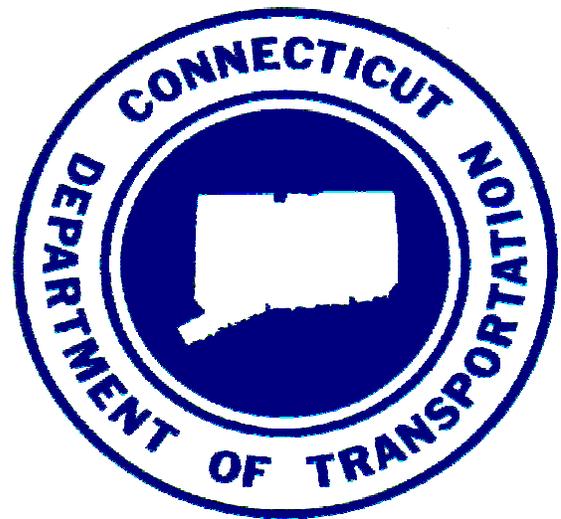


2007  
ALTERATIONS  
TO THE  
STATE HIGHWAY SYSTEM

BIENNIAL REPORT  
TO THE  
CONNECTICUT GENERAL ASSEMBLY



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TRANSPORTATION

BUREAU OF POLICY & PLANNING

OFFICE OF POLICY & SYSTEMS INFORMATION

DIVISION OF SYSTEMS INFORMATION



# INTRODUCTION

This report is made in compliance with Section 13b-26 of the Connecticut General Statutes, which directs the Commissioner of the Department of Transportation (Department) to report alterations made to the State Highway System each biennium to the legislature.

The System of State Highways established by the 1961 legislature consists of three component highway classifications:

## **State Primary Highways**

Roads serving the predominant flow of traffic between the principal towns of this state and between such towns and similar towns of the surrounding states.

## **State Secondary Highways**

Connecting and feeder roads which supplement the state primary system by serving the predominant flow of traffic between the smaller towns of the state and between such towns and other towns in this state and in surrounding states.

## **State Special Service Highways**

Roads which provide access from the primary and secondary systems of state highways to federal and state facilities.

## **Applicable Statutes (General Statutes of Connecticut, as revised)**

Secs. 13a-14 and 13a-15	Establishment of System
Sec. 13a-16	Official map of System
Sec. 13a-17	Arbitration of town grievance
Secs. 13a-42 through 13a-46	Acceptance and Abandonment of Highways
Sec. 13b-26	Alteration of State Highway System

Copies of the above General Statutes are found in the appendix of this report.

For the purpose of this report, alterations to the state system are those changes that alter the highway network through rerouting of state numbered routes or roads, abandonments, and certain highway construction.

The mileage changes reported herein are those that have taken place in the System between January 1, 2005 and January 1, 2007. Those mileage

changes which have resulted from additions through new construction, exchanges of jurisdiction between the towns and the state, and the abandonment of portions of older roads superseded by new highways are reported. Additionally reported are transfers within the System that have affected the primary and secondary mileages, mainly because of the newly constructed expressways which have superseded older primary highways, with the result that the latter have transferred to the secondary system.

Full implementation of the System to conform with the concept defined in the initiating legislation has not been realized. Several of the towns have not consented to the jurisdictional transfers authorized by legislation to achieve the System's establishment.

Copies of this report and the official map of the State Highway System are on file in the offices of the Commissioner of the Department of Transportation and the Secretary of the State. Revisions of the official map have been made to reflect the reported changes.

## HIGHWAY CONSTRUCTION

Highway constructions considered are those projects that add or subtract roadway mileage to the State Highway System resulting from major roadway realignment, reconstruction and complete new roadway construction. Safety improvements, roadway widenings, resurfacings and rehabilitations are not included.

Table I shows the route number, type of improvement, the town in which the activity took place, and the length of the completed activity.

