



Appendix B: Stakeholder Engagement Memo

Resilience Improvement Plan

Connecticut Department of Transportation

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1 INTRODUCTION

This memo describes the stakeholder engagement process undertaken as part of the Connecticut Department of Transportation’s Statewide Resilience Improvement Plan process. The intention of stakeholder engagement is to ensure that the knowledge, lived experiences, and priorities of Connecticut’s stakeholders are incorporated into CTDOT’s Resilience Improvement Plan (RIP).

2 ENGAGEMENT PROCESSES

2.1 COUNCILS OF GOVERNMENT

2.1.1 Engagement Meetings and Survey

The Connecticut’s Councils of Government (COGs) have a wealth of knowledge around localized extreme weather impacts, concerns, and needs. Engagement efforts with these groups sought to capture this on-the-ground knowledge. Three meetings were held over a two-week period in March 2024.

2.1.1.1 EXTREME WEATHER IMPACTS

A pre-meeting online survey was distributed to the COGs for them to disseminate to their staff and/or community members. Respondents were asked about top extreme weather concerns in their region. Responses received indicated that storms and coastal / inland flooding were their top extreme weather concerns while invasive species and extreme heat were also noted as concerns.

Survey respondents commented on a need for greater dissemination of information around the relevance of extreme weather impacts to non-coastal communities, funding sources for infrastructure improvements, plan development, and mitigation. Respondents also expressed interest in discussing flooding, sea level rise, extreme heat, storms, cross agency/regional coordination, and walkable development regulations. COG staff members identified several specific impacts in their regions, as described in Table 1.

Table 1: Detailed COG Extreme Weather Concerns

Hazard	Description
Extreme Heat	Extreme heat is increasing the need for sheltered bus stops in the Capitol Region
	For state routes that function as town main streets, addressing urban heat and mobility concerns, such as the Complete Street initiative, would be beneficial.
Inland Flooding	Flooding of the Yantic River had significant impacts on Norwich, including CTDOT-owned roads.
	Flood-impacted roads reported in the Lake Beseck Region in Middlefield.
	Culvert replacements and expansions would be beneficial anywhere.

Connecticut’s COGs have begun responding to these impacts in several ways. CRCOG, alongside the other inland COGs, has received \$1.2 million in discretionary funds from the PROTECT Program to develop their own Resilience Improvement Plan. CRCOG is also developing a regional climate action plan supported by the EPA’s Climate Pollution Reduction Grants (CPRG) and recently completed a Priority Climate Action Plan (PCAP), the initial phase of the regional climate action plan. SCRCOG and WestCOG have also received CPRG grants.

2.1.1.2 PRIORITIZATION CRITERIA

COG staff suggested several project prioritization criteria:

- Consideration of the redundancy of roadway networks and prioritization of roads that provide sole access or egress to a community or region.
- Ensuring that small towns with limited governance and/or economic capacity are given equal or greater access to resilience funds and technical assistance.
- Supporting communities with substantial populations of seniors or individuals with disabilities, as well as others who rely on non-automotive means of transit.
- Focusing on potential resilience projects that align with regional goals, such as those espoused in pre-existing transportation or regional planning documents.

2.1.1.3 COMMUNITY INDICATORS

The Climate and Economic Justice Screening Tool (CEJST) and USDOT's Equitable Community Transportation (ETC) were used to understand community characteristics.¹ Additional input was provided by COG staff, who noted the presence of underserved communities within the following regions: the Southern part of Torrington, Windham, and Norwich. MetroCOG staff noted that the Town of Stratford has several census tracts where disadvantaged communities have been identified but are not included within the CEJST. Stratford town staff conveyed to MetroCOG that these census tracts, which are primarily located in Stratford's flood-prone South End, should be incorporated into community characteristic based decision making.

COG staff also noted that flooding and stormwater management are large issues for certain communities, such as socioeconomically vulnerable households. In areas with fewer financial resources, lower rates of home ownership, reduced flexibility associated with working from home, and greater dependency on public transportation, weather-related disruptions to transportation systems can severely impact already socioeconomically vulnerable households.

