

# Capitol Region Council of Governments (CRCOG)

*Relocation of I-91 NB Interchange 29 and  
Widening of I-91 NB and Route 5/15 NB to I-84 EB*

*Hartford and East Hartford, Connecticut*

**State Project No. 63-703**  
*October 17, 2016*



**LOCHNER**

 **VN Engineers**

**FREEMAN**  
COMPANIES

# Project Team



## Department of Transportation:

- Gregory Dorosh – Manager of Highway Design
- Susan Libatique – Principal Engineer
- Sebastian Cannamela – Project Manager
- Meredith Andrews – Project Engineer
- Douglas Hummel – Office of Rights of Way

## CME – Prime Consultant:

- Dale Spencer – Project Manager
- Jay Koolis – Manager of Traffic
- Bryan Busch – Manager of Structures
- George Jacobs – Principal in Charge
- Sal DeCarli – Environmental Specialist

## Sub-Consultants:

- Lochner
- VN Engineers
- Freeman Companies

# Agenda



- Project Overview
- Existing Traffic Conditions
- Proposed Design
- Proposed Traffic Conditions
- MPT During Construction/Detour Routes
- Environmental
- Project Schedule and Cost
- Rights of Way
- Questions/Answers

# Project Overview







# Existing Traffic Issues

- I-91 NB / RT 15 NB – near capacity now with heavy truck volume
- Charter Oak Bridge NB – currently overcapacity
- Exit 29 Steep Grade
- Charter Oak Bridge Weave very short – between I-91 & Route 2
- **Queueing – Routine Right Lane Backup on I-91 NB at Interchange 29**



# Crash History (2011-2013)

## I-91 NB

- 751 crashes from Exit 26 to 29A
  - 1 Fatality between Exit 28 & 29
- 178 injuries

## Route 5/15 NB

- 201 crashes from Silas Deane Highway to I-84 EB
  - 98 fixed object, 50 rear-end, 43 sideswipes
- 3 Fatalities
- 61 injuries

# Proposed Design



# Proposed Traffic and Safety Improvements

- Additional 4th lane improves Traffic on I-91 NB from Exit 27 to Exit 29
- New diverge and bridge at I-91 NB at Exit 29, reduces congestion
- Increased weave length on Charter Oak Bridge
- Additional 3rd lane improves Route 5/15 NB between Exits 90 and 91



# Proposed Bridge



# Proposed Bridge





# Maintenance and Protection of Traffic (MPT)



## Traffic During Construction

- 4 Major stages of Construction
- Construction expected to last 4 years
- Maintain 3 lanes of I-91 NB and 2 lanes of RT 5/15 NB during peak travel hours
- Minimum Design Speed: 45 mph
- I-91 NB Exit 28 Temporary Closure
- RT 5/15 Exit 91 Temporary Closure (Off Peak)

# Right of Way



- Drainage Right of Way
- Temporary Construction Easements
- No Permanent Property Acquisition



# Environmental



- No Archaeological or Tribal Impacts (Section 106 resource)
- No Impacts to Existing Wildlife
- Hazardous/Contaminated Material Removal
- No Permanent Impacts to Streams, Rivers or Parks
- Temporary impacts to Charter Oak Landing and Great River Park (Section 4(f) resource)

# Environmental



- Relocated Noise Walls on Route 5/15 NB
- Additional Noise Walls on Route 5/15 SB





# Current Project Schedule and Cost

## Schedule

- Final Design Plans submission (FDP) – 11/8/2017
- Advertise Project (ADV) – 1/11/2018
- Contract Award – Spring 2018
- Construction is anticipated to last 4 years

## Cost

- Estimated Construction Cost is \$287 Million

# Rights of Way



# Questions/Answers

# Thank you!

**State Project No. 63-703**

*October 17, 2016*



**LOCHNER**

 **VN Engineers**

**FREEMAN**  
COMPANIES