**TABLE I**  
**Highway Construction**  
**Completed Between January 1, 2005 and January 1, 2007**

<u>Route #</u>	<u>Type of Improvement</u>	<u>Town</u>	<u>Miles</u>
4	Reconstruction	Harwinton	0.31
6	Reconstruction	Andover Coventry Bolton	5.08
6	Reconstruction	Brooklyn	3.10
7	Reconstruction	New Milford	1.08
15	Highway Upgrade	Greenwich	5.00
15	Interchange Revision	Greenwich	0.47
15	Reconstruction	Stratford Milford	1.64
84	Reconstruction	Waterbury Cheshire Southington	6.08
95	Reconstruction	Stamford	1.30
95	Reconstruction	Darien	5.40
95	Reconstruction	Bridgeport	0.80
95	Interchange Reconstruction	Waterford	0.25
349	Reconstruction	Groton	1.02
796	Reconstruction	Milford	0.11

## HIGHWAY SYSTEM ALTERATIONS

The 1961 General Assembly passed legislation authorizing the Commissioner to put into effect the findings of a report ("The Functional Classification of All Public Roads-1960") on reclassification of state roads by the transfer of certain roads from state to town jurisdiction and from town to state jurisdiction. This system was established to provide an integrated and continuous system of state highways. The previous system included many gaps in state highway maintenance, and spurs or isolated sections of state roads not fully interconnected.

In pursuit of implementing the findings of the aforementioned report, a "1961 Road Reclassification Schedule" was developed by the Department. Tables II, III, IV and V are developed in reference to the 1961 Road Reclassification Schedule and reflect alterations to the state highway system completed between January 1, 2005 and January 1, 2007.

Table II shows those system alterations that:

- 1) have been added and/or removed from the state system
- 2) retained the same maintenance as prior to the addition or removal from the state system
- 3) were enacted in contradiction to the 1961 Road Reclassification Schedule

**TABLE II**

**System Alterations-Existing Maintenance Retained  
(Contrary to 1961 Road Reclassification Schedule)  
Completed between January 1, 2005 and January 1, 2007**

**Added to the State System  
(Maintenance Retained by the State)**

<u>Town</u>	<u>Road</u>	<u>Miles</u>
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No removals during this biennium.

**Removed from the State System  
(Maintenance Retained by the Town)**

<u>Town</u>	<u>Road</u>	<u>Miles</u>
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No removals during this biennium.

Table III lists those alterations that have occurred during the past two years, and have had their maintenance responsibility transferred from town to state, or from state to town. These transfers have occurred in addition to the Road Reclassification Schedule of 1961. Table III shows that there was zero (0) transfers from the town to the state during this reporting period, for a total of 0.00 miles. There were two (2) transfers from state to town during this reporting period, for a total of 1.45 miles.

**TABLE III**

**System Alterations and/or Maintenance Transfers  
(In Addition to Road Reclassification)  
Completed between January 1, 2005 and January 1, 2007**

**TOWN TO STATE**

<u>Town</u>	<u>Road</u>	<u>Miles</u>
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No transfers during this biennium.

**STATE TO TOWN**

<u>Town</u>	<u>Road</u>	<u>Miles</u>
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Beacon Falls	SR 852	0.74
Greenwich	SR 742	<u>0.71</u>

<b>TOTAL</b>	----->	1.45
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Table IV - There were no transfers in accordance with the 1961 Reclassification Schedule from town to state or state to town during this biennium.

TABLE IV

Highways Transferred in Accordance with the 1961 Reclassification Schedule between January 1, 2005 and January 1, 2007

TOWN TO STATE

<u>Town</u>	<u>Road</u>	<u>Miles</u>
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No transfers during this biennium.

STATE TO TOWN

<u>Town</u>	<u>Road</u>	<u>Miles</u>
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No transfers during this biennium.

The remaining roads originally scheduled for reclassification (1961), which have not yet occurred are listed on TABLE V. From the 1961 schedule, there remains one town, Norwalk, that has a total of 1.61 miles scheduled to be transferred from the town to the state. There also remains a total of 1.13 miles scheduled to be transferred from the state to the town of Plainville.

