

APPENDIX-B
CORRESPONDENCE

Route 8 Deficiencies & Needs Study					
Stakeholder Group					
Meeting Attendance					
		Meeting #1	Meeting #2	Meeting #3	Meeting #4
<u>Name</u>	<u>Affiliation</u>				
Denis Cuevas	City of Waterbury/Bureau of Engineering	√			
Peter G. Dorpalen	Council of Governments of the Central Naugatuck Valley	√		√	√
Bonnie DuBose	CT Division, Federal Highway Administration				
David Elder	Valley Council of Governments	√		√	√
Thomas Gentile	Waterbury Development Corp.	√			
Douglas C. Holcomb	Greater Bridgeport Transit Authority	√			
Mark Hood	Dept. of Economic and Community Devel.	√			
Elaine LaBella	Housatonic Valley Assoc.	√			
Susan K. Lee	USACE - New England District				
Michael Marsh	US EPA/NE Office of Ecosystem Protection				
Brian Miller	Beacon Falls/Eastern Land Use Analysis	√	√	√	
Mark A. Pandolfi	Valley Transit District	√			
Joseph Perrelli	Council of Governments of the Central Naugatuck Valley	√	√	√	√
William E. Purcell	Greater Valley Chamber of Commerce	√			
Frederick Riese	Dept. of Environmental Protection			√	√
Jeffrey Rouleau	Waterbury Regional Chamber	√		√	
James R. Stewart	Borough of Naugatuck, CT		√		
Tim Timmermann	US EPA/NE Office of Environmental Review				
Claudine Chi	Metro North RailRoad		√	√	
Ned Moore	Dept. of Economic and Community Devel.		√		
Maria E. Tur	U.S. Fish and Wildlife Service				
Kieth Rosenfeld	Borough of Naugatuck, CT			√	
Michael H. Horbal	Seymour EDC				√
<u>Consultants</u>					
Ruth M Bonsignore	Vanasse Hangen Brustlin	√	√	√	√
Soujanya Chalumuri	Vanasse Hangen Brustlin	√	√	√	√
Mike Sutton	Vanasse Hangen Brustlin			√	
Laurel Stegina	Fitzgerald & Halliday		√		
Paul Stanton	Fitzgerald & Halliday			√	
<u>CT DOT Attendees</u>					
Melanie Zimyeski	CT DOT Planning	√	√	√	
Kate Rattan	CT DOT Planning	√	√	√	√
Colleen Kissane	CT DOT Planning			√	√
David Head	CT DOT Planning			√	√
Carmine Trotta	CT DOT Planning	√	√		
Carla Iezzi	CT DOT Planning	√			
Dan Dinardi	CT DOT Maintenance	√			



Vanasse Hangen Brustlin, Inc.

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Memorandum

To: Ms. Melanie Zimyieski
Connecticut Department of
Transportation

Date: March 18, 2009
February 18, 2011 Revised

Project No.: 41488

From: John J. Kennedy, P.E., PTOE
Ruth M. Bonsignore, P.E.

Re: Other Candidate Local Intersection
Improvements Route 8 Corridor,
Seymour

This memorandum has been prepared to document several candidate localized intersection improvement actions identified during course of the Route 8 Deficiencies/Needs Study that are worth consideration/further study for implementation by Connecticut Department of Transportation (CTDOT) maintenance and/or traffic personnel.¹ These operational or safety related suggestions are not meant to duplicate or substitute for any of the longer term recommendations presented in the Final Deficiencies/Needs Report.

Seymour Area

Route 67 (Derby Avenue) at Route 115 (Main Street) and Washington Avenue.

Main Street and Washington Avenue intersect Derby Avenue as T-type intersections separated by approximately 200 feet. Within that area there is a railroad overpass. The westbound Derby Avenue corridor is two general purpose lanes approaching Washington Avenue (easterly intersection) and then changes to a single through lane with a left only lane at Main Street. Eastbound the one lane approach at First Street (+/- 250 feet west of Main Street), opens to two lanes (one through and one right - for both Main Street and Washington Avenue) and continues as a single through and single right at Washington Avenue. East of Washington Avenue a single lane continues. With turns for Main Street and Washington Avenue, the 2030 forecast demand is greater than 1400 vehicles in the single lane. The intersections are signal controlled with multi-phase operation including advance left turn phase on Derby Avenue to both Main Street and Washington Avenue, general through movement on Derby Avenue and then an internal clearance interval between the intersections. (This introduces a "yellow trap" for the lefts to Washington Avenue.) Main Street and Washington Avenue each have their own phase. Operation was found to be at Level E/F during 2008 evening peak and both the morning and evening peaks in the 2030 design year.

A short term improvement at this location that is worthwhile to investigate involves signal phasing modification and notification of the yellow trap condition. The primary phasing change would link the right turn movement from Main Street with Derby Avenue and changing the movement from an advance to a lagging movement. Detectors in the right lane on Main would call the lag and the

¹ It is important to note that we have not updated this information in the field to ascertain whether any or all of these improvements have been implemented since they were first identified.

arrow display for the left a Washington Avenue would be eliminated. Phases 5 and 6 (Main Street and Washington Avenue) would then be combined.

Naugatuck Area

I/C 25 SB at Cotton Hollow Road (or Cross Street)

This T-type intersection is located on the westerly side of the Route 8 corridor with the River immediately adjacent to intersection. The southbound off-ramp and southbound on-ramp movements provide the "through" corridor and Cross Street is the intersecting corridor. Given the ramp movements, the only anticipated vehicular movements are lefts from the southbound off and lefts to the southbound on. Both approaches are stop sign controlled. Operation of the multi-way stop in the 2030 design year is forecast at no worse than Level of Service C. The intersection area is exhibiting a moderate number of accidents. Improvements identified include then retention of the multi-way stop control but increasing sign size to 36". (In conjunction with the medium term improvement recommendations included within the study, installation of a median island in the Cross Street corridor is also recommended to reduce the tendency of cutting the turn short from the SB off-ramp. This median should be extended to the northbound ramps).

I/C 25 NB at Cotton Hollow Road (or Cross Street)

This four-way intersection is stop sign controlled on the Route 8 NB off-ramp. Given the layout of the interchange and cross street configuration the only forecasted movement from the ramp is a right turn (the through movement returns vehicles to Route 8 NB and a left turn returns vehicles to Route 8 SB). No turns are forecast from the eastbound Cross Street corridor. Afternoon peak operation is forecast at Level F with considerable delay on the ramp. Sight lines appear adequate from the ramp to the west, although the distance is limited by the length of the link. Given the limited number of movements within the area it is proposed that Stop sign control be placed on the eastbound Cross Street movement at the northbound off-ramp. Stop sign size should be 36" and the previously mention median treatment on Cross Street at the southbound ramps should be extended to this intersection.

New Haven Road (Route 63) at Cross Street (including Cross Point Plaza)

This four way intersection includes an adjacent T-type intersection (New Haven Road at Cross Point Plaza) located approximately 350 feet to the east. Two eastbound general purpose lanes are available on New Haven Road with one through/right lane and a left turn lane at both intersections in the westbound direction. On Cross Street northbound a left only and through/right are provided for lane with a left only and right only from the Shopping Center. The fourth leg opposite Cross Street is a low volume single lane approach. Operation is forecast at Level of Service C or better under the current alignment and phasing and timing the 2030 design peaks. The intersection of Cross Street and New Haven Road is showing a three year accident incidence of eleven crashes, eight of which are classified as rear end. Several minor upgrades are suggested for this intersection. The yellow trap condition for the eastbound movement from New Haven Road to Cross Street and the westbound left from New Haven Road to the Shopping Center inherent with the internal clearance interval between the intersections should be signed. We would also suggest for CTDOT's consideration that the internal clearance between the intersections (Phase 3) be extended to eight (8) seconds and that the clearance interval for Phase 3 be extended to four (4) seconds yellow and two (2) seconds all red, consistent with the New Haven Road clearance for Phase 2.