2.1.1.4 ADDITIONAL DATA SOURCES

Under the General Permit for the Discharge of Stormwater from Small Municipal Separate Storm Sewer System (MS4 General Permit), applicable municipalities, public universities, state, and federal facilities are subjected to the goals and requirements of a stormwater discharge permit. The purpose of which is to reduce the amount of pollution discharge into the state's surface waters and wetlands. One goal of the MS4 General Permit is to create an inventory of MS4 infrastructure. The COGs are interested in supporting this initiative at the municipal level, as the state has commenced their mapping effort in conformance with the MS4 General Permit. State drainage network mapping is available on CTDOT open data portal.

Pursuant to Public Act 25-33 An Act Concerning The Environment, Climate And Sustainable Municipal And State Planning, And The Use Of Neonicotinoids And Second-Generation Anticoagulant Rodenticides, effective July 1, 2025 each municipality shall submit a geospatial data file of each culvert and bridge within the control and boundaries of such municipality to the regional council of governments.² This additional data source may be of value in furthering the municipalities understanding of their drainage network, assist in identifying

¹ The Climate and Economic Justice Screening Tool (CEJST) and the Equitable Transportation Community Explorer Tool (ETC) were used when performing the Vulnerability Assessment as scoped to help demonstrate social vulnerability and equity concerns in alignment with Justice40 requirements. However, due to the change in Administration and the rescission of Executive Order (EO) 14008 "Tackling the Climate Crisis at Home and Abroad" by EO 14148 "Initial Recissions of Harmful Executive Orders and Actions," the official CEJST and ETC websites have been decommissioned.

² Public Act 25-33 An Act Concerning The Environment, Climate And Sustainable Municipal and State Planning, and The Use Of Neonicotinoids and Second-Generation Anticoagulant Rodenticides (2025). Retrieved from <https://cga.ct.gov/2025/ACT/PA/PDF/2025PA-00033-R00SB-00009-PA.PDF>.

