

Department of Transportation

At a Glance

JAMES REDEKER, Commissioner

Established – October 1, 1969

Statutory authority - p.a. 69-768

Central office – 2800 Berlin Turnpike, Newington, CT 06131-7546

Authorized number of full-time employees - 2,976

Recurring operating expenditures 2012-2013 - \$551.6 million

Capitol Budget 2012-2013 -- \$1.28 billion

Organizational structure – Office of Commissioner, Bureau of Aviation and Ports, Bureau of Finance and Administration, Bureau of Engineering and Highway Operations, Bureau of Policy and Planning, Bureau of Public Transportation, State Traffic Commission.

Mission

The mission of the Connecticut Department of Transportation (Department) is to provide a safe and efficient inter-modal transportation network that improves the quality of life and promotes economic vitality for the State and region.

Statutory Responsibility

The agency shall be responsible for all aspects of the planning, development, maintenance and improvement of transportation in the state (Section 13b-3 C.G.S.). The agency serves its customers by providing safe and efficient systems for the movement of people and goods within, to or from the State, whether by highway, air, water, rail or other means (Section 13b-2[I]).

Information Reported as Required by State Statute

The agency shall develop and revise, biennially, a comprehensive long-range transportation plan designed to fulfill the present and future needs of the state and to assure the development and maintenance of an adequate, safe and efficient transportation system (Section 13b-15 C.G.S.). The purpose of the Master Transportation Plan is to provide its customers, the Administration, the General Assembly, local elected officials, and the general public with a comprehensive understanding of the transportation projects and programs that the agency will be pursuing over the next 10 years. The strategic goals of the agency are to ensure safety, maintain the existing system, increase system productivity, promote economic development and provide required capacity.

Affirmative Action Policy

The Department of Transportation is an Affirmative Action/Equal Opportunity Employer. It is the established policy of the Department to assure equal opportunity and to implement affirmative action programs. All services and programs of the Department are administered in a fair and impartial manner, pursuant to the State Code of Fair Practices and all other relevant state and federal laws and regulations including, but not limited to, C.G.S. 46a-60, Title VI and VII of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA). The Department continues to work cooperatively with the Connecticut Commission on Human Rights and Opportunities and other state and federal compliance agencies in conducting various reviews and providing requested information

- **The Bureau of Policy and Planning** conducts planning studies and associated activities for the movement of people and goods for all modes of transportation including highway, rail, bus, maritime, rideshare/commuter parking facilities, bicycle and pedestrian. Documentation of proposed alternatives with environmental analyses is developed for all proposed projects through a public process. The Bureau interacts with Legislative and Congressional members and staff, as well as nationally recognized transportation organizations, on various transportation bills including major authorizations and appropriation bills for surface transportation, and intercity passenger rail. The Bureau formed working groups to address the rule making guidelines that are the outcome of the new federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21).

The Bureau initiated a Strategic Transportation Plan for the State of Connecticut, aimed at coordinating investment of State resources and to leverage the investment of other state agencies. This initiative has been branded as “**TransformCT**”. For example, are we investing our transportation dollars in the same areas where DECD, OPM, DOH and DEEP are investing to create a more sustainable and economically competitive state. Emphasis is on public engagement.

Major planning and environmental studies administered by the Bureau include the Central Connecticut Rail Study and the New Haven -Hartford-Springfield High Speed, Intercity Passenger, and Regional Rail Service, the Stamford Parking Garage and Transit Oriented Development, and the new Terminal B Passenger Facility and Associated Improvements at Bradley International Airport. The Bureau also prepared a Reevaluation of the Final Environmental Impact Statement/Final Section 4(f) (FEIS/Section 4(f)) for the Interstate 95 (I-95) New Haven Harbor Crossing Improvements addressing traffic noise impacts in the area of Bradley Street in New Haven. Work continues on two FHWA Grants to perform Value Pricing Pilot Program (VPPP) studies for Interstate 84 in Hartford and Interstate 95 from New York to New Haven. The program's intent is to demonstrate and evaluate road pricing concepts that achieve significant and lasting reductions in highway congestion. The Bureau also participated in a categorical exclusion for the reconstruction of I-95 over West River in New Haven that included an in-house Phase 1A archeological assessment.