I/C 26, NB off-ramp to Route 63

The NB off ramp enters what would be a T-type intersection including a far-side driveway as a skewed approach to the intersection. Three phase signal operation is present, with the driveway to and from a service station unsignalized. The Route 63 corridor is signed as the southern and easterly legs of the intersection. The westerly leg provides a river crossing and access to the southerly

portion of Naugatuck center. Under the current layout, the westerly leg (under Route 8) is a four lane corridor from South Main Street westerly across the river. South Main Street is generally two lanes with narrow shoulders, north and south of the intersection, widening to three lanes (two approaching northbound – one left and one right – with one southbound departure) south of the intersection. The ramp is a single lane, widening to a two lane approach at the intersection, with a left turn lane to Route 63 (west) and a through and right lane to South Main Street provided. Design year 2030 operation is forecast in the Level C/D range during the morning peak and Level E/F during the afternoon, primarily due to the number of signal phases needed to handle the turning movements with the intersection area.

A more detailed review of accident reports at this location is warranted. Candidate short-term improvements for CT DOT consideration might include: increasing the all red phase on the westbound approach from 1 second to 3 seconds; adding a second signal head and detection (within state right-of-way) to the northern gas station driveway and restricting the southern driveway to inbound only; improving vehicle tracking through the intersection with additional pavement markings; and considering louvers on the signal heads facing the ramp, westbound and northbound approaches to reduce visibility from other approaches to the intersection.

I/C 26 NB On Ramp from SR 709 (South Main Street)

Movement to this ramp is permitted from both the northbound and southbound directions on South Main Street, although the southbound movement had a “zero” volume assignment in the 2030 networks. Given both the horizontal and vertical conditions including a posted bridge clearance of 13’-10” the SR709 corridor at Route 8, the grade difference between the ramp and the through 709 corridor, the shallow angle of the ramp/709 through movement and a high retaining wall on the easterly side of the ramp with residential properties near the top, consideration should be given to restricting the left turn from southbound SR 709 to the ramp, coupled with southbound signing near the Hotchkiss Street intersection directing all movements to Route 8 to continue southbound west of the Route 8 corridor to the Route 63 intersection. (The existing signing plan southbound near Hotchkiss Street splits Route 8 traffic with northbound directed to SR 709 and SB to the connector.)

I/C 26 Southbound ramps and Route 63 Intersection

The southbound ramp system is actually a merge of the southbound off-ramp and a connector between Hotchkiss Street and Route 63 located 200 feet north of Route 63 and a signal controlled intersection at Route 63. The latter is forecast to operate at better than Level of Service C during the 2030 design year morning and afternoon peaks. The merge is anticipated to operate at a good level of service with speeds generally slow and governed by the status of the signal at Route 63 and any standing vehicles. There is a limited weaving volume within the 200 foot zone, generally associated with the movement exiting the ramp and destined to Route 63 westbound. To provide some level of control and grant right-of-way, it is suggested that a yield sign be placed on the connector movement (which is projected at one-quarter to one-half of the ramp volume during the peaks).

South Main Street (SR 847) at Platts Mill Road

This signal controlled (semi-actuated) T-type intersection is located approximately 1,200 feet north of the Sheridan Road intersection. The last identified Signal Layout Drawing for the intersection dates to 1973 and the basic signal head layout remains unchanged; however, the displays are not consistent and a continuous right arrow display southbound is no longer in place. Waterbury Road is a four lane corridor through the intersection (two general purpose lanes each direction) with a two lane approach on Platts Mill Road. Forecast operation in the 2030 design year is at Level of Service C or better. A large corner radius on the northwest corner has resulted in a very long intersection area (estimated at almost 200 feet). The Signal Layout plan suggests a five (5) second yellow clearance and no all red interval. Improvements suggested at this intersection include increasing clearance times to 4 seconds yellow with 2 seconds all red; installing a “Keep Right” sign on the Platts Mill Road median island; and installing a “Do Not Enter” sign on the Platts Mill Road eastbound approach facing SR 847.



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Memorandum

To: Melanie Zimyeski
Connecticut Department of
Transportation (CTDOT)

Date: November 30, 2010

Project No.: 41488.00

From: Ruth M. Bonsignore, P.E.
Howard W. Muise

Re: Route 8 - Interchanges 22-30
Deficiencies/Needs Study

This memorandum (and its attachments) provides written responses to all CTDOT comments received on the draft Route 8 Deficiencies/Needs Final Report. All editorial comments and typos have been incorporated in the Final Report, as requested. Our responses to more substantive comments are clarified in more detail in the following pages.

Kate Rattan

Comment 1 In Seymour, referring to figures 7-2 (2-3/3): On Route 67 west of the southbound on-ramp, westbound traffic is provided two lanes. Whereas there would be minimal additional traffic headed westbound on 67 between the on- and off-ramps (because there are no side streets and only two driveways); would it make sense to not add the additional westbound lane until the Route 8 southbound exit to Route 67 westbound? This may provide 1) easier left-turn movements from the Route 8 southbound off-ramp to Route 67 eastbound and 2) an easier merge for the Route 8 southbound off-ramp with route 67 westbound.

Response Two westbound lanes are planned in this location to provide adequate queuing space for westbound traffic at the signalized intersection of Route 67 and the Route 8 southbound off-ramp to Route 67 eastbound. According to the Synchro analysis, the 50th percentile queue with a single approach lane extends back to the entrance to the Route 8 northbound on-ramp from Route 67 eastbound in both peak hours. The 90th percentile queue extends approximately twice that distance.

Comment 2 In Seymour, referring to Figure 7-6: Do bus turning radii prevent tightening up the southeasterly corner to provide a shorter crossing distance for pedestrians on the easterly leg? There seems to be excess pavement in the Figure 7-6 Near Term Alternative.

Response Figure 7-6 has been revised to provide a bump out on the southeasterly corner of the intersection. The proposed radius at this corner will accommodate turning movements for a 40-foot school bus from and into their own lane without encroaching into the oncoming lane on either approach. The cost estimate for this improvement has been updated accordingly.

Comment 3 In Naugatuck, referring to Figure 7-11: As an additional measure, the plan could suggest that when/if the current use of the gas station at the intersection of Main Street and Route 63 changes, the Town of Naugatuck should alter the access to a condensed single bidirectional egress that would be coordinated with the light. With the current land use, this will not be possible due to the pump locations but if the use were to change, it would improve access to the parcel and the operations of the intersection.

Melanie Zimycki

I agree this is a confusing setup for the gas station. I don't like how, in order to enter the gas station, you must cut across where cars would normally be waiting at the stop bar. Perhaps the stop bar can be pushed farther back – otherwise, I think this might encourage cars to disobey the lane markings and enter the exit-only. Also, a sign “do not block intersection”, or similar, should be posted at the stop bar.

Also, normally when a private business becomes a new “leg”/phase of a traffic signal, they must usually be responsible for at least part of the energy cost to run the modified signal (sometimes they also pay for part of the signal modification). This would have to be agreed on beforehand between whoever owns the signal (the State?) and the private owner.