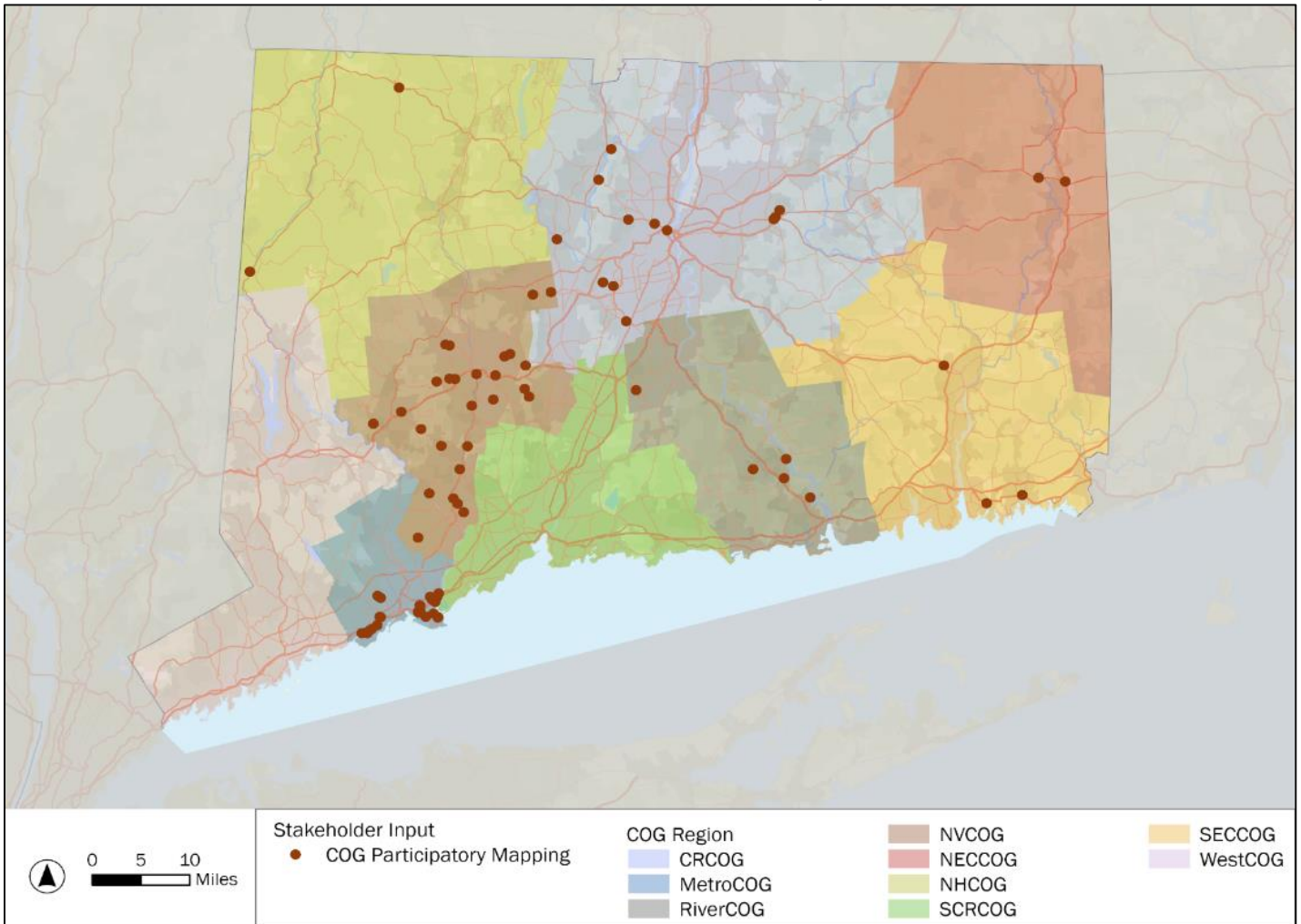
areas of concern, help inform risk-based decisions, and may lead to cost savings in the long term by assessing vulnerabilities within their network.

Finally, COG employees reported difficulties in mapping locations that experience extreme heat events, which occur with greater geographic spread and persistence than flood disruptions. A recommendation included using the Trust for Public Land's [Urban Heat Island Severity](#) mapper, as well as the University of Connecticut's [UCONN Urban Heat Island Severity](#) mapper, which provides granular data beyond urban borders. Utilizing these additional mappers, can help inform a risk-based assessment of vulnerabilities that includes extreme temperatures in accordance with 23 USC 176 PROTECT Program.

2.1.2 Participatory Mapping

In addition to the COG Workshops and pre-meeting survey, an online participatory mapping tool was built to gather information from the COGs about location-specific impacts. Seventy-nine (79) points were added to the participatory mapper by the COGs, indicating the locations where hazards have interacted with transportation assets. Results from the mapping exercise are found in Table 4. A summary map of the points added via the participatory mapper is shown in Map 1.

Map 1: COG Participatory Mapping Locations



2.1.3 District Staff

Representatives from each of the five CTDOT districts were invited to one of two project engagement workshops, which were held between April and May 2024. As part of these workshops, staff discussed extreme weather impacts to the regions they oversee. Key takeaways from those two meetings are as follows:

Flooding: Occurrences have been reported more frequently, resulting in disruptions to the transportation network such as roadway washouts, damage to bridges, erosion, and road closures. Additionally, surrounding land use policies that allow for the construction of buildings in floodplains or the filling in wetlands or removal of vegetation has decreased the lands' natural ability to absorb surface water potentially worsening flood hazards.