The Bureau finalized a joint Federal Environmental Assessment/State Environmental Impact Evaluation (EA/EIE), which addressed any potential impacts resulting from the proposed

High Speed, Intercity Passenger, and Regional Rail Service improvements along the New Haven-Hartford-Springfield rail corridor. A Finding of No Significant Impact (FONSI) was approved, which resulted in the obligation of the federal funding that had previously been awarded to Connecticut under the American Recovery and Reinvestment Act (ARRA). A Record of Decision was also approved, which allowed the continuation of state funding for the rail improvements. The obligation of these funds resulted in the advancement of the rail improvements into design and construction.

The Bureau also developed and initiated a Programmatic Agreement among the Federal Highway Administration, Federal Transit Administration, the Connecticut State Historic Preservation Office, the Massachusetts State Historic Preservation Office, and the Connecticut Department of Transportation regarding compliance with Section 106 of the National Historic Preservation Act as it pertains to the New Haven-Hartford-Springfield High Speed Intercity Passenger Rail Project. This programmatic agreement will be in force until construction of the entire 62-mile corridor is complete.

The Bureau also prepared a State Environmental Impact Evaluation (EA/EIE), which addressed any potential impacts associated with the Stamford Parking Garage and Transit Oriented Development. This resulted in a Record of Decision, which will allow the developer to move forward into design and eventual construction.

The Bureau also published a joint Federal Environmental Assessment/State Environmental Impact Evaluation (EA/EIE) for the new Terminal B Passenger Facility and Associated Improvements at Bradley International Airport. A Finding of No Significant Impact and a Record of Decision were issued in 2013.

The Bureau is also involved in the efforts being undertaken to move forward with the completion of Route 11. The Department is undertaking concurrent financial, environmental and engineering studies, which are needed to complete the Environmental Impact Statement. The finance study includes a tolling study to determine the potential revenue that could be generated by tolling operations. In addition, the Bureau is assisting in the re-evaluation of an Environmental Assessment for the reconstruction of I-84 in Waterbury. The Bureau is also involved in the I-84 Hartford Project, which will look at various alternatives to address the aging Hartford Viaduct, as well as, operational and safety improvements along I-84 in Hartford. This involves a Needs and Deficiency Study, Alternatives Analysis, and eventually a NEPA document.

Continuing major studies include the Danbury Environmental Impact Statement; the Route 15 at Interchange 59 – Deficiencies and Needs Study (Woodbridge and New Haven); an Environmental Assessment/Environmental Impact Evaluation for the Orange Railroad Station along with providing continued assistance to the Town in pursuing the project to improve Avon Old Farms Road.

The Bureau is implementing the procedures outlined in the Programmatic Agreement among the Federal Highway Administration, the Department, the Connecticut State Historic Preservation Office, and the Advisory Council on Historic Preservation regarding

implementation of minor transportation projects (transportation projects classified as categorical exclusions). This Programmatic Agreement has facilitated more efficient methods by which FHWA and the Department review individual undertakings that may affect historic properties and will continue to streamline the process for minor projects that are limited in scope and for which no historic properties will be adversely affected.

The Bureau administered programs during the 2012-2013 fiscal year for commuter parking facilities, pedestrian access, bicycling, and the federal Safe Routes to School Program (SRTS). SRTS provides eligible schools free support services for bicycle and pedestrian facility planning, as well as educational training for bicycle and pedestrian safety. The SRTS program's ongoing aggressive public outreach efforts for participation resulted in a record breaking number of schools participating in International Walk to School Day on October 9, 2013. Last year, \$3.1 million funding was awarded for projects to 6 communities throughout the state, and the program will be awarding its remaining infrastructure funds for 2 additional projects in the near future, and continue its support services.