(Traffic may have comments on this as well, so before you make any revisions, let's see their comments. I would defer to what Traffic recommends here).

Response The Division of Traffic Engineering did not provide any further comments on Interchange 26 (Figure 7-11). Based on the comments provided above, the recommendations for Interchange 26 have been expanded to include:

- Recommend to the Borough of Naugatuck that the Town explore possible access changes to the gas station site if reuse of the site is proposed (see report).
- Relocate the STOP bar on the Route 63 northbound approach to the south side of the entering driveway to the gas station site (see figure).

Comment 4 Referring to 7.2, Mainline Improvements: The Speed Control section is incomplete.

Response The bulleted list in the Speed Control section has been completed (see page 7-34).

Comment 5 Referring to 7.4, Sources of Funding: Would the project be eligible for pedestrian/bike funding for the bridge expansion to accommodate the Greenway?

Response Yes, according to *A Guide to Federal-Aid Programs and Projects* by the FHWA Federal Aid Program Administration, “STP and CMAQ funds may be used for the construction of pedestrian walkways and bicycle transportation facilities and for carrying out non-construction projects related to safe bicycle use. NHS funds may be used for the construction of pedestrian walkways and bicycle transportation facilities on land adjacent to any highway on the NHS.”

Barbara Ricozzi (via David M. Head)

Comment 1 Exit 22: Route 67 at Wakeley Street. As previously stated, an adequate carry through east of Wakeley Street should be provided for the two Route 67 eastbound through lanes. An

insufficient carry through can lead to increased merging accidents and create back-ups that can affect the operation of the signal. It is recommended that approximately 300 feet of two lane carry through plus appropriate taper be provided, measured from the Route 67 eastbound stop bar.

Response This near-term improvement is targeted at mitigating conditions access to/from Wakeley Street. As such, the plan simply maintains the current eastbound lane use at this location. Per your comments, the alternative has been modified to show the eastbound Route 67 right lane as a right-turn only lane. (The Synchro analysis treated the eastbound right lane as a right-turn only lane with all through traffic assigned to the left lane. The overall intersection level of service for 2030 volumes as well as the level of service for the left through lane is LOS B in the morning peak hour and LOS C in the evening peak hour). The cost estimate for this location has been updated to reflect the most up-to-date ROW costs.

Comment 2 *Exit 22: Route 313 at Route 115 (Figure 7-3). In the previous rounds of comments, this office had suggested that the flashing sign interconnected to the traffic signal may not be warranted under current conditions. In the memorandum dated January 15, 2010, it was agreed that it may be more appropriate to explore this interconnection as a longer term improvement. The near term improvement continues to show the interconnection of the sign.*

Response The flashing warning sign is provided in the Near Term Alternative because of the existing geometry on the northbound approach, which restricts sight distance to the signal. The warning signal is not needed in the Long Term Alternative because the improvement modifies the northbound approach to provide adequate sight distance to the signal for the design speed.

Comment 3 *Exit 25: Cross Street at Cotton Hollow Road (Figure 7-9 (Sheet 2 of 2)). This concept was not previously submitted for review. The proposed location of the commuter lot drive will impact traffic operation within the intersectional area. Relocate the commuter lot access drive opposite Cotton Hollow Road to create a 4-way STOP-controlled intersection.*

Response The plan shown on Figure 7-9, Sheet 2 of 2, (the Near/Medium Term Alternative) included the provision of a single driveway to the commuter lot at the south end of the lot south of Cotton Hollow Road. The driveway placement was designed to reduce conflicts at the existing intersection and maximize sight distance along Cross Street. Per your comments, the plan has been modified to relocate the commuter lot driveway opposite Cotton Hollow Road. The driveway will be STOP controlled, providing four-way STOP control at the intersection. The cost estimate for this improvement has been updated accordingly.

Comment 4 *Exit 28: Route 8 Ramps/N. Main Street/Union City Street (Figure 7-16). As previously stated, it would be desirable to provide a northbound left-turn lane on the North Main Street approach opposite the proposed left-turn lane on SR 710 southbound. This comment was previously dismissed stating that the volume of left-turners at this approach did not warrant a separate left turn.*

However, one of the options presented is to close Exit 27 southbound on-ramp which could significantly increase the volume of left-turners from the North Main Street approach. The closing of Exit 27 southbound on-ramp (2030) forecasted ADT: 1,400 trips) should be considered when analyzing the traffic impact at this intersection. It would be a reasonable

expectation for much of the displaced traffic to utilize Exit 28 southbound on-ramp. The additional redistributed traffic from the adjacent ramps should be taken into account when deciding the need for the previously mentioned left-turn lane and also the need of other improvements at the intersection.

Response No left-turn lane was provided for North Main Street northbound because we did not feel that the projected 2030 diverted volumes for that move (estimated at 100 morning and 90 evening peak hour trips) warranted the necessary land use impacts to accommodate an exclusive lane. We appreciate CTDOT's concern to plan for the long-term at this location and the plan has been modified to include a northbound left-turn lane. This improvement impacts the commercial property located on the east side of North Main Street. The cost estimate for this improvement has been updated accordingly except for the cost of the additional ROW required to provide the left-turn lane. See the attachments for additional ROW for which a cost estimate is needed.

Comment 5 *Exit 29: SR 847 at Sheridan Drive (Figure 7-17). As previously stated, the proposed modification of the SR 847 southbound lanes should be further explored. An adequate carry through is necessary before starting an exclusive right-turn lane and the length of the carry through doesn't appear to be available with the current intersection spacing. The proposed alignment may increase the potential for merging accidents.*

Furthermore, the proposed skewed alignment has the potential to induce high speed left-turns onto the northbound on-ramp and high speed rights from the northbound off-ramp which would create safety concerns. It would be desirable under the Long Term Alternative to remove the islands on both ramps and "T" up both ramps to create a normalized four-legged intersection.

Currently, two through lanes exist south of Sheridan Drive and there is an adequate pavement width to carry the two through lanes beyond the Route 8 ramps. Unless the volume data indicates that the exclusive right-turn lane is necessary or there is an identifiable accident pattern that necessitates the need for the modification of the existing lane arrangement, it is recommended that the existing southbound through, through right-turn lanes remain unchanged.

Response The plan has been revised to replace the exclusive southbound right-turn lane at the Route 8 northbound on-ramp with a shared through/right-turn lane, which is carried through the northbound on-ramp entrance. The transition to a single lane begins just beyond the ramp entrance so that vehicles can begin merging before reaching the underpass under Route 8.

Given the skewed angles of the ramps, it is difficult to create a "normalized" four-legged intersection and we did not feel that significant reconstruction of the ramps was warranted at this location based on current and projected operations. The proposed plan provides for the relocation of the entrance to the Route 8 northbound on-ramp from northbound South Main Street to the west of its current location. This will align the ramp entrance with the left-turn lane from the Route 8 northbound off-ramp. This configuration provides for the left turn movements from the off-ramp and on to the on-ramp to take place at the same location rather than being offset as is the existing condition. There is no change in the configuration for right turns from the northbound off-ramp to northbound South Main Street.



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Memorandum

To: Melanie Zimyeski
Connecticut Department of
Transportation (CTDOT)

Date: December 22, 2010

Project No.: 41488.00

From: Ruth M. Bonsignore, P.E.

Re: Route 8 - Interchanges 22-30
Deficiencies/Needs Study

This memorandum and its attachments provide written responses to the most recent comments received from the CTDOT Traffic Division (12.21.10) and Right-of-Way Division (received today) on the draft Route 8 Deficiencies/Needs Final Report.

