchanges and high traffic volumes, a design/target speed of 55 mph was selected, matching the posted speed limit. 85th percentile speeds in the project areas were found to be 75 mph for location #1 and 85 mph for locations #2 and #3. These values were taken from monitoring station sING-228, which is located 0.6 miles south of the southern project limits on relatively tangent sections. These speed values may not be consistent with actual speeds found within the project limits. This project has not been reviewed for substandard design elements in detail, but a cursory review did not find any substandard design elements. A summary of existing conditions and design standards for this project are presented in Table 2.

Design Element	Existing - Location 1	Existing - Location 2 & 3	Standard
Travel Lane Width (ft.)	12	12	12
Turn Lane Width (ft.)	N/A	N/A	N/A
Min. Right Shoulder Width (ft.)	10	12	10
Average Right Shoulder Width (ft.)	10-12	10-12	N/A
Min. Left Shoulder Width (ft.)	4 paved	4 paved	4 paved + 4 graded
Average Left Shoulder Width (ft.)	4-6	4-6	N/A
Min. Stopping Sight Distance (ft.)	>495	>495	495
Min. Intersection Sight Distance (ft.)	N/A	N/A	N/A
Design Vehicle (car / truck)	Truck	Truck	Truck
Min. Radius (ft.)	1217	1375	1065
Sidewalk Width (ft.)	N/A	N/A	N/A
Present on CTDOT Bike Network?	N/A	N/A	N/A
CTDOT Bicycle Implementation Tier	N/A	N/A	N/A
Current CTDOT Bicycle Suitability Rating	N/A	N/A	N/A
ADT/AADT	45500	41300	N/A
Volumes, LOS (if applicable)	N/A	N/A	B-C
Speed Posted	55 MPH	55 MPH	N/A
85 th % Speed	75 MPH*	85 MPH*	N/A
Cross Slope	Unknown	Unknown	1.5-2%
Vertical Clearance	N/A	N/A	N/A
Max./Min. Grade	1.8/0.5%	2/0.5%	5/0.5%
Design Speed/Target Speed	55	55	50-55

Table 2 - Design Elements

*There are no traffic monitoring stations within the project limits. The nearest one is 3/5 of a mile south of the southern project limits in Southington at station sING-228. These values have been included in the table but may not be consistent with the actual speeds within the project limits.

Scoping Report Proposed Project 109-0008

An extensive audit of all drainage facilities has not been conducted at this point in the project development process, but there are 16 drainage structures that cross underneath the existing noise barriers. Survey was not available at the time of scoping therefore it is not possible to determine whether any drainage rights or easements may be present. A review of the Drainage Network Interactive Map show that the data available is incomplete when compared to as-built plans. As such, this resource should not be used as a primary identifier of existing drainage structures in the area.

Regarding the drainage structures that cross underneath the existing noise barriers, an investigation was done using existing as-built plans and the Drainage Network Interactive Map, where possible, to identify these structures. Due to access constraints and existing field conditions, a thorough field review of these locations has not been completed to verify the accuracy of the structures identified. The locations, install date, and any other relevant information have been compiled and saved in the project container for these structures. The following is a summary of the findings of that investigation.

At location #1 there are 13 drainage structures ranging from 12" to 60" in diameter, of varying materials, that cross underneath the existing noise barrier location. These structures are a mix of culverts and drainage discharge pipes connected to catch basins located on I-84. On the western side of the noise barrier, there are multiple drainage swales that these culverts and discharge pipes drain into. Some of these swales abut private residences, located on Arcadia Avenue in Plainville, whose properties are approximately 20 feet off the back of the existing noise barrier.

Location #2 has a single 60" drainage culvert, culvert ID 170-CV-3400, that crosses underneath the existing noise barrier. This culvert was last inspected on 3/11/2020 and was given an overall condition rating of "excellent". This culvert spans both directions of travel of I-84. Location #2 also has a drainage swale that runs parallel to Lena Avenue. There is a chain link fence on Lena Avenue dividing the residential properties from the state-owned land, which includes the drainage swale.