The Bureau joined the Federal Highway Administration, University of Connecticut's Technology Transfer Center (UCONN T2Center) and other bureaus in our agency to participate on efforts under the Local Technical Assistance Program. As part of this initiative, the Bureau continues to develop various articles of interest to Local Public Agencies (LPAs) and continues to expand the series with additional topics for LPA assistance. These articles, referred to as the Reference Series: Locally Administered Transportation Projects in Connecticut, are posted on the Department's website.

The Bureau continues to publish performance measures and targets for bridge and road conditions, project delivery, highway safety, bicycle and pedestrian accessibility along with various rail and bus programs. These measures are updated quarterly and placed on the Department's performance measures webpage for public access.

The Bureau of Policy and Planning updated various transportation planning-related documents and documentation required by the Federal Highway Administration.

Bureau staff represents the Department at meetings held by the Office of Policy and Management on the updating of the State's Plan of Conservation and Development (C & D Plan).

In 2011 State Transit-Oriented Development (TOD) Pilot Program grants were awarded to eleven municipalities for planning and/or facilitation of their transit-oriented development projects. Bureau staff assumed responsibility for administering these TOD Pilot Program projects in 2012 and continues to administer them. As of June 30, 2013, one municipality had completed its project. Seven municipalities are to complete their projects in 2014, two are to complete their projects in 2015 and one is to complete its project in 2016.

The Bureau applied for and received a federal grant to undertake a pilot project on climate change. The focus of this project is to assess vulnerabilities of DOT infrastructure from extreme weather. Field work for this project has been started.

The Bureau undertook two LEAN events to explore ways to improve Transportation data dissemination in the Traffic Monitoring Section. The LEAN events looked at both internal and interagency improvements to the transportation data gathering and reporting process. The Bureau continues on implementing the recommendations of the LEAN team.

The Bureau also coordinated with the State and federal regulatory agencies regarding natural resources and listed species issues and also obtains the required water resource permits required for projects. In addition, the Bureau performed inspections of active construction sites to ensure compliance with permit conditions. The Bureau worked closely with the DEEP regarding revisions to the General Stormwater Permit for Construction Activities. The Bureau is educating Department staff regarding the requirements of the revised permit.

The Bureau undertook a LEAN event to explore ways to streamline the Statewide Transportation Improvement Program (STIP) Action and Amendment process. The roles and responsibilities of every stakeholder in the amendment and action process were reviewed. The event helped identify several opportunities for improvement. Work has begun on implementing some of the recommended changes. The Bureau has developed an implementation plan that will enable the unit to accomplish all of the recommended changes.

The Bureau also assisted the Office of Contract Compliance in updating the Title VI Accomplishment Report and the Title VI program review. The Bureau is continuing its efforts to assure that all MPOs are in compliance with Title VI and EJ requirements. The Bureau requested, received and reviewed the MPOs' quarterly reports to verify the Title VI and EJ practices. The Bureau maintains a database for Transportation Planning related State Legislation. All proposed Bills that pertains to the Bureau of Policy and Planning are reviewed and input provided to the Department Legislative liaison when necessary. The Bureau has started the 2015-2018 STIP and has reached out to the regions for their cooperation and consultation in this development. The Bureau has developed the federally required listing of the 2013 federal fiscal year Obligated and Granted projects for the Public and Regions use.

The Bureau worked with the Department of Energy and Environmental Protection to develop new Motor Vehicle Emission Budgets for Ozone. Air quality conformity model runs were completed for various transportation projects to assure compliance with the Clean Air Act emission goals, specifically the new 2008 8-Hour Ozone National Ambient Air Quality Standards. Conformity to this new standard was required by July 20, 2013. Staff coordinated with the Department of Energy and Environmental Protection in the development of a PM2.5 Maintenance Plan which outlines the State's process to maintain the New Haven and Fairfield Counties in attainment for PM2.5. PM2.5 attainment was effective October 24, 2013. The Bureau has also completed an Air Quality Conformity Determination Analysis using the new required Environmental Protection Agency Air Quality emission software, MOVES2010b. The Bureau has finalized adjustment of the Federal Aid Urban Boundaries with the RPOs and approval from FHWA was received in December 2013. The Bureau, working with a consultant, has initiated work on a plan of development for a new state-of-the-practice Travel Demand Forecasting Model in order to meet the increasing demand for more complex and finer detailed travel demand, air quality, and economic forecasts.