**TABLE V**  
**Originally Scheduled Reclassification Road Transfers (1961)**  
**Not Consummated**  
**As of January 1, 2007**

**TOWN TO STATE**

<u><b>TOWN</b></u>	<u><b>ROAD</b></u>	<u><b>MILES</b></u>
Norwalk	North Main Street	0.19
Norwalk	South Main Street	0.94
Norwalk	Washington Street	0.14
Norwalk	West Avenue	<u>0.34</u>
	<b>TOTAL</b> ----->	<b>1.61</b>

**STATE TO TOWN**

<u><b>TOWN</b></u>	<u><b>ROAD</b></u>	<u><b>MILES</b></u>
Plainville	SR 536, Pine Street and Woodford Avenue	<u>1.13</u>
	<b>TOTAL</b> ----->	<b>1.13</b>

## STATE HIGHWAY SYSTEM

In accordance with Section 13a-14 of the Connecticut General Statutes, the system of state highways in Connecticut is comprised of Primary, Secondary, and Special Service Highway components. The final table of this report, "TABLE VI - SUMMARY OF ROAD MILEAGES," lists the total road mileages by system component at the beginning (January 2005) and the end (January 2007) of this biennium. As of January 1, 2007, 3,715 of the 3,719 miles on the State Highway System are state maintained, and four miles are maintained locally (by towns). There is also one additional town mile maintained by the state, which is not part of the state system. The transfer of these roads is pending negotiation proceedings between the state and involved towns. The mileages indicated as state maintained on Table VI are all main line mileages and do not include ramps and other interchange connections.

**TABLE VI  
SUMMARY OF ROAD MILEAGES  
JANUARY 1, 2007**

<u>STATE HIGHWAY SYSTEM</u>	<u>Miles as of 01/01/2005</u>	<u>Approximate Miles as of 01/01/2007</u>
Primary - State Maintained	1,231	1,231
Secondary - State Maintained	2,425	2,424
Special Service - State Maintained	<u>61</u>	<u>61</u>
<b>*Total State Maintained</b>	<b>3,717</b>	<b>3,715</b>
Primary - Locally Maintained	0	0
Secondary - Locally Maintained	4	4
Special Service - Locally Maintained	<u>0</u>	<u>0</u>
<b>*Total Locally Maintained</b>	<b>+ 4</b>	<b>+ 4</b>
<b>*Total State Highway System</b>	<b><u>3,721</u></b>	<b><u>3,719</u></b>
 <u>NOT ON STATE SYSTEM, BUT STATE MAINTAINED</u>		
Held pending transfer negotiation proceedings	1	1
Held pending transfer after improvement	<u>0</u>	<u>0</u>
<b>*Total Not on State System</b>	<b>1</b>	<b>1</b>
<b>*Total of all State Maintained</b>	<b><u>3,720</u></b>	<b><u>3,718</u></b>

\*Excludes ramps and other interchange connections.

**APPENDIX**  
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**GENERAL STATUTES OF CONNECTICUT**

<u>SECTION</u>	<u>TITLE</u>
13a - 14	State Highway System
13a - 15	Inclusion of Interstate Highway System in State System
13a - 16	Official Map. Transfers to local jurisdiction
13a - 17	Arbitration of Town Grievance. Appointment of arbitrators
13b - 26	Alteration of State Highway System
13a - 42	Taking of Roads into State System
13a - 43	Abandonment of State Highway
13a - 44	Transfer of State Highway to Town
13a - 45	Effective Date of Transfers and Abandonments
13a - 46	Transfers of Rights in Lands on Transfer of Roads

**Sec. 13a-14. State highway system.** There shall be a system of state highways which shall include (1) state primary highways, which are highways serving the predominant flow of traffic between the principal towns of this state and between such towns and similar towns of the surrounding states; (2) state secondary highways, which are connecting and feeder highways which supplement the state primary system by serving the predominant flow of traffic between the smaller towns of the state and between such towns and other towns in this state and in surrounding states; and (3) state special service highways, which are highways which provide access from the primary and secondary systems of state highways to federal and state facilities.

**Sec. 13a-15. Inclusion of interstate highway system in state system.** All sections of the National System of Interstate and Defense Highways in Connecticut, commonly known as the interstate highway system, as provided for in the Federal Aid Highway Act of 1956, as amended, shall be included in the state highway system.