Location #3 has two 15" ACCMPs that outlet to a drainage swale that runs parallel with Ledge Road. This drainage swale runs between some residential properties and the noise barrier wall. There is a chain link fence that divides the residential properties from the state-owned land, which includes the drainage swale.

Since the existing noise barriers will be built along the existing alignment, the culverts and drainage pipes may be in conflict and/or impacted by the replacement of the noise barriers. As a result, the drainage systems may require modification.

Crash Summary and Analysis:

Summarized below for each project area is the most recent three-year crash history, from January 1, 2021 to December 31, 2023.

At Location #1, there were 29 crashes recorded on I-84 WB between mile points 48.17 and 49.33 (limits for crash data were extended 0.1 miles on each side of the project limits). These limits include the back half of a curve that precedes an on-ramp from Route 536 and a merging lane from Route 72. There was a total of 14 crashes that occurred in this area. This curve, on-ramp, and merging lane were where most of the crashes happened, with only 5 crashes occurring on the mainline outside of the influence of this area. Throughout the project limits there were 13 crashes that involved a fixed object, like a guardrail or traffic support pole. These crashes occurred in all weather conditions with no consistent cause shown, although speed could be a factor. 16 of the crashes, more than half, occurred in wet, snow or ice road conditions. A summary of the crash types is presented in Table 3.

**Scoping Report
Proposed Project 109-0008**

I-84 Westbound Crashes							
Road	Crash Type	Total (%)	Injuries by Type				Property Damage Only
			K	A	B	C	
84-WB	Rear end	9 (31%)	-	-	2	1	6
	Sideswipe, same direction	6 (21%)	-	-	1	-	5
	Fixed/Non-Fixed Object	13 (45%)	-	1	1	2	9
	Other	1 (3%)	-	-	-	-	1
Total		29 (100%)	-	1	4	3	21

Table 3 - Crashes on I-84 westbound

At locations #2 and #3, there were 85 crashes recorded on I-84 EB between mile points 48.17 and 49.33 (limits for crash data were extended 0.1 miles on each side of the project limits). These limits include the front half of a curve immediately following the off-ramp for exit 33 and before the off-ramp for exit 34. There were at least 31 crashes that occurred within that curve. There is the possibility that additional crashes took place along the curve, but the data retrieved from the UCONN Crash Data Repository is unclear on the exact location of some of the crashes. All but four of the crashes were a rear-end, same direction sideswipe, or fixed object crash. These crashes were evenly split with 27 being rear-ends, 30 being same direction sideswipes, and 24 being fixed object crashes. There is no obvious pattern to the cause of the crashes but with the two exit ramps and the curve over a short distance. 18 crashes that occurred in wet or other hazardous pavement conditions. There was a total of 23 injury crashes with one being a fatality.

The fatality was the result of an improper lane change a half mile before exit 33. Weather conditions were not a factor, but the crash occurred around 1 in the morning and there is no illumination in the area of the crash. A summary of the crash types is presented in Table 4

I-84 Eastbound Crashes							
Road	Crash Type	Total (%)	Injuries by Type				Property Damage Only
			K	A	B	C	
84-EB	Head-on	1 (1%)	-	-	1	-	-
	Rear end	27 (32%)	-	-	7	-	20
	Sideswipe, same direction	30 (35%)	1	1	4	2	22
	Fixed/Non-Fixed Object	24 (28%)	-	1	5	1	17
	Other	3 (4%)	-	-	-	-	3
Total		85 (100%)	1	2	17	3	62

Table 4 - Crashes on I-84 eastbound

As the scope of work for the proposed project is limited to the replacement of the existing noise barriers and upgrading deficient guiderail, it is not anticipated that significant opportunity for crash reduction is feasible on this project.

Scoping Report
Proposed Project 109-0008

Proposed Improvements (see attached Concept Plan):

The design criteria used for this proposed project came from the CTDOT Highway Design Manual (October 2024 revision) for new construction/reconstruction on urban freeways with a design speed of 55 mph. It should be noted that no geometric improvements are proposed as part of this project.