Storm Surge and Sea Level Rise: Along coastal communities coastal inundation events have been associated with both high tides and storm surge. The effects of which can reduce accessibility in communities, lead to infrastructure being damaged, and can increase the cost to recover from the extreme weather event. Additionally, the winds and forces behind several storms have eroded not only the built environment but also the natural storm defense of our tidal wetlands and sandy dunes. Notably, backwatering is a concern, as outfalls in coastal communities may experience upland flooding due to debris build up at the outfall. The

effects of saltwater damage to stormwater infrastructure are also a concern, as salinated water can corrode concrete and corrugated metal pipes.

Recommendations:

- Continue routine maintenance inspections of existing infrastructure, as needed to ensure that structures are free of sediment and debris to support the drainage system.
- Continue to leverage training opportunities to educate maintenance personnel on how to mitigate flooding concerns safely, as needed.
- Continue to implement flood risk management measures into projects such as detention or retention basins to help improve water quality while also promoting water storage.
- Anticipatory storm preparedness or a risk assessment before a storm arrives could assist in the mobilization of crews where their support is at greatest need.
- Rail Infrastructure continue data collection for the mudspot remediation survey for areas of concern within the New Haven Line and Branch Lines of the Metro-North Railroad. The data collected may be used to map out future drainage projects to eliminate poor track conditions and slowdowns on the railroad.

2.1.4 COG Overall Flood Impacts

A composite analysis of hazard points garnered from the COG Participatory mapping exercise and internal coordination finds that reports of inland and coastal flooding are concentrated most heavily in the southwestern quadrant of the state, impacting WestCOG, SCRCOG, NVCOG, and MetroCOG. Map 1: COG Participatory Mapping Locations and Appendix 1: Stakeholder Emphasis Areas summarize the results from the participatory mapping exercise that identified the seventy-nine (79) locations of concern within their associated COG.

CAPITOL REGION COUNCIL OF GOVERNMENTS (CRCOG)

Within the bounds of the Capitol Region Council of Governments, the roadways with the highest number of reported flooding incidents include Routes 44 and 6, with 7 and 5 reported incidents respectively. Routes 2, 66, 71, I-84, and I-91 each have two reported incidents.

CONNECTICUT METROPOLITAN COUNCIL OF GOVERNMENTS (METROCOG)

Within the bounds of the Metropolitan Region Council of Governments, the roadways with the highest number of reported flooding incidents include Routes I-95 (thirteen incidents), Route 1 (nine incidents), and Route 113 (nine incidents).

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS (NVCOG)

Within the bounds of the Naugatuck Valley Council of Governments, the roadways with the highest number of reported flooding incidents include Routes 42, 63, 67, and 73 with 5, 4, 3, and 3 reported incidents respectively.

NORTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS (NECCOG)

Within the bounds of the Northeastern Connecticut Council of Governments, the roadway with the highest number of reported flooding incidents is Route 12, with four incidents.

NORTHWEST HILLS COUNCIL OF GOVERNMENTS (NHCOG)

Within the bounds of the Northwest Hills Council of Governments, the roadways with the highest number of reported flooding incidents are Routes 272 and 4, with two incidents each.

LOWER CONNECTICUT RIVER VALLEY COUNCIL OF GOVERNMENTS (RIVERCOG)

Within the bounds of the River Valley Council of Governments, the roadway with the highest number of reported flooding incidents is Route 148, with three incidents.

SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS (SCRCOG)

SCRCOG did not identify flood impacts within the South-Central Council of Governments region within the participatory mapping tool. In conversation, internal coordination identified historic incidents across the region. The roadways with the highest number of reported flooding incidents are Routes 1 and 146, with five and four incidents each.

SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS (SECCOG)

Within the bounds of the Southeastern Connecticut Council of Governments, the roadways with the highest number of reported flooding incidents are Routes 138 and 32, with five incidents each, and Routes 1 and 12, with four incidents each.