**Sec. 13a-16. Official map. Transfers to local jurisdiction.** The state highway system shall be that system of highways as shown on the official map marked "State of Connecticut, State Highway System, Committee to Reclassify All Public Roads, Edwards and Kelcey-Engineers and Consultants, January 13, 1961" and on file in the office of the commissioner and the Secretary of the State, as the same may be altered from time to time in accordance with the provisions of sections 13a-42, 13a-43, 13a-44, 13a-45 and 13a-56 and any other provisions of the general statutes authorizing or empowering the commissioner to plan, construct, reconstruct, repair, improve, manage, maintain and operate any highway. Before transferring any road from state to local jurisdiction within the time limits described below, the commissioner shall put such road in reasonably good condition and shall be open to negotiation with the selectmen of any town concerning the condition of any such road upon transfer for a period of at least sixty days before such transfer becomes effective. Transfers under this section shall take effect June 22, 1961, or as soon thereafter as it is practicable for the commissioner and the towns to effect the same, but not later than September 30, 1962, except for such transfers as are under arbitration. Any special act inconsistent herewith is repealed.

**Sec. 13a-17. Arbitration of town grievance. Appointment of arbitrators.** Any town aggrieved by the reclassification of highways as designated on the original official map marked "State of Connecticut, State Highway System, Committee to Reclassify All Public Roads, Edwards and Kelcey-Engineers and Consultants, January 13, 1961" or by the action taken by the commissioner pursuant to section 13a-42, 13a-43 or 13a-44 may elect to submit the matter to arbitration by a committee of three persons, one to be appointed by such town, one to be appointed by the commissioner and the third to be appointed by the two so appointed by the town and the commissioner. Such election of submission to arbitration shall be made by the town by advising the commissioner in writing within sixty days from the date said commissioner notifies the town of the action taken pursuant to section 13a-42, 13a-43 or 13a-44. The town shall appoint its arbitrator within thirty days after the commissioner advises the town in writing who he has appointed as the state's arbitrator. If the town does not elect to submit the matter to arbitration or appoint its arbitrator within the time hereinabove provided said action of the commissioner will become final. The provisions of chapter 909 shall

apply to arbitration proceedings under the provisions of this section, the cost thereof, exclusive of the cost of expert testimony and other evidence offered by the town involved, to be chargeable to the state. The commissioner shall make such changes in said map as may be decided by arbitration or by appeal therefrom. The submission of a matter to arbitration under the provisions of this section shall stay any action of the commissioner under the provisions of section 13a-16.

**Sec. 13b-26. Alteration of state highway system.**

(a) The commissioner shall make such alterations in the state highway system as he may from time to time deem necessary and desirable to fulfill the purposes of this chapter and title 13a. In making any such alteration he shall consider the best interest of the state, taking into consideration relevant factors including the following: Traffic flow, origin and destination of traffic, integration and circulation of traffic, continuity of routes, alternate available routes and changes in traffic patterns. The relative weight to be given to any factor shall be determined by the commissioner. All alterations in said highway system shall be consistent with the comprehensive long-range master transportation plan. Each biennium the commissioner shall notify all members of the General Assembly of the availability of the plan. A member requesting a plan shall be sent a written copy or electronic storage media of the plan by the commissioner.

(b) The commissioner may plan, design, lay out, construct, alter, reconstruct, improve, relocate, maintain, repair, widen and grade any state highway whenever, in his judgment, the interest of the state so requires. Except when otherwise provided by statute, he shall exercise exclusive jurisdiction over all such highways, and shall have the same powers relating to the state highway system as are given to the selectmen of towns, the mayor and common council of any city and the warden and burgesses of any borough in relation to highways within their respective municipalities. In laying out or building a state highway the commissioner shall follow the procedures of sections 13a-57 and 13a-58.

(c) The commissioner, where necessary in connection with the construction, reconstruction, repair or relocation of a state highway, may relocate, reconstruct or adjust the grade or alignment of any locally maintained highway using standards of construction resulting in safety and convenience. Any highway so changed shall continue to be maintained by the town, city or borough after the completion of such construction, reconstruction, repair or relocation.

(d) The commissioner is authorized and directed, to the full extent but only to the extent permitted by moneys and appropriations becoming available under sections 13a-184 to 13a-197, inclusive, or any other law but subject to approval by the Governor of allotment thereof, forthwith to undertake and proceed with the projects prescribed in section 13a-185 and, to that end, said commissioner with respect to any such project is authorized to do and perform any act or thing regarding the projects which is mentioned or referred to in said section 13a-185.