The scope of work is to replace the three deteriorated noise barriers along their existing alignments. The specific type of noise barrier to be proposed will be selected during the design process to ensure effectiveness and suitability for these locations. For the purpose of this scope, it was assumed that a concrete noise barrier type will be used, and the cost is included in the estimate. Any existing metal beam rail found within the project limits will be upgraded to an R-B MASH compliant system to meet current standards.

For estimating purposes, it is assumed that drainage structures that pass under the existing noise barrier will have a catch basin installed at the edge of the road and the culvert pipe that extends under the noise barrier will be replaced. It is recommended that all corrugated metal pipes (CMP) be upgraded to reinforced concrete pipes (RCP). All other existing drainage structures including catch basins, drainage swales, and cross culverts should be cleaned and brought up to a state of good repair. It is also assumed that any cross culverts that pass under the existing noise barrier will have a catch basin installed at the edge of the road and the culvert pipe that extends under the noise barrier will be replaced. The cost of the work mentioned has been included in the estimate for the proposed project. Note that the details of any required drainage modifications should be determined during the design phase.

Coordination and Recommendations:

Support Design Unit Input:

Traffic Engineering:

The Traffic Engineering Unit was contacted to see if there were any on-going or future overhead signing projects within the general limits of the noise barriers, or if there were any improvements that could be explored for including as part of this project. There is no impact at any of the three locations. All the sign supports in the project location were replaced within the last 4 years.

Bridge:

Coordination with the Bridge Management Unit was undertaken. It is assumed that bridge 03171 will likely support new barriers with no modification needed, however it is recommended that further coordination be conducted during design. Bridge 03170 would require a new load analysis once a barrier type is selected.

Highway Ops/ITS:

ATMS unit has a 100 mm RMC multiduct that runs under the roadway in front of Location #1. At bridge 03171, the 100 mm fiberglass multiduct was surface mounted to the bridge structure. This multiduct was installed in 2007 as a part of project 0131-0184. The as-builts for project 0131-0184 are located in the project container. It is anticipated that construction activities regarding the noise barrier will affect this system. Coordination with ATMS is recommended during the design process and caution must be taken during construction as this system will need to be protected and/or relocated during that stage.

Illumination:

The Illumination Unit under Facilities Design was contacted to see if there are any on-going or future projects within the general limits of the three noise barriers or improvements that fall

Scoping Report
Proposed Project 109-0008

within the general limits that could be explored for inclusion as part of this proposed project. The Illumination Unit advised that District 1 Project 0171-0515 is currently being designed to replace the existing illumination system located in the project location. The current FDP date for that project is 1/14/2026.

District 1 Maintenance:

Maintenance crews performed an extensive cleanup and reshaping of the drainage swale west of project location #1, adjacent to Arcadia Avenue. No other information was available on the condition of existing drainage structures in the project limits.

Public Involvement:

No public involvement has been conducted for this project at this time. It is largely a condition based repair project with all activities expected to remain within state property or existing easements. It is expected that the appropriate level of public involvement will be determined and conducted during preliminary design when adequate project details are available and the project scope has been refined.

Environmental Coordination (Early Resource Screening):

Environmental Permitting:

On February 21, 2025, the Office of Environmental Planning (OEP) provided the Natural Resources PPI Pre-Screening for this project. Potential permitting includes Natural Diversity Data Base (NDDDB) coordination, and Federally Listed Species (ESA Section 7) with U.S. Fish & Wildlife Service (USFWS). Additionally, this location is located with Aquifer Protection Areas (APA). A 1.10 Spec will be provided by OEP to be included in all contract documents. Coordination for these potential permits will be conducted by OEP as the project progresses.