WESTERN CONNECTICUT COUNCIL OF GOVERNMENTS (WESTCOG)

COG staff did not identify flood impacts within the Western Connecticut Council of Governments region within the participatory mapping tool. In conversation, internal coordination identified historic incidents across the region. The roadways with the highest number of reported flooding incidents are Routes 53 and 7, with five incidents each, and Routes US-1 and I-95, with 3 incidents each

3 PROTECT-ELIGIBLE PROJECTS

The following tables list screened projects from the literature review and through the stakeholder engagement process that did not meet the Quick Win criteria but are still eligible for PROTECT funding consideration. These projects are listed here for CTDOT and the COGs to consider funding the incremental resiliency cost of the projects with PROTECT funds.

Table 2: Potential Projects – COG Participatory Mapping List

Potential Project	Description	Asset
Albany Avenue/Evacuation Route	Storms led to road closures, emergency vehicle response time increases, and residents stuck in their houses. Four culverts need to be replaced with larger culverts. Town is addressing 3, the culvert under Albany Ave (Phase 4 in attached) is still undersized.	Culvert
I-95 Ramps Project	Flooding impacts at this I-95 Entrance ramp.	Roadway
Kent Road	Frequent flooding on Route 7, Kent.	Roadway
Route 185 - Hartford Road, Weatogue	Flooding closes Route 185 - Hartford Road, Weatogue	Roadway
Route 315 over the Farmington River - Tariffville/Simsbury	Rt 315 is one of the first places closed as the Farmington River floods as early as the Action Stage. This closure can isolate Tariffville from emergency services from the center of Simsbury	Roadway
Post Road Flood Study/Intervention Project	Flooding issues reported at 5-6 intersections along Post Road, with impacts to multileg intersections, train access, and others. Route 1, Fairfield	Roadway, Drainage
Route I-95/113/Surf Ave Project	Coastal Flooding and Inland Flooding impacting drainage systems upstream to Stratford Ave Rte. 130. DOT to evaluate bridge hydraulic capacity and tide backflow/inland flood protection. Impacts Exit 30 and Rt 130, Surf Avenue.	Bridge
Bridge 01487 – Flooding Concern	Floodwaters will get dangerously close to flooding this bridge. Has not had to close yet, but it is anticipated that could happen	Bridge
Bridge 05620 – Flooding Concern	Potential Fire Station Flooding. The fire station has been very close to being flooded in recent 2018 storm.	Bridge
Main Street Flooding Project	Recurrent flooding on Route 73 and Straits Turnpike, Watertown	Roadway
Conrail Project	Flooding backwater affects Barnum Ave and Bruce Ave. DOT to evaluate bridge capacity.	Bridge

Potential Project	Description	Asset
Ferry Creek Pump/Drainage	Subject to flooding if collection system is overwhelmed or downstream pump station cannot convey flows to Ferry Creek. Flooded roadways and adjacent property.	Roadway
Culvert 01095	Flooding impacts State Culvert/Bridge No. 01095 and Town Physical Services Complex and surrounding area. A short-term effort could be to ensure that the designed hydraulic opening of the culvert is maintained and clearing any obstructions up/downstream. Property and Structures. Approx \$35,000 in damage September 2021, between mitigation and equipment replacement.	Culvert
Dam Exposure Concerns	DOT Garage on Route 44 – DOT stores trucks, fuel, sand and salt onsite which is vulnerable to a spill or weather damage	Facility
Culvert Expansion - 50	Larger culverts need to be installed at Route 67 near Old State Road, and just northwest at Route 67 (Oxford Road).	Culvert