(e) Subject to the limitations referred to in subsection (d) of this section and in order to effectuate the purposes of said subsection, said commissioner is authorized (1) to plan, design, lay out, construct, reconstruct, relocate, improve, maintain and operate the projects, and reconstruct and relocate existing highways, sections of highways, bridges or structures and incorporate or use the same, whether or not so reconstructed or relocated or otherwise changed or improved, as parts of such projects; (2) to retain and employ consultants and assistants on a contract or other

basis for rendering professional, legal, fiscal, engineering, technical or other assistance and advice; and (3) to do all things necessary or convenient to carry out the purposes and duties and exercise the powers expressly given in said sections 13a-184 to 13a-197, inclusive. Except as otherwise stated in subsection (d) of this section, nothing contained in said sections 13a-184 to 13a-197, inclusive, shall be construed to limit or restrict, with respect to the projects, any power, right or authority of the commissioner existing under or pursuant to any other law.

(f) (1) Whenever a state of emergency, as a result of a disaster, exists in the state or any part of the state, and is so declared to be under the provisions of any federal law or state statute, and the state highway system becomes damaged as a result of such disaster, or (2) whenever the commissioner declares that an emergency condition exists on any highway in the state which demands immediate attention to insure the safety of the traveling public, whether or not such highway is damaged, the commissioner may, notwithstanding any other provision of the statutes, employ, in any manner, such assistance as he may require to restore said highway system to a condition which will provide safe travel or to correct the emergency condition so declared by the commissioner.

**Sec. 13a-42. Taking of roads into state system.** The commissioner may take into the state highway system any highway, section of highway or appurtenances thereto when said commissioner finds that it is in the best interest of the state to do so, and such highway, section of highway or appurtenances thereto conform to the definitions set out in section 13a-14. Any town may petition the commissioner to take a road of such town into such state system whenever it considers such road as conforming to the definitions set out in section 13a-14. Said commissioner shall act upon the petition within three months after receipt thereof. Any town aggrieved by the action of the commissioner may elect to submit the matter to arbitration in the manner provided in section 13a-17.

**Sec. 13a-43. Abandonment of state highway.** The commissioner may, in connection with a new highway constructed in a town, abandon any highway, or section or appurtenance thereof, in the state highway system no longer conforming with the definitions set out in section 13a-14 or no longer serving the best interest of the state as a part of the state highway system, upon notice to the board of selectmen of the town wherein such highway, or section or appurtenance thereof, is located, and such highway, or section or appurtenance thereof, shall revert to the town unless legally abandoned by it. Before abandonment of any part of the state highway system, the commissioner shall put the same in reasonably good condition, except where the same is no longer useful or necessary for highway purposes. Any town aggrieved by the abandonment of any part of any road, or section or appurtenance thereof, may elect to submit the matter to arbitration as provided in section 13a-17.

**Sec. 13a-44. Transfer of state highway to town.** The commissioner may transfer any highway, or section or appurtenance thereof, in the state highway system to the town or towns through which such highway, or section or appurtenance thereof, runs when it does not conform with the definitions set out in section 13a-14 or no longer serves the best interest of the state as a part of the state highway system, provided the commissioner shall put the same in reasonably good condition. Any town aggrieved by the transfer

of any highway, or section or appurtenance thereof, may elect to submit the matter to arbitration as provided in section 13a-17.

**Sec. 13a-45. Effective date of transfers and abandonments.** Transfers or abandonments under section 13a-42, 13a-43 or 13a-44 shall be effective sixty days after notice thereof has been given by the commissioner to the selectmen of the town involved, provided notice of any such transfer or abandonment and a description of the highway, or portion or appurtenance thereof, so transferred or abandoned have been filed in the office of the town clerk of the town within which such highway, or portion or appurtenance thereof, lies within such sixty days.

**Sec. 13a-46. Transfers of rights in lands on transfer of roads.** The commissioner shall transfer all right, title and interest vested in the state with the transfer of any highway, or portion or appurtenance thereof, to a town and shall assume all right, title and interest in or to lands previously vested in such town upon accepting any highway, or portion or appurtenance thereof, as part of the state highway system. Upon any such transfer of acceptance of a highway, or portion or appurtenance thereof, by the commissioner or the town, the commissioner or the town, as the case may be, shall assume full responsibility, authority, liability and jurisdiction over such highway, or portion or appurtenance thereof, as of the effective date of such transfer or acceptance.