

## What is the purpose of the Routes 25 & 111 Engineering and Planning Study?

This Engineering and Planning Study will identify strategies to improve traffic operations along the Route 25 and 111 corridors in northern Trumbull and Monroe, especially during peak commuting hours. Routes 25 and 111 are regionally significant corridors that serve local businesses, employers, schools, medical facilities and retailers located in Trumbull, Monroe and Newtown. The corridors provide connections from the Merritt Parkway, the Route 8/25 Expressway, Route 34, Interstate 84 and intersecting local and collector roads. In addition to traffic congestion, the study will also identify strategies to address:

- Safety issues and measures to mitigate deficiencies.
- Appropriate accommodations for bicyclists, pedestrians and transit users.
- Mitigation of potential impacts to environmental resources.
- Future development potential along the Corridors.
- Access to businesses, employers & services.

By identifying strategies to create more efficient traffic operations along Routes 25 and 111, drivers, transit users, bicyclists, pedestrians and current and future development will be better accommodated.

## What is the geography of the study area?

The study area will begin 500 feet south of the intersection of Route 25 and Route 111. The study area continues along each route heading north from Trumbull into Monroe. The northern boundaries of the Route 25 study area are the intersection with Route 59 and Pepper Street. The study area for Route 111 terminates at the intersection with Jeannette Street. In addition to these corridors, connector roads between 111 and 25 will also be evaluated.

- Route 25: At its intersection with Route 111, Route 25 is classified as a Principal Arterial by the Connecticut Department of Transportation. Route 25 in northern Trumbull and Monroe experiences extensive congestion and significantly long queued traffic during peak hours. In Trumbull, the closely spaced intersections of Tashua and Spring Hill Road operate as a cluster intersection and create a pinch point. Queues extend several hundred feet along Route 25 in each direction, often reaching the Route 111 intersection. In Monroe, the intersection with Victoria Drive also becomes congested. Curb cuts, numerous intersections and significant traffic volumes from side streets cause poor traffic operations and slow corridor progression in the Judd Hill/Old Newtown Road and Route 59/Easton Road area.
- Route 111: Route 111 is classified as a Minor Arterial throughout the study area. Although less congested than Route 25, the Route 111 corridor is moderately congested during peak hours in the four lane section in southern Monroe and northern Trumbull. Farther north, such as at the intersection with Purdy Hill Road, congestion is also experienced during peak hours.

## Who is involved in the Study?

Two committees, a Technical Advisory Committee (TAC) and a Community Advisory Committee (CAC) have been formed to provide guidance on the direction of the study. Both Committees include representatives from the Towns of Monroe and Trumbull. The TAC will provide technical input and guidance with respect to the study findings and recommendations. The CAC will represent the interests

and perspectives of local stakeholders. The CAC will provide a variety of unique viewpoints on the function of the transportation system and will consider all study area issues, not just the movement of cars.

Consulting firm Tighe & Bond was selected to conduct the study.

### **What information and resources will be produced by the Study?**

Throughout the Study, the Technical Advisory Committee, Community Advisory Committee and public comments will inform the identified strategies and recommendations.

The Planning and Engineering Study will evaluate the following:

- Existing needs and deficiencies.
- Current traffic operations and congestion.
- Future traffic growth.
- Future development potential of land uses along the Corridors and additional trip generation.
- Safety issues and remedial measures to mitigate deficiencies.
- Appropriate accommodations for bicyclists, pedestrians and transit users.
- Mitigation of potential impacts to environmental resources.
- Impacts to utility services.
- Implementable and sustainable improvements to the transportation system.

The following work products will be developed through the study:

- Existing Conditions Technical Memoranda: documentation of data collection, base mapping, traffic analysis and safety assessment.
- Future Conditions and Economic Development Technical Memorandum: summary of the future conditions traffic analysis and future growth scenarios review.
- Analysis of Alternatives Technical Memorandum: improvement alternatives for the corridors, including a concept for the realignment/reconstruction of the Route 25 and Route 111 intersection, among other improvement opportunities identified through the study process. The memo will also include a discussion of the potential environmental permitting required for the concepts.
- Final Study Report: the final report will document the entirety of the work for the Study and present a comprehensive engineering planning document to guide future decision-making on the development along and improvements to the Route 25 and 111 corridors.
- GIS Database: spatial organization of the data collected throughout the Study for future access and use.

### **How will the determinations and recommendations made in the study be used in the future?**

Engineering and Planning Studies are the first step in identifying concepts, projects and strategies to mitigate traffic congestion and increase safety. The concepts developed through the study will guide future designs and the ultimate implementation of physical improvements to the area.

### **How is the Planning Study being paid for?**

Through regional cooperation and assistance from MetroCOG, the Towns of Monroe and Trumbull were able to secure state transportation funding for 100% of study costs, a total of \$375,000. The study is being funded by the State of Connecticut's Local Transportation Capital Improvement Program. MetroCOG is serving as the Project Manager for the study, further reducing local costs.

### **Who should I contact with questions about the Study?**

Town of Monroe: Will Agresta, Planning & Zoning Administrator [wagresta@monroect.org](mailto:wagresta@monroect.org)  
203.452.8628

Town of Trumbull: Rob Librandi, Land Use Planner [rilibrandi@trumbull-ct.gov](mailto:rilibrandi@trumbull-ct.gov) 203.452.5047

MetroCOG: Meghan Sloan, Planning Director [msloan@ctmetro.org](mailto:msloan@ctmetro.org) 203.366.5405 x23