Table 3: Potential Projects – COG Hazard Mitigation Plans

Project Name	Town	Description	Cost Estimate	Cross-Reference	Source	Hazard	Asset
Route 1 - Eccleston Brook Culvert	Groton	Advance design and seek funding for replacement of the Eccleston Brook culvert at Route 1 (01895).	\$\$\$	-	SECOG HMP (2023)	Flooding	Culvert
Route 189 Culverts	Simsbury	Coordinate with CTDOT to upgrade culverts along Route 189 at the intersection of Elm Street, addressing their impact on several residential homes.	\$\$	-	CRCOG HMP (2024)	Flooding	Culvert
Preston Drainage Study - Route 2a	Preston	Upgrade drainage study, where feasible and necessary, during roadway improvements along Route 2a in the historic village area	-	-	SECOG HMP (2023)	Flooding	Drainage
Route 315 Elevation	Simsbury	Initiate design and grant application work for elevation of Route 315.	\$\$	COG Participatory Mapper - OBJECTID 22	CRCOG HMP (2024)	Flooding	Roadway
Route 185 and East Weatogue	Simsbury	Complete a study exploring the feasibility and effectiveness of raising both Route 185 and East Weatogue Street in the area where they intersect.	\$\$\$	COG Participatory Mapper - OBJECTID 23	CRCOG HMP (2024)	Flooding	Roadway
531 Providence Pike	Putnam	Work with CTDOT to develop long-term strategy to correct man-made flooding issues at 531 Providence Pike	-	-	NECCOG HMP (2015)	Flooding	Drainage
Route 97 - Gager Hill Road	Scotland	Improve State Rt. 97 north of Gager Hill Road where drainage problems	-	-	NECCOG HMP (2015)	Flooding	Drainage

Project Name	Town	Description	Cost Estimate	Cross-Reference	Source	Hazard	Asset
Route 25 Flooding	Monroe	Ensure that CT DOT completes the Route 25 drainage and flood risk reduction projects, including culvert upgrades	-	-	MetroCOG HMP (2019)	Flooding	Culvert
I-95 and Surf Avenue	Stratford	Pursue funding to design and initiate multiple culverts and channels on Surf Avenue at the I-95 overpass along with the flood wall to reduce coastal flooding	-	COG Participatory Mapping - OBJECTID - 75	MetroCOG HMP (2019)	Coastal Flooding	Drainage
Amtrak South Road Underpass	Groton Town	Work with Amtrak and the State to study potential bridge replacement at town-owned Poquonnock Road and state-owned South Road underpasses to facilitate enhanced emergency transportation	-	COG Participatory Mapping – OBJECTID - 15	SECOG HMP (2023)	Flooding	Train
Route 7 Housatonic Flooding	Cannon, Sharon, New Milford	Portions of Route 7 intersect the Special Flood Hazard Area and have experienced flooding impacts. Heavy rain associated with storms in July 2023 contributed to road closures along Route 7 in Cannan, Sharon, and New Milford. A notable cause is the Housatonic River overflowing its banks.	-	-	Connecticut HMP (2023)	Flooding	Roadway
I-95 Norwalk	Norwalk, New Haven	Portions of Interstate 95 intersect the Special Flood Hazard Area. In July 2023, heavy rain associated with storms contributed to an Interstate 95 southbound road closure at Exit 16 in Norwalk. Flooding also occurs near the section of Interstate 95 in the Long Wharf area of New Haven.	-	-	Connecticut HMP (2023)	Flooding	Roadway
Union Station, Metro-North Commuter Railroad (50 Union Ave #3, New Haven, CT 06519)	New Haven	Union Station is the largest commuter rail station in Connecticut. The station floods frequently. New Haven also has medium to high social sensitivity and has been identified as a community disadvantaged to climate change in the federal Climate and Economic Justice Screening Tool.	-	-	Connecticut HMP (2023)	Flooding	Train Station