Traffic

Comment:

Exit 22: Route 313 at Route 115 (Figure 7-3)

It is Department practice to install an interconnected "Be Prepared to Stop, When Flashing" sign on an approach to a signalized intersection when an accident pattern exists that can be attributed to restricted visibility to the signal heads, queued vehicles or both. The Department's latest three years of accident history (January 1, 2006 to December 31, 2008) revealed only one accident considered correctable by this type of improvement.

Currently there is a "Signal Ahead" warning sign on the northbound approach, which is consistent with both Department practice and the MUTCD. Due to the lack of accidents to support the improvement and the adequacy of the existing signing it is felt that a "Be Prepared to Stop, When Flashing" sign interconnected with the signal is unwarranted at this time.

Response:

Given that the accident history, we are comfortable with the Department's recommendation to maintain the static advanced warning sign and have modified the plan and our cost estimate accordingly (see attached).

Comment:

Exit 28: Route 8 Ramps/ N. Main Street/ Union City Street (Figure 7-16)

It is the Department's practice to install "head to head" left turn lanes at signalized intersections as a safety feature whenever geometrically feasible. If the turn lanes cannot be provided within the existing right of way the high cost of acquiring property may outweigh the benefit of the improvement. The latest concept (figure 7-16) shows an additional property acquisition in order to provide the northbound left turn lane. It has been, and still is, our belief that a northbound left turn lane can be added within the existing right of way.

It appears that this can be accomplished if the proposed painted island is eliminated and the northern curb line of North Main Street (west of the ramps) is modified rather than the southern curb line. A design similar to this is preferred since it utilizes existing right of way and positions left turners opposite each other, maximizing the visibility to oncoming through traffic.

Response:

We would normally concur, except in this case the vehicle profile of a single unit right turn from the northbound off-ramp cannot be completed in the width available for the departure, and the ramp cannot be relocated given grades and the current separation between the Route 8 and North Main Street corridors. The south side therefore controls the alignment and the only way to go to maintain adequate operations and turn profiles is to widen to the east.

Comment:

Exit 29: SR 847 at Sheridan Drive/Northbound Ramps (Figure 7-17)

A concern remains that the proposed realignment of the northbound on-ramp will result in higher speed left turn movements which may compromise safety. If the amount of reconstruction to normalize the intersection cannot be justified, the possibility of modifying the left/through movement on the northbound off-ramp to better align with the existing on-ramp should be explored.

In response to your comment, we have explored two additional options. The first examined the relocation of the left/through movement on the northbound off-ramp to better align with the existing northbound on-ramp; however, we believe that this shift in alignment would impact the available storage and that left turn queued vehicles would impede access to the right turn lane off the ramp. This issue resulted in a second option (shown as Alternative A in the attached figure) that would eliminate the yield controlled movement toward Sheridan and bring the northbound ramp to more "standard" four-way intersection with the ramp under STOP control.

As this intersection is not a high priority within the overall needs defined along the Route 8 corridor (with no existing operational or safety deficiencies noted), we defer to Traffic to recommend which alternative at this location they feel most comfortable with: leave the geometry of northbound ramps as is, the prior recommended plan, or Alternative A, now attached.

Right-of-Way (per Melanie Zimyieski)

Right-of-Way requests more information on the width of the strip taking and the number of properties involved to accommodate the newly proposed left-turn lane at Exit 28.

Technically, we believe that there are four properties involved at the location: a commercial entity listed as 385 and 397 N. Main Street and two houses at 381 and 377 N. Main Street. The revised concept plan for Interchange 28 (attached) will significantly impact the commercial property and require a strip taking ranging from 4 to 12 feet across the residential lots. Accordingly, we estimate approximately 500 square feet of land at 381 N. Main Street and 250 square feet strip of land at 377 N. Main Street will be necessary. We have also attached the assessor's information on the properties in question.

Chalumuri, Soujanya

From: Joe Perrelli [<mailto:jperrelli@cogcnv.org>]
Sent: Wednesday, January 19, 2011 3:23 PM
To: Zimyeski, Melanie S
Cc: Peter Dorpalen
Subject: Route 8 Study - Comments

Hi Melanie,

We have reviewed the Final Report of the *Route 8 Deficiencies and Needs Study* and would like to make the following comments:

- We would be interested in any near-term projects at local intersections that experience high accident rates. The intersections of *Rte. 63 at S. Main (SR 709)* and *Union St. (SR 723) at N. Main (SR 710) & City Hill* appear on CTDOT's 2005-2007 Suggested List of Surveillance Study Sites (SLOSS). Improvements at these locations are linked to costly, long-term improvements at Interchanges 26 and 28. If possible, could we include recommendations for smaller-scale, near-term safety improvements at these locations?

Due to financial constraints in our TIP, it is useful for us to identify relatively low-cost, near-term safety improvements at hazardous and congested locations, whenever possible.

- According to the [2010 STIP](#), it looks like the National Highway Transportation Safety Administration (NHTSA) funding source is no longer available or is being phased out (see Tables 1 and 2 on pages 30 and 31). NHTSA is mentioned as a potential funding source for construction projects on pages 7-42 and 7-44 of the Route 8 study. Is there any way to verify whether this is a viable funding source for these projects?
- The 2nd paragraph on page 7-27 refers to the "Route 8 bridge over Prospect Street." Prospect Street (Route 68) is to the south of this location. The bridge that is mentioned goes over the SB Exit Ramp #069.
- The 2nd paragraph on page 7-41 refers to the "five-year" TIP. It should read "four-year" TIP.
- The last paragraph on page 7-42 should say "estimated" instead of "estimate."
- The 2nd paragraph on page 7-43 should say "Southington" instead of "Sudbury" and "compete" instead of "complete."

We are very impressed with the job that VHB has done with this study. If you have any questions, please let us know.

Thank you very much.

Joe Perrelli
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To: Robert Turner, P.E., FHWA

From: Melanie Zimyeski, CTDOT

CC: Ruth Bonsignore, P.E., VHB
Soujanya Chalamuri, P.E., VHB
David Head, CTDOT

Date: April 27, 2011

Subject: Route 8 Interchanges 22-30 Deficiencies/Needs Study
Response to Comments on Draft Final Report

The purpose of this memorandum is to respond to your February 24, 2011 comments relative to the Draft Final Route 8 Interchanges 22-30 Deficiencies/Needs Study Report.

Comment 1: The importance of implementing the recommended \$175,000 Speed Control/ITS Improvements identified for this high accident location as a near term improvement should be emphasized (see Mainline Improvements – Speed Control on page 7-34; Summary of Recommendations on page 7-35; and Table 7-6, Recommended Improvements for Valley Council of Governments (Seymour) on page 7-45). This is supported by the following:

- a) The elevated section of Route 8 with three horizontal curves through the Seymour business district (vicinity of Interchange 22 between MP 18.58 and MP 18.81) has been near the top (currently #18) of the SLOSSS list for the past several years.
- b) Page 2-8 notes that “...in the vicinity if Exit 22, the record plans indicate a design speed of 50 mph even though this section of road has a posted speed limit of 55 mph”. Similar language is re-iterated on pages 2-11 and 7-34.

CTDOT agrees with the comment and will make it part of the study record.

Comment 2: Article 2.6.3, Review of Route 8 Accident Locations, on page 2-49 cites 4 locations with RA/RC ratios greater than 1.0. This has increased to 6 locations on the 2006-2008 SLOSSS.