Section 106:

On March 12, 2025, OEP provided the Historic Review/PPI screening for this project which contained the following Preliminary CEPA/106 Recommendation:

Initial screening did not discover NRHP listed properties, properties previously determined to be eligible for listing in the NRHP or indicators of eligible properties within the APE. Predicted archaeological soil sensitivity to the possibility for retention of intact archaeological deposits with the APE's is "Poor". OEP sees little potential for impacts to as-yet-unidentified NRHP-caliber archaeological resources so long as the project remains confined to the existing previously disturbed transportation right-of-way.

Noise Analysis:

The Environmental Resource Compliance Unit commented that this project will not require a noise analysis. The Department is replacing the existing wooden noise barrier based on the age and condition. Even though the replacement noise barrier could be constructed of a different material, the dimensions (height and length) and location will remain the same, classifying the replacement as in-kind. The Department is proposing to replace the barrier with concrete, due to the extended longevity and less frequent maintenance schedule compared to wooden barriers. The Design Life for wooden noise barriers is 25 years versus a concrete barrier which is 50 years. This wooden noise barrier is being replaced because it has approached or exceeded its Design Life of 25 years. The Department is replacing the deteriorating barrier to uphold the abatement commitment made in the environmental document at the time of the barrier's original

**Scoping Report
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construction. This type of project is classified as a reconstruction project according to FHWA regulation 23 USC 101(a)(4) and therefore will not require a noise analysis.

Endangered Species:

USFWS bat coordination will be conducted as the design of the project progresses.

Right of Way:

The existing noise barrier is expected to be replaced in the same alignment. No acquisitions are anticipated as part of this project. Rights and easements for construction access, temporary work areas, or temporary construction access may be needed from local roads. The extent of easements or acquisitions have not been fully determined at this time, however, a minor amount of ROW expenditure has been added to the project cost estimate.

Bicycle and Pedestrian Accommodations:

A BPTNA Form was not completed for this project since pedestrians and bicycles are prohibited on I-84. Complete Streets Justification Worksheets were filled out through the Facility Information sheet where it was determined that pedestrian, bicycle, and transit worksheets are not required due to pedestrians and bicycles not being legally allowed I-84. A copy of these worksheets is available in the project container.

Utilities:

No utility relocations are anticipated as part of this project.

Constructability:

No coordination with the Division of Traffic Engineering regarding maintenance and protection of traffic was completed during the scoping phase. It is anticipated that construction activities will utilize part of the I-84 shoulder and any grassed slope areas as work zone. A lane reduction during off-peak hours could be explored if determined necessary for certain activities. Methods of construction and coordination with Traffic Engineering at the overhead sign structure location on noise barrier #3 should be undertaken by the design team. If noise barrier reconstruction is not coordinated with the overhead sign structure reconstruction, the overhead sign structures will have to be temporarily relocated which could lead to M&PT challenges. Additionally, it should be noted that some tree clearing will be required prior to the removal of the noise barrier.

Maintenance:

Maintenance responsibilities presently and in the future of all features within the project location will be the responsibility of the State.

Preliminary Cost Estimate:

The Project Development Unit estimated the phases for the proposed project as follows:

Preliminary Design	\$ 750,000
Final Design	\$ 250,000
Rights of Way	\$ 50,000
Construction	\$ 29,330,000
Utilities	\$ 0
Total Project Cost	\$ 30,380,000

Attachments: [600 Project Initiation Documents](#)

Scoping Report
Proposed Project 109-0008

Submitted by Michael B. Julian - Project Engineer
Approved by Emin Basic, P.E. - Project Manager

0042-0336 - NHS - BRIDGE IMPROVEMENTS; BR 02378 o/ I-84 EB & SR 500

NHS - BRIDGE IMPROVEMENTS; BR 02378 o/ I-84 EB & SR 500

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	10
Town:	EAST HARTFORD
Air Quality Status:	X6
Total Cost:	\$1,064,000