The Bureau provided Geographic Information System software and application development support for the Department. The Bureau continues its development of a new comprehensive digitized road network which will include all levels of roadway totaling roughly 27,000 miles. This network will support many high level initiatives such as federal reporting, crash location, and capacity planning.

In addition, the Bureau maintains the State's traffic counting program, crash data system and an inventory of the highway system. This data, as well as future land use and employment projections, is used to estimate future travel demand, identify current and future capacity deficiencies, analyze alternate highway and transit improvement, and is used in environmental studies.

Following the Crash Data Improvement Program (CDIP), the Bureau initiated an E-Crash Development Program based on the following goals:

- To stand up a MMUCC 4.0 crash reporting system by January, 2015 with the support and involvement of the law enforcement community
- To make significant progress towards 100 percent electronic crash reporting from law enforcement agencies
- To create broad based access to timely, complete, and accurate crash data both within DOT and to all highway safety stakeholders
- To leverage opportunities for integrating crash data with other electronic data collection tools in the field (e.g. citation, racial profiling, misdemeanor summons)

With a partnership with the University of Connecticut, the department hired a Crash Data Champion to oversee the E-Crash Development as outlined above. It also includes the coordination of electronic filing with various vendors, development of a training component for the new PR1, and coordination of the reduction the backlog of PR1s from 14 months to 6 months. The Bureau has also begun an outreach program to notify all police agencies in the State of this new process. This includes the development of a poster, brochures, a website dedicated to crash data, specification package for vendors and a vendor fair.

The Bureau prepares an annual planning document, which addresses a set of highway and traffic safety problems with the goal of reducing fatalities and injuries as the result of motor vehicle crashes on Connecticut's roads. These traffic safety program areas include Impaired Driving, Occupant Protection Child Passenger Safety, Police Traffic Services, Motorcycle Safety, Distracted Driving and Traffic Records.

The State of Connecticut has been working on a collaborative electronic citation (eCitation) pilot project involving the Connecticut Judicial Branch and State and local law enforcement agencies. The purpose of this project is to improve the overall effectiveness of the driver infraction management system by increasing the efficiency and accuracy of the citation process.

The Highway Safety Office has continued working in partnership with Central Connecticut State University (CCSU) and the Institute for Municipal and Regional Policy

(IMRP) to analyze the current racial profiling law and, in turn, make recommendations to the Connecticut General Assembly to better align the statute to legislative intent and current best practices. This initiative includes collecting, maintaining, and providing public access to traffic stop data and evaluation of the results of such data. Currently, data collection by all law enforcement agencies in the State with the ability to make traffic stops is mandated by law. Agencies are collecting data and submissions to the Office of Policy and Management via the Criminal Justice Information System are expected to begin within the next two months. Multiple training sessions have been held for law enforcement agencies to educate them about the law and options for data collection and submission. Similarly, a public awareness campaign is underway to educate the public about the project and their rights during a traffic stop. For more information about this project, visit www.ctrp3.org.

The Highway Safety Office has continued to provide leadership in the field of distracted driving prevention and mitigation. A combination of education and enforcement initiatives have been executed during the past year. Education initiatives have included partnering with state and corporate partners as well as funding educational programs for high school students. Examples of these efforts include partnering with AT&T to bring the successful “It Can Wait” campaign as well as the “Save A Life” to a minimum of 30 high schools across the state over the remainder of the school year. The Department plans to bring this program to any high school who requests it over the next two years. This program is similar to the AT&T presentation in utilizing peer speakers, video presentations and simulators to educate students and young drivers about how dangerous and deadly distraction behind the wheel can be. The “Save a Life” tour was funded through the Department’s Highway Safety Office (HSO), as part of the Governor’s Highway Safety Program.