The accident data reviewed for this study was sourced from the CTDOT Traffic Accident Surveillance Report (TASR) and the CTDOT Traffic Accident Viewing System. Pursuant to Title 23 United States Code Section 409, the SLOSSS list is meant for internal use and was not provided to the consultant team.

Though the number of locations under the current SLOSSS list changed from 4 to 6, the same geographic areas that were listed on the 2006-2008 SLOSSS were studied as part of the Route 8 Study's Safety Analysis, which reviewed the latest 3 year accident data

available at the time of the study kickoff (January 1, 2005 through December 31, 2007). The results of the Safety Analysis are found in Section 2.6.3.

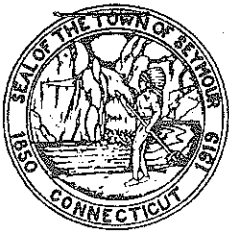
Comment 3: Highway Safety Improvement Program (HSIP) funding available from FHWA should be included under Sources of Funding on Page 7-42 and Table 7-5, Funding Sources for Roadway Improvements on page 7-44. Some of improvements identified in Table 7-6, Recommended Improvements for Valley Council of Governments (Seymour) and Table 7-7, Recommended Improvements for Council of Governments of Central Naugatuck Valley, including the \$175,000 improvements noted above, may be eligible for HSIP funding.

Agreed. As suggested, Highway Safety Improvement Program (HSIP) is included under sources of funding on Page 7-42 and Table 7-5. The eligible recommended improvements in Table 7-7 are also included under the HSIP funding.

Comment 4: Typographical

- a. Table of Contents: Page numbers listed are missing the section number prefix; hyperlinks for the page numbers are missing or incorrect.
- b. Bridge numbers in Table 2-10, Route 8 – Bridge Structure Summary on page 2-18 are incorrectly formatted (e.g., should be 00587 not 0 587, and 02074 not 2 074, etc.)

Section number prefixes for page numbers and hyperlinks for the page numbers are also included. Per your comment, the Bridge numbers in Table 2-10 are now correctly formatted.



PAUL F. ROY
First Selectman

Office Of The First Selectman
TOWN OF SEYMOUR
1 First Street
Seymour, Connecticut 06483
Telephone: 203-888-2511 • Fax: 203-881-5005

February 23, 2011

Ms. Melanie S. Zimyeski, Project Manager
Connecticut Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT. 06131-7546

RE: Route 8 Interchanges 22-30 Deficiencies/Needs Study
State Project 124-164

Dear Ms. Zimyeski,

I have reviewed the Route 8 Interchanges 22-30 Deficiencies/Needs Study Final Report dated January 2011, this report includes Figures 7-2 thru 7-6 dated July 2010 thru December 2010.

I offer the following comments:

1. The DOT (Melanie Zimyeski) previously received comments on their preliminary plans dated November 2009 from my office. Those comments were conveyed in a twelve (12) page report dated: December 22, 2009 and addressed specific issues raised by Town Department Heads.
2. Figure 7-1, formerly Page 1, is acceptable, previous comments are incorporated.
3. Figure 7-2, (1 of 3) is acceptable, previous comments are incorporated.
4. Figure 7-2 (2 of 3) formerly Page 4, is acceptable, previous comments are incorporated
5. Figure 7-2 (3 of 3) formerly page 5, Seymour's comment to improve vertical sight distance by lowering RT 67 near Webster Bank WAS NOT ADDRESSED. I would recommend the D.O.T. improve sight distance by lowering road as a long term plan.
6. Former Page 6 is now Figure 7-2, (1 of 3) addressed in comment #3 as acceptable.
7. Figure 7-3, dated December 2010 formerly page 25, this plan not revised from November 2009. The plan for "Near Term Alternative" of intersection of RT 313 Maple St., with RT 115, Main St. proposes to add flashing lights and paint strips.

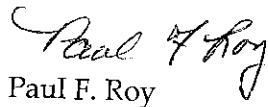
The DOT did add Figure 7-4 dated July, 2010 on which the "Long Term Alternative" would construct new retaining walls for the railroad overpass and take some of the sharp curve out; however, nothing is shown about increasing vertical clearance. This proposal IS NOT ENOUGH. If they replace the railroad walls without increasing height, the truck problem will still exist and will force more truck traffic to use Pearl St. I would strongly push for more height.

8. Figure 7-5 formerly Page 26, this plan is acceptable in my opinion, however Police Chief Metzler asked for longer north bound lanes to avoid traffic backup, D.O.T. did not revise.
9. Figure 7-6, formerly Page 27, the intersection of Maple St. with Pearl St. will have curb or island bump outs to shrink the size of the intersection and better control traffic. The plan calls for the replacement of the traffic light. This plan is acceptable in my opinion.

One other comment made by business owners along RT 67 near the PAWN SHOP, asked that the existing diagonal parking be allowed to remain. The D.O.T. plans (Figure 7-2, (1 of 3) shows parallel parking spaces (6). While businesses will lose parking spaces the parallel parking is much safer.

Please call me if you have any questions at 203-888-2511, Monday thru Thursday from 8:00am-5:30pm.

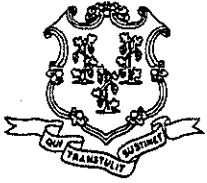
Sincerely,



Paul F. Roy
Seymour First Selectman

cc: Mike Horbal

PFR/cgb



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

May 13, 2011

Mr. Paul Roy
First Selectman
Town of Seymour
Seymour Town Hall
1 First Street
Seymour, CT 06483

Subject: Response to Comments
Route 8 Interchanges 22-30 Deficiencies/ Needs Study
State Project No. 124-164

Dear First Selectman Roy:

This letter is in response to your comments dated February 23, 2011 regarding the Route 8 Interchanges 22-30 Deficiencies/Needs Study (Study) Final Report. Your original comments are included for your reference.

Comments 1-4, 6 and 9:

The Town of Seymour (Town) is simply confirming its agreement with the Study recommendations. No action is required.

Comment 5: Figure 7-2 (3 of 3) formerly page 5, Seymour's comment to improve vertical sight distance by lowering Route 67 near Webster Bank was not addressed. I would recommend the DOT improve sight distance by lowering the road as a long-term plan.

Based on a field review of this location, the vertical sight distance and stopping sight distance appear to be adequate for the posted speed of 35 mph. However, the existing roadway is downhill from east to west approaching the interchange ramps; therefore, speeding may be an issue for vehicles along this segment of Route 67 and speed enforcement is encouraged. Reconstruction of Route 67 to the east is beyond the scope of the Study; however, the Town could pursue it further through the regional planning agency.

Comment 7: Figure 7-3, dated December 2010 formerly page 25, this plan is not revised from November 2009. The plan for "Near Term Alternative" of intersection of Route 313 Maple St., with Rt 115, Main St. proposes to add flashing lights and paint strips. The DOT did add Figure 7-4 dated July, 2010 on which the "Long Term Alternative" would construct new retaining walls for the railroad overpass and take some sharp curve out; however nothing is shown about increasing vertical clearance. This proposal is not enough. If they replace the railroad walls

without increasing height, the truck problem will still exist and will force more truck traffic to use Pearl Street. I would strongly push for more height.

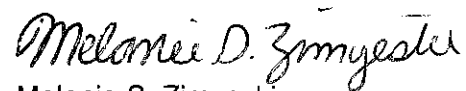
That is what is intended; a note is added to the plan (figure 7-4) for increasing the vertical clearance under the railroad overpass to a minimum of 14'6" as part of the long term improvements at this location.