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Design	BRFP	\$0	\$0	\$567,000	\$0	\$0	\$0	\$567,000
Preliminary Design	State Match	\$0	\$0	\$63,000	\$0	\$0	\$0	\$63,000
Total Preliminary Design		\$0	\$0	\$630,000	\$0	\$0	\$0	\$630,000
Final Design	NHPP	\$0	\$0	\$0	\$0	\$390,600	\$0	\$390,600
Final Design	State Match	\$0	\$0	\$0	\$0	\$43,400	\$0	\$43,400
Total Final Design		\$0	\$0	\$0	\$0	\$434,000	\$0	\$434,000
Total Programmed		\$0	\$0	\$630,000	\$0	\$434,000	\$0	\$1,064,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$957,600
Total Project Cost:	Stays the same \$1,064,000
Air Quality Changes:	Air Quality has changed from None to X6

**STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION**



**PROJECT MEMORANDUM FOR
ENGINEERING**

DATE: 12/15/2025

To: **Darren E. Meyers**
Director of Capital Services
Bureau of Finance & Administration

MOD # RPM

From: L. Zhang for Jacob Booth
PE or PL Project ID: **DOT00420336PE**
FD Project ID: **DOT00420336FD**
RW Project ID: **DOT00420336RW**
CN Project ID: **DOT00420336CN**

Please Review Project Information and Estimate for Approval:

Project Description (short): 26 (30 Characters)	Bridge #02378 Improvements
Project Description (long): 148 (254 Characters)	NHS - Bridge improvements for Bridge No. 02378 carrying I-84 westbound ramp 830 and SR 500 ramp 805 over I-84 eastbound and SR 500 in East Hartford.

Justification: 391 (1333 Characters)	Bridge No. 02378 was built in 1964 and is currently in Poor condition with the superstructure having severe section loss and collision damage to the girders. The purpose of this project is to address deficiencies associated with the bridge. Specific improvements to be identified through the Rehabilitation Study Report and identified at Design Approval. The PE phase includes a PD/FD split.
Project Manager: Kevin Blasi	Additional notes: PPI # PP042-0028. NHS, NBI. The proposed improvements at PPI include superstructure replacement. CN phase to initially be included in the OBL as overprogramming and not included in STIP in order to maintain fiscal constraint while Finance works with Engineering to assess priorities. Per the PPI, CN anticipated to take 2 seasons. ADV COMMENT field in OBL to note Dual funding.
Project Engineer: Nicholas J. Martin	

Scope Code: **BP 2** BP 2 - Bridge List Program (Scope Code is only for a project w/CN phase)

Requested Schedule (Project Manager):											
<input type="checkbox"/> State ADV	<table border="1"> <tr><td>3/11/2026</td><td>PE(PD) or PL Start</td></tr> <tr><td>11/17/2027</td><td>Design Approval/FD/RW</td></tr> <tr><td>2/28/2029</td><td>FDP</td></tr> <tr><td>4/11/2029</td><td>DCD</td></tr> <tr><td>5/9/2029</td><td>ADV</td></tr> </table>	3/11/2026	PE(PD) or PL Start	11/17/2027	Design Approval/FD/RW	2/28/2029	FDP	4/11/2029	DCD	5/9/2029	ADV
3/11/2026	PE(PD) or PL Start										
11/17/2027	Design Approval/FD/RW										
2/28/2029	FDP										
4/11/2029	DCD										
5/9/2029	ADV										
<input type="checkbox"/> Town ADV											

Estimates Summary:		Project Type CN	
Project Type	EST Amount Requested	Activity	EST Amount Requested
PE or PL	\$630,000	CT	\$7,100,000
FD	\$434,000	CG	\$0
Total	\$1,064,000	IN	\$0
		NI	\$0
		NF	\$0
		UT	\$0
Project Type	EST Amount Requested	RF	\$0
RW	\$50,000	SF	\$0
		TF	\$0
		CM	\$0
Total	\$50,000	Total	\$7,100,000
Project Grand Total (Sum of Project Types) = \$8,214,000			

Submitted by: (sign & date)	Approved by: (sign & date)
Project Initiation Manager - Jacob Booth	Division Chief - Derick M. Lessard
Not Applicable	
Principal Engineer	Director of Capital Services - Darren E. Meyers