The Highway Safety office was selected last year for a second research project to test whether state laws on enforcing Connecticut’s texting ban can be effective. This project is underway in the Danbury area and nearly 2,000 citations have been issued to motorists in the pilot area during two, week-long enforcement WAVES in June and October. The results of this program should be available in late 2014 or early 2015. As the issue of driver distraction continues to grow and change, the Department is always looking at new and innovative programs to curb roadway injuries and fatalities linked to this behavior.

Bureau of Engineering and Construction

The **Bureau of Engineering and Construction** continued to manage all programs and projects to maximize federal funds allocated to Connecticut for improvements to all transportation modes.

Major bridge replacement/rehabilitation projects active during 2013-2014 include the replacement of the I- 84 bridges over Marion Avenue in Southington and the CTfastrak Flatbush Avenue Bridge in Hartford that are using Accelerated Bridge Construction techniques; the replacement of the Moses Wheeler Bridge, that carries I-95 over the Housatonic River in Stratford and Milford; the reconstruction of I-95 over the West River located in West Haven and New Haven ; and the replacement of the Pearl Harbor Memorial Bridge (Q) Bridge over the New

Haven Harbor in New Haven which is part of the I-95 New Haven Harbor Crossing Corridor Improvement Program discussed below.

- The Moses Wheeler Bridge which carries I-95 over the Housatonic River is one of the longest and most heavily traveled bridges in the state of Connecticut. The replacement of the bridge and associated improvements on this section of the I-95 corridor began in August 2011 and is expected to cost approximately \$300 million with completion scheduled for 2016.
- Another major bridge structure that is undergoing rehabilitation work is the Putnam Bridge, which carries Route 3 over the Connecticut River between Glastonbury and Wethersfield. The rehabilitation project includes construction of a 6-foot-wide cantilevered pedestrian walkway and replacement of the bridge joints.
- The West River Bridge carries I-95 over the West River and is located west of Exit 44 at Kimberly Avenue. The project will also be replacing the on- and off-ramps at the end of Ella T. Grasso Boulevard at Exit 46.

Additional bridge and roadway projects are in construction as part of the Governor's and Fix It First (FIF) Transportation Initiatives.

- Under the Governor's initiative, widening of I-95 between Exit 14 and 15 and improvements to Route 1 in Norwalk are in progress. The widening includes three (3) bridges; Fairfield Avenue, Cedar Street, and Taylor Avenue, that will be replaced and widened over I-95 as well. The project is scheduled for completion in 2015.
- Several other projects are underway to replace or rehabilitate bridges and culverts, along with several projects that cover multiple locations for the replacement of bridge joints, repairing and painting of bridge beams sections, and replacement of bridge bearings.

The roadway program projects also include traffic signal upgrades and installations, intersection improvements, road realignments, construction of roundabouts and roadway widening, all are staples of the asset preservation (state of good repair) program. Another significant project on Route 15, Merritt Parkway in Stamford and New Canaan has started and is one of several projects that have been completed or are scheduled as part of the Merritt Parkway Corridor Improvement Plan. The currently active project on Route 15 is from the Greenwich town line just north of Exit 31, North Street, to the vicinity of Exit 37, Route 124 (South Avenue) New Canaan consists of 6.5 miles of roadway resurfacing, safety improvements, and landscaping enhancements. Extensive landscaping and selective clearing is being performed to remove trees within the established safety envelope and to improve sightlines. Invasive species such as poison ivy and bittersweet are being selectively removed. The work also includes rehabilitation of five historic bridges: Bridge No. 00712 Route 124 (South Avenue); Bridge No. 00710R Metro North Railroad; Bridge No. 00708 Ponus Ridge; Bridge 00702 River Bank Road; Bridge No. 00700 Guinea Road. The project is expected to cost approximately \$56.9 million and is scheduled to be completed by October 2015.