Comment 8: Figure 7-5 formerly Page 26, this plan is acceptable in my opinion, however Police Chief Metzler asked for longer northbound lanes to avoid traffic backup, DOT did not revise.

The length of the left turn lane is based on project design year traffic volumes. A note is added to all plans with acceleration, deceleration or queue storage lanes of any type that the length of these lanes are to be used as guide only and are subject to change based on re-evaluation of updated design volumes used in final design. The length proposed in this case (300 feet) exceeded the actual design year volume with a very good level of service condition, exceeding the storage requirements for the 95th percentile queue.

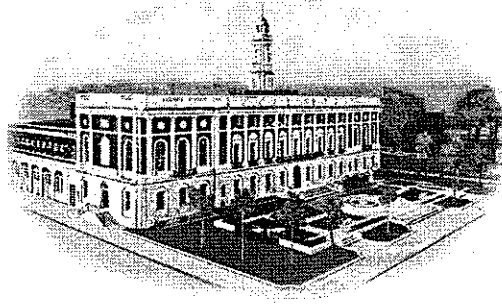
Thank you for your feedback on the Route 8 Study. If you have any questions regarding this response, please give me a call at (860) 594-2144.

Very Truly Yours,



Melanie S. Zimyeski
Project Manager
Bureau of Policy and Planning

cc: Ruth Bonsignore, P.E., VHB



PUBLIC WORKS DEPARTMENT
THE CITY OF WATERBURY
CONNECTICUT
BUREAU OF ENGINEERING

February 23, 2011

Ms. Melanie Zimyieski
CONNDOT – Bureau of Policy & Planning
2800 Berlin Turnpike
P O Box 317546
Newington, CT 06131-7546

Re: Route 8 Interchanges 22 to 30
Deficiencies/Needs Study

Dear Ms. Zimyieski:

I have reviewed the Chapter 7 recommendations of the Draft Final Report and have the following comments and questions:

- We agree with the modifications to Sheridan Drive.
- We agree with the proposed modifications to the driveway opposite Sheridan Drive (adjacent to SB, South Main Street lanes) and the elimination of an access driveway to the lot SW of the intersection.
- Can an access driveway to a lot NW of the South Main Street/Sheridan Drive intersection also be eliminated? It appears the SB lanes will que in front of this driveway, making ingress/egress for this lot difficult at that driveway. If a second ingress/egress point for this lot is desired and/or required, wouldn't it be better located to the existing driveway that is being modified?
- Table 7-4 page 7-40, states "widen South Main Street to provide three (3) lanes on each approach to Sheridan Drive. Figure 7-17 only shows two (2) lanes on the NB approach. Which concept is correct?

Page 2 of 2

Re: Rt 8 Interchanges 22 to 30

T 012

- We agree with the modifications to Platts Mill Road and the closing of the (N) driveway to the lot on the southwest corner of the intersection. Is it also possible to revise access to the second lot (SW) of the intersection from two (2) to one (1) driveways? This would mitigate potential turning conflicts with traffic egressing from both lots.
- There was another conceptual study done by CNVCOG that indicated only one (1) SB lane as motorists approached the intersection of South Main Street / Platts Mill Road. The outside lane was conceptually eliminated and was a bike / walking lane. Which of the two conceptual plans shows the correct lane relationship at this intersection?
- We understand why it may be desirable to restrict access from Route 8 (SB) to exit 28 from the perspective of mitigating weaving conflicts between SB interchanges 28 and 29. Where is this SB traffic proposed to exit and will it have adverse impacts to local roads south of interchange 28?

If you have any questions, please do not hesitate to call me Monday through Friday between the hours of 8:00 am and 4:00 pm at 203 574 6820.

Very truly yours,



Robert R. Jahn, P.E.
Acting Traffic Engineer



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

May 13, 2011

Mr. Robert R. Jahn, P.E.
Acting Traffic Engineer
City of Waterbury
Public Works Department
26 Kendrick Avenue
Waterbury, CT 06702

Subject: Response to Comments
Route 8 Interchanges 22-30 Deficiencies/Needs Study
State Project No. 124-164

Dear Mr. Jahn:

This letter is in response to your comments dated February 23, 2011 regarding the Route 8 Interchanges 22-30 Deficiencies/Needs Study Final Report. Your original comments are included for your reference.

Comment: Can an access driveway to a lot NW of the South Main Street/Sheridan Drive intersection also be eliminated. It appears the SB lanes will queue in front of this driveway, making ingress/egress for this lot difficult at that driveway. If a second ingress/egress point for this lot is desired and/or required, wouldn't it be better located to the existing driveway that is being modified?

Based on a review of the traffic operations at this location, it is agreed that the southern driveway for the lot NW of the South Main Street/Sheridan Avenue intersection should be closed to mitigate potential turning conflicts and improve traffic operations. Additionally, a new access for this lot will be added to the driveway opposite Sheridan Drive. Figure 7-17 is revised to reflect this change.

Comment: Table 7-4 page 7-40 states "widen South Main Street to provide three (3) lanes on each approach to Sheridan Drive". Figure 7-17 only shows two (2) lanes on the NB approach. Which concept is correct?

The typo in Table 7-4 is corrected to read "widen South Main Street to provide left turn lanes at Sheridan Drive".

Comment: We agree with the modifications to Platts Mill Road and the closing of the (N) driveway to the lot on the southwest corner of the intersection. Is it also possible to revise the access to the second lot (SW) of the intersection from two (2) to one (1) driveways? This would mitigate potential turning conflicts with traffic egressing from both lots.

Based on further review of the potential turning conflicts at the driveways, one driveway (closer to the intersection) for the second lot is proposed to be closed. Figure 7-19 is revised to reflect this change.

Comment: There was another conceptual study done by CNVCOG that indicated only one (1) SB lane as motorists approached the intersection of South Main Street/Platts Mill Road. The outside lane was conceptually eliminated and was a bike/walking lane. Which of the two conceptual plans show the correct lane relationship at this intersection?

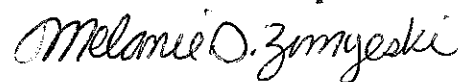
The Connecticut Department of Transportation was involved in the review process for the Waterbury Naugatuck River Greenway Routing and Feasibility Study. The Greenway Study proposed construction of a 10-12' wide multi-use path on South Main Street by eliminating one travel lane on South Main Street between Eagle Street and Platts Mill Road. The Greenway routing is proposed to further continue along Platts Mill Road and connect to the existing trail head beyond the southern city limit. The only improvement identified at the intersection of South Main Street/Platts Mill Road as part of the Route 8 Interchanges 22-30 Deficiencies/Needs study is to remove the existing median on Platts Mill Road and restripe S. Main Street NB's inside lane as a continuous left turn lane. For clarification, the future alignment of Naugatuck Greenway through this location is depicted on Figure 7-19. If the Greenway shared use path is constructed through this location by eliminating one of the southbound travel lanes on S. Main Street, the intersection will continue to operate at an acceptable level of service under the projected 2030 conditions.

Comment: We understand why it may be desirable to restrict access from Route 8 (SB) to exit 28 from the perspective of mitigating weaving conflicts between SB interchanges 28 and 29. Where is the SB traffic proposed to exit and will it have adverse impacts to local roads south of interchange 28?

With the closure of access from Route 8 SB at Exit 28, the southbound traffic will exit at Interchange 27 at Maple Street. However, access for local traffic from South Main Street to Exit 28 will still be maintained at this location. Based on the review of the Synchro analysis with the redistributed traffic volumes, the SB off Ramp at Maple Street is expected to operate at LOS B during the AM and LOS D during the PM peak periods under the future 2030 conditions.

