The I-95 New Haven Harbor Crossing (NHHC) Corridor Improvement Program is one of the largest transportation improvement initiatives ever undertaken by the Connecticut Department of Transportation (ConnDOT). The Program includes operational, safety and capacity improvements to 7.2 miles of I-95 between Exit 46 (Sargent Drive) in New Haven and Exit 54 (Cedar Street) in Branford, construction of a new Pearl Harbor Memorial (Q) Bridge and transit enhancements including the new Shore Line East commuter rail station at State Street in New Haven.

ConnDOT is moving ahead with several area construction contracts in advance of the proposed new Q-Bridge construction. Late last year the bridge contract (Contract B) was delayed as no bids were received to construct the new 10-lane signature bridge carrying I-95 over the Quinnipiac River in New Haven. To minimize delays, the ConnDOT is advancing construction of several components of the original Q-Bridge contract. The advanced construction will help prepare the Q-Bridge site and environs for the major bridge and interchange construction that will follow.

The construction projects are highlighted as follows:

**Water Pollution Control Authority Sewer Relocation** *(Scheduled to begin early 2008)*

New sewer force mains will be installed to accommodate the reconstruction of the new Q-Bridge. The existing twin force mains, owned and operated by the Greater New Haven Water Pollution Control Authority, are located under New Haven Harbor just north of the existing Q-Bridge. The force mains will run through the construction zone of the new Q-Bridge unless relocated.

The new twin 42-inch pipes will be located further north, out of the way of the proposed bridge construction. The new pipes will be installed under New Haven Harbor using directional drilling techniques to speed construction and minimize impacts to the Quinnipiac River.

**Q-Bridge Foundations and West Approach (Contract B1)** *(Scheduled to begin spring 2008)*

The Q-Bridge main span bridge foundations and I-95 Northbound approach structures will be constructed in advance of the new Q-Bridge contract. The construction will be accomplished ‘off line’ from I-95 thereby minimizing impacts to interstate traffic. Foundation construction will include the main river pier foundations for the extradosed cable-stayed portion of the new Q-Bridge. Approach structures will include the final Route 34 Eastbound, I-91 Southbound and Wooster Street, as well as mainline I-95 Northbound connections to the new Q-Bridge.

The project will also include local road reconstruction including Hamilton Street, East Street and Water Street located on the west shore of the Quinnipiac River and Forbes Avenue and Waterfront Street located on the east shore of the Quinnipiac River. Roadway, drainage, as well as traffic signal improvements are planned.
I-95 New Haven Harbor Crossing Corridor Improvement Program

Route 34 ‘Flyover’ Bridge (Contract E2)
(Scheduled to begin summer 2008)

The I-95 Northbound to Route 34 Westbound ‘flyover’ bridge will be constructed in advance of the proposed Q-Bridge and I-95/I-91/Route 34 Interchange construction. The new bridge will improve traffic operations in the area, as well as simplify traffic maintenance during interchange construction. To accommodate the new ramp, the Route 34 Westbound bridge over Brewery Street will be reconstructed and the Long Wharf Drive ramp at Exit 46 will be relocated approximately 1500 feet to the west.

A second lane will be added between I-91 Southbound and I-95 Southbound. To accommodate the new two-lane interstate-to-interstate connection the Sargent Drive ramp at Exit 46 will be relocated approximately 1500 feet to the west.

Reconstruction of Howard Avenue over I-95
(Scheduled to begin summer 2008)

The reconstruction of the Howard Avenue Bridge over I-95 in New Haven is required to accommodate the I-91 Southbound to I-95 Southbound two-lane connection included as part of Contract E2. The project will include the reconstruction of Howard Avenue between Fifth Street and Sixth Street, approximately 600 feet of retaining walls along I-95, as well as replacement of the existing noise barrier walls. Local roadway improvements are also included.

Yale Boathouse and Fitch Foundry Salvage/Demolition Contract
(Completed in the fall 2007)

The construction of the new Pearl Harbor Memorial Bridge required the removal of the Yale Boathouse, located on eastern side of New Haven Harbor, and the southern building of the Fitch Foundry Complex, located on the western side of the harbor. Significant architectural elements from each building were salvaged prior to their demolition. Salvaged elements were marked, crated and transported to storage for adaptive use and/or public educational purposes.

Other I-95 NHHC Corridor Improvement projects improving New Haven area roadways in advance of Q-Bridge construction include:

Waterfront Street Reconstruction
(Scheduled to begin summer 2008)

The Waterfront Street Reconstruction project includes the removal of existing railroad tracks, drainage and utility improvements, and resurfacing of Waterfront Street in New Haven. Reconstruction of the Providence & Worcester (P&W) RR tracks and installation of spur line connections to port area businesses are also included.

I-95 Paving & Improvements in East Haven and Branford (Contract D1)
(Scheduled to begin spring 2008)

Milling, paving and final safety improvements will be made to I-95 Southbound from Exit 54 (Cedar Street) to Lake Saltonstall (Contract D area). Minor repairs to the Lake Saltonstall Bridge are also included. Additional improvements will include wetland mitigation plantings in Branford, as well as installation of a noise barrier wall in the vicinity of the Farm River in East Haven.