The largest and most comprehensive transportation program ever undertaken by the Department is the I-95 New Haven Harbor Crossing Corridor Improvement Program. The centerpiece of the Program is the new Pearl Harbor Memorial (Q) Bridge, an extradosed cable-stayed bridge, the first of its kind in the U.S. The new bridge has a 100 year life span through the use of innovative and high performance materials (roadway wearing surface, high strength concrete, high performance structural steel). The designs are sensitive to traditions and urban characteristics of the area and create a sense of continuity throughout the corridor. The \$1.99 billion Program is in its 13th year of construction. It is approximately 68% complete and is currently under budget and scheduled to be completed on schedule in 2016. A total of 15 program contracts have been completed as of September 1, 2013 with total expenditures to date of \$1.27 billion. The innovative processes CTDOT and CTDEEP developed and implemented during construction, have streamlined reviews and issue resolution, and mitigated cost and schedule impacts, while complying with environmental permit requirements.

The project to construct P&W Railroad spur tracks to terminal properties on Waterfront Street in the New Haven Port Area has started and is expected to be completed during the summer 2014. Construction of the Boathouse Platform Project started during the summer 2013 and is expected to take a year to complete. A follow-on project to construct the new Boathouse is expected to start then. These are City of New Haven Projects that will satisfy the Program Commitment for the State's acquisition of the old Yale Boathouse.

Pavement Preservation Program construction projects for 2013 include approximately 146 lane-miles of resurfacing primarily on expressways; in 2014, approximately 103 lane miles including ramps are programmed to be completed. The preservation techniques being used include ultra-thin bonded pavement and polymer-modified asphalt pavement with warm-mix technology. Roads include I-95 in Groton, I-84 in Cheshire and also in Vernon and Tolland, and Route 15 in the vicinity of the Sikorsky Bridge. Another focus in construction is projects for improvements to the bus systems and rail lines to improve infrastructure, operations, passenger service, and stations in Connecticut.

- The New Haven Rail Yard (NHRY) Facilities Improvement Program (Tier 1) currently is estimated at a total cost of \$706.8 million. Active projects at the NHRY include the Component Change-Out Shop and the Independent Wheel True Facility. There is also a project being administered by the Office of Rail for the Traction Power Substation and is scheduled to be completed October 2013. Several other projects are scheduled to begin in 2014 including the construction of the Central Distribution Warehouse, Maintenance of Way (MOW) Facility, and Yard Power Upgrade. Other projects outside of the NHRY include: the new West Haven Railroad Station opened in August 2013; the overhauling of the overhead Catenary wire system and replacement of five bridges on the New Haven line between Bridgeport and Fairfield; and station improvements at the Westbrook Rail Station.
- The New Haven-Hartford-Springfield (NHHS) rail project will take center stage at the Department providing significant new regional passenger rail service options as a key component of a robust and vibrant multi-modal regional transportation system. With funding from the new federal High-Speed Intercity Rail Program and state bond funds,

the NHHS Rail Project will provide the infrastructure and trains to operate some of the nation's best passenger rail services. As the gateway to New England, the NHHS Rail Project will also facilitate improved service to Massachusetts, Vermont and in the future Montreal. New train service will connect communities, generate sustainable economic growth, help build energy independence, and provide links to travel corridors and markets within and beyond the region. With the recent completion of the Environmental Assessment/Environmental Impact Evaluation (EA/EIE) and with a Finding of No Significant Impact (FONSI) issued by the Federal Railroad Administration (FRA), the last of three federal grants is being obligated bringing the total funds available to the project to \$366 Million Dollars. All phases of the Program are now moving into the final design stage. Ground breaking for an advance project to relocate Amtrak signal and fiber optic cable along the entire corridor is scheduled for October. The launch of the enhanced rail service that will result from this program is scheduled for 2016.