Thank you for your feedback on the Route 8 Study. If you have any questions regarding this response, please give me a call at (860) 594-2144.

Very Truly Yours,



Melanie S. Zimyeski
Project Manager
Bureau of Policy and Planning

cc: Ruth Bonsignore, P.E., VHB



Vanasse Hangen Brustlin, Inc.

101 Walnut Street
P. O. Box 9151
Watertown, MA 02471-9151
617 924 1770
FAX 617 924 2286

Memorandum

To: Ms. Melanie Zimyieski
Connecticut Department of
Transportation

Date: May 15, 2011

Project No.: 41488

From: Ruth M. Bonsignore, P.E.
Soujanya Chalumuri, P.E.

Re: Route 8 Interstate Designation Memo

Background

The Connecticut Department of Transportation (CT DOT), Valley Council of Governments (VCOG) and Council of Governments of Central Naugatuck Valley (COGCNV) are in the process of completing the Route 8 Deficiencies/Needs Study between Interchanges 22 and 30 in Seymour, Beacon Falls, Naugatuck, and Waterbury. Route 8 is a critical 67 mile north-south corridor traversing as an expressway from I-95 in Bridgeport through Waterbury and Torrington, to CT-44 in Winsted, Connecticut where the road transitions to a two lane principal arterial. The two lane principal arterial portion of Route 8 continues northward through southern Massachusetts to Route 2 in North Adams, Massachusetts. Locally (within the Valley and Central Naugatuck Valley regions), Route 8 is the only expressway facility operating in the north-south direction through the Naugatuck Valley. Along its length, Route 8 provides connections with major interstate highways including I-95, I-84, and I-90.

In 1972, Massachusetts congressmen were pushing for interstate designation and funding for Route 8 from I-95 in Connecticut to Vermont. While this early proposal didn't pan out, it has long been debated in Connecticut. The Waterbury Chamber of Commerce took up the cause in recent years for interstate designation for Route 8 between I-95 and I-84 with hopes that designating Route 8 as an interstate would help attract more commercial development to Waterbury and the region

Early on in the study process, the team was asked to explore what would be required along the Route 8 corridor to reclassify this roadway as an interstate. This memorandum has been prepared to document the critical design criteria concerning the potential reclassification/designation of state highway Route 8 to an interstate highway and what corridor improvements would be necessary to bring the corridor up to interstate standards.

Interstate Design Criteria

The Interstate Highway System is a network of regional highways serving the needs of the states and the regions. The Federal-Aid Highway Act of 1956 called for uniform geometric and construction standards for the Interstate System. The standards were developed by the State highway agencies, acting through the American Association of State Highway and Transportation Officials (AASHTO) and adopted by the FHWA. As stated in the AASHTO - *A Policy of Design Standards- Interstate System (2005)*, "The National System of Interstate and Defense Highways is the most important in the United States. It carries more traffic per mile than any other comparable

national system and includes the roads of greatest significance to the economic welfare and defense of the Nation. The Highways of this system must be designed in keeping with their importance as the backbone of the Nation's highway systems. To this end, they must be designed with control to access to ensure their safety, performance and utility and with flexibility to provide for predicted growth in traffic. As such, the Interstate Highway System has the strictest standards for design in the AASHTO policy".

Route 8 Design

The construction of Route 8 expressway occurred over a period of approximately 35 years from the late 1950's to the early 1980's. The original construction of the mainline and interchange elements of the highway evolved from the location of the old local Route 8 and, as a result, was designed for lower speeds and traffic volumes than those experienced along the corridor today. Furthermore, its current configuration does not meet the stricter standards associated with an Interstate Highway. The existing Route 8 mainline, bridges, and interchanges were evaluated for design compliance with interstate standards as part of the Route 8 Interchanges 22 to 30 Deficiencies/Needs Study. In reviewing the criteria, various deficiencies were noted. These deficiencies are associated with design speed, shoulder width, ramp acceleration and deceleration areas, and interchange spacing. A comparison of the critical design criteria vis a vis bringing Route 8 to interstate standards is summarized in the following table.

Critical Design Criteria: Route 8 vs Interstate Standards

	Interstate Standard (Minimum)	Route 8 Corridor (Exits 22 to 30)
Design speed	50 to 70 mph	50 to 60 mph
Outside Shoulder Width	10'	2' to 10'
Inside Shoulder Width (4-lane section)	4' to 8'	2' to 4'
Minimum Interchange Spacing	1 mile (Urban) to 3 miles (Rural)	<1 mile in Naugatuck
Minimum offset from the edge of the shoulder to the median or roadside barrier	2'	1 to 3'
Vertical clearance for Route 8 underpass bridges	16'-3"	2 locations (@16 ft. and 14.1 ft.)

- Based on review of record plans available for the corridor, Route 8 mainline is principally designed for a design speed of 50 mph to 60 mph. The posted speed limit along the corridor is 50 to 55 miles per hour although there is a section of Route 8 through Exit 22 that meets a 50 mph design speed even though it has a posted speed limit of 55 mph.
- Both the inside and outside shoulders were observed to be non-compliant in several locations. Typically, the non-compliant left shoulder width was observed on existing bridge structures with a varying width of 2 to 6 feet. Based on the field review completed as part of the Route 8 Interchanges 22 to 30 Deficiencies/Needs Study, approximately 3,000 feet (5%) of right shoulder and 12,000 linear feet (20%) of left shoulder along the study corridor do not meet the recommended standards for interstate highways.

- Further, as noted in the Route 8 Deficiencies/Needs study, traffic demand along the Route 8 corridor is projected to increase by approximately 25 percent between 2008 and 2030. Therefore, in addition to improving the highway to interstate standards, the Route 8 corridor may need to be widened to accommodate the addition of a third lane in each direction in order to provide enough capacity to be acceptable to the Federal Highway Administration (FHWA).
- Substandard interchange spacing and/or weaving areas were found along Route 8 through downtown Naugatuck.

In order to bring the Route 8 corridor up to interstate standards, recommended mainline and interchange related improvements defined by the Deficiencies/Needs Study would need to be constructed. A planning-level cost of these improvements, estimated in 2010 dollars, is \$ 201 million (excluding rights-of-way costs) for the section of Route 8 from Exit 22 to 30 inclusive. Additional capital investments would most likely be required along the balance of the corridor between I-95 and I-84.

Federal Process

For Route 8 to be added to the Interstate System it must meet interstate standards, be a logical addition to the system, and the action must be requested by CTDOT. The State request is submitted to the FHWA Division Office, and ultimately requires the approval of the Federal Highway Administrator.

Should the State wish an advance approval of general acceptability of the Route 8 corridor, it may request approval of designation as a future part of the Interstate System; however, at that time the necessary improvements to Route 8 should have cleared the environmental process, have preliminary design resolved, and have assurances that the construction can be completed within 25 years. The State and FHWA at that point would enter an agreement whereby the Route 8 corridor will be added to the System when the highway is completed to the appropriate standards.

Chalumuri, Soujanya

From: Zimyeski, Melanie S [<mailto:Melanie.Zimyeski@ct.gov>]
Sent: Wednesday, June 01, 2011 10:41 AM
To: 'bachman103@sbcglobal.net'
Cc: Chalumuri, Soujanya; Bonsignore, Ruth; Head, David M
Subject: Re: Route 8 Study Feedback

Mr. Bachman,

I appreciate your feedback on this important study. Following are our responses to your comments:

Interchange 26: Intersection of CT-63 and Route 8 SB on-ramp: The left turn lane on NB CT-63 at this location is existing and will remain. The only recommendation for this location is the closure of the existing connector roadway. The pavement marking arrows on CT-63 are revised to include a through lane and a left turn lane. (Please see attached revised drawing for this location).