- *CTfastrak* combines the fast, traffic-free advantages of a train with the frequent, direct-to-your-destination flexibility of a bus. Currently 7 of the 12 projects to build *CTfastrak* are in construction and one project has been completed. The 9.4 mile *CTfastrak* route is being constructed on an abandoned railroad corridor from New Britain to Newington Junction and from Newington Junction to Hartford's Union Station alongside the active Amtrak rail right of way. The Intelligent Transportation System (ITS) System Integration project is anticipated to begin next month, with the remaining projects (landscaping, the Park Street Streetscape and local shelters) slated to begin early next year. *CTfastrak* is scheduled to begin revenue service in February of 2015.

The Department has also instituted a more flexible approach to the funding of Bicycle/Pedestrian projects in an effort to close some of the state-wide gaps that currently exist. Design activities have begun on projects in Manchester (East Coast Greenway) and Cheshire (Farmington Heritage Canal Trail) and have been completed on two projects that will extend The Pequonnock River Trail in Trumbull and Bridgeport. The Department has also begun a feasibility study of a multi-use path along the Merritt Parkway.

The Department's Bridge Safety and Evaluation unit continued to aggressively inspect, evaluate and inventory the structural condition of more than 5,000 bridges, 1,800 overhead sign supports, 900 traffic signal mast arm supports, and 400 span pole structures. Signs and traffic signal supports are typically inspected at four-year intervals. Bridges are typically inspected at two-year intervals; however, some bridges are inspected more frequently if warranted due to structural deterioration. This critical function helps to ensure the safety of the traveling public through the identification of deficiencies and needs in a systematic and timely manner. The Department's Office of Rights of Way completed 224 acquisitions of real property for various projects at a cost of \$8,874,577. A total of 120 relocation payments were made to displaced residential and business owners and tenants at a cost of \$1,076,164. Some 35 parcels of State land were sold during the year producing \$2,656,280 sales revenue. Long- and short-term leases of State highway property produced \$1,111,821 in rental income.

The Bureau of Highway Operations The Bureau of Highway Operations provided roadway and roadside maintenance to 5,682 effective two-lane miles of roadway and provided snow

removal and other roadway maintenance services to 76 state agencies. With respect to snow and ice control, there were 11 winter storms which required the use of 115,000 tons of sodium chloride and 1,100,000 gallons of liquid calcium chloride applied by 632 state trucks and 197 contracted trucks. Maintenance of existing roadways included 246 miles of vendor-applied bituminous concrete overlay. In addition, 11,187 feet of drainage pipe was installed along with 477 drainage structures. During the past year, maintenance repairs were performed on 1244 of the 3,955 state-maintained bridges through the combined efforts of Department personnel and contractors. The total number of state-maintained bridges has decreased by 8 this year. The Traffic Services Units installed 4,043 miles of center lines and lane lines; erected 2,215 new traffic regulatory, warning and directional signs; renewed or removed 6,919 existing signs; continued maintenance of 3,779 traffic signals and 1,330 miles of highway illumination; and installed 19 new traffic signals and 124 signal revisions.

There were 4,576 highway encroachment permits issued. The Oversize/Overweight Unit collected \$2,681,661.00 for the issuance of 86,805 oversize/overweight permits, 118 radioactive permits and 125 industrial permits.

The Department's computerized traffic control signal systems include a total of 944 traffic signals on 50 major arterials in 54 municipalities.

The Operations Centers responded to a total of 3,911 reported incidents on the state's limited access highway system. The Newington and Bridgeport Operations Centers monitor 324 highway cameras and operate 137 variable message signs and 14 highway advisory radio stations. The Department's Connecticut Highway Assistance Motorist Patrol (CHAMP) Program provided highway assistance to a total of 10,144 motorists along the I-95 corridor from the New York state line to the Branford/Guilford town line. In the greater Hartford area the CHAMP Program provided assistance to 7,812 motorists.

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