Interchange 28: Route 8 Ramps at North Main Street and Union City Street: The long term improvement for this location recommends elimination of left turn lanes on Route 68 thereby redistributing traffic to adjacent intersections. The elimination of left turn lanes will potentially address the safety issues and improve traffic operations at this location. Additionally existing Route 68 Bridge is 40 ± ft wide and will not be able to accommodate a four-lane cross section (11' or 12' lanes).

Please feel free to contact me if you should have any further questions.

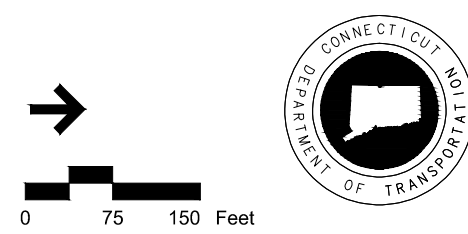
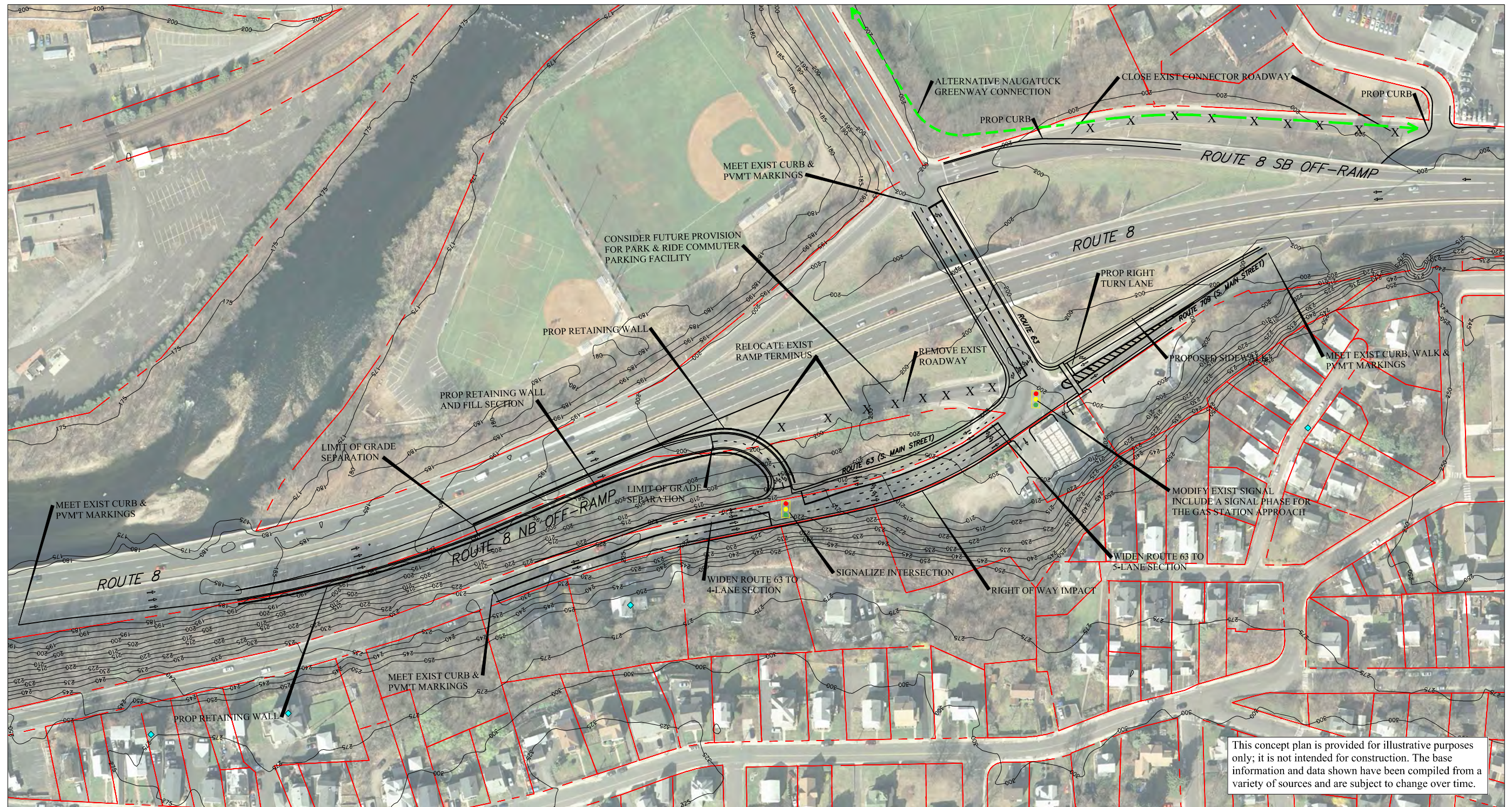
Thank you,
Melanie

Melanie S. Zimyeski

Transportation Planner 2
Office of Location Planning
Connecticut Department of Transportation
2800 Berlin Turnpike, Newington, CT 06131-7546
Office: (860) 594-2144 / Fax: (860) 594-3028
Melanie.Zimyeski@ct.gov
<http://www.ct.gov/dot>

From: bachman103@sbcglobal.net [<mailto:bachman103@sbcglobal.net>]
Sent: Sunday, May 08, 2011 11:59 PM
To: Melanie.Zimyeski@ct.gov; Bonsignore, Ruth; VHB_Webmaster
Subject: Route 8 Study Feedback

I noticed in all of the drawings for Exit 26 that there is no left turn lane on CT-63 NB at the CT-8 SB on ramp. I think this should be included considering there is a lot of traffic there now and especially if the connector road from South Main Street is closed. Also for Exit 28, in one of the long term drawings there was an elimination of a left turn lane for CT-68 WB Prospect St to Union City Street and an elimination of a left turn lane from CT-68 EB Prospect St to Golden Court. Since the CT-68 bridge over Ct-8 is wide enough for 4-lanes already, can't CT-68 EB at the intersection of Golden Court and Union City Street call for a 4-lane cross section: 1) One lane for CT-68 WB 2) CT-68 EB Left turn, through and right turn lane? Thanks in advance, Erich Bachman Naugatuck, CT Erich Bachman



**Route 8 Deficiencies/Needs Study
State Project 124-164**

ROUTE 8 NB OFF-RAMP DESIGN CRITERIA:
 LANE WIDTH = 11 FT
 SHOULDER WIDTH = 2 FT
 ELEVATION DIFFERENCE BASED ON CONTOUR DATA = 20 FT
 MAX GRADE = 5%
 95th PERCENTILE QUEUE* = 541 FT
 PROP DECEL LENGTH = 350 FT

SOUTH MAIN STREET DESIGN CRITERIA:
 LANE WIDTH = 11 FT
 SHOULDER WIDTH = 2 FT
 LEFT TURN LANE WIDTH = 10 FT

ROUTE 8 DESIGN CRITERIA:
 LANE WIDTH = 12 FT
 RIGHT SHOULDER WIDTH = 10 FT

LEGEND:
 RIGHT-OF-WAY
 HISTORIC PROPERTIES

Vanasse Hangen Brustlin, Inc.

Naugatuck Interchange 26 November 2010

Route 8 NB Off-Ramp/Route 63/
 South Main Street
 Long Term Alternative