Project Name	Town	Description	Cost Estimate	Cross-Reference	Source	Hazard	Asset
Stamm Road area	Newington	Work with Amtrak, DOT, and CIRCA to identify cost-effective ways to mitigate or reduce flooding in the Stamm Road area.	-	-	CRCOG HMP (2024)	Flooding	Roadway
Beach Park Road Elevation	Clinton	Elevate Road and Bridge (Beach Park Road, Route 1, Nod and River Roads)	-	-	RiverCOG HMP (2021)	Flooding	Roadway, Bridge
Haley's Brook Culvert	Groton Town	Advance design and seek funding for replacement of the Haleys Brook culverts at River Road and Cow Hill Road	\$\$\$	-	SECOG HMP (2023)	Flooding	Culvert
West Branch Red Brook Culvert	Groton Town	Advance design and seek funding for replacement of the West Branch Red Brook culvert (02778) at Pumpkin Hill Road with a larger culvert or bridge. Structure has a poor deck geometry rating.	\$\$\$	-	SECOG HMP (2023)	Flooding	Culvert
Old Route 6 Bridge	Hampton	Examine East Old Route 6 Bridge crossing the Little River	-	-	NECCOG HMP (2015)	Flooding	Bridge
General State Route Flooding	Statewide	Some major commuter throughways that intersect high flood hazard areas (SFHA) include State Routes 1, 5, 6, and 7, as well as Interstates 84, 91, 95, 291, 384, and 395.	-	-	Connecticut HMP (2023)	Flooding	Roadway
Crystal Lake community access	Ellington	Work with CTDOT to advance road improvement and maintenance projects to ensure access to and egress from the Crystal Lake community remains open during and after storms (Route 140 and 30), specifically Newell Hill Road.	-	-	CRCOG HMP (2024)	Flooding	Roadway

4 APPENDIX 1: STAKEHOLDER EMPHASIS AREAS

Table 4: Composite Stakeholder Emphasis Area Results from Participatory Mapping Tool

Map #	Route	COG	Description	Asset	Asset Types	Bridge IDs	Drainage Culvert IDs	Hazard
1	SR-101	NECCOG	Significant over the road flooding	Road	Road	-	-	Inland Flooding
2	SR-101	NECCOG	-	-	NBI Bridge	01296	-	Inland Flooding
3	US-7	NHCOG	Roadway, bridge, property	Road	Road	-	-	Inland Flooding
4	-	CRCOG	Flooding of roads and homes	Road	-	-	-	Inland Flooding
5	SR-175	CRCOG	Road closure and property damage	Road	NBI Bridge	06859T		Inland Flooding
6	SR-30	NHCOG	Outages, roadways, infrastructure	Road	NBI Bridge	02386		Cold
7	SR-177	CRCOG	Concern over future flood damage	Bridge	NBI Bridge	01487		Inland Flooding
8	SR-80	RiverCOG	Potential fire station flooding	Bridge	Non-NBI Culvert	05620		Inland Flooding
9	US-1	SECCOG	Not much damage, but major flooding to downtown Mystic district	Road	NBI Bridge	00362		Inland Flooding
10	SR-642	SECCOG	General disruptions throughout Norwich caused by major flooding of the Yantic River	Road	NBI Bridge, Drainage Culvert	00406	170-CV-234	Inland Flooding
11	SR-148	RiverCOG	Water over road	Road	Road	-	-	Inland Flooding
12	SR-147	RiverCOG	-	Road	Road	-	-	Inland Flooding
13	-	RiverCOG	-	Bridge	Bridge	-	-	Inland Flooding
14	-	RiverCOG	-	Road	Road	-	-	Coastal Flooding
15	SR-649	SECCOG	Impassable	Road	NBI Bridge	01641	-	Coastal Flooding
16	SR-130	MetroCOG	Flooding	Road	Road	-	-	Inland Flooding
17	SR-113	MetroCOG	Extreme high tide flooding & weekly blue-sky high tides	Road	Road, Drainage Culvert	-	170-CV-3729	Coastal Flooding

Map #	Route	COG	Description	Asset	Asset Types	Bridge IDs	Drainage Culvert IDs	Hazard
18	I-95	MetroCOG		Road	Non-NBI Culvert	06132	-	Inland Flooding
19	I-384	CRCOG	If dam failed, flooding would impact Roads	Road	Road	-	-	Inland Flooding
20	US-44	CRCOG	Spill or weather damage to trucks, fuel, sand, and salt	Road	Road	-	-	Inland Flooding
21	US-44	CRCOG	Flood damage	Pedestrian Infrastructure	NBI Bridge, Drainage Culvert	00484	170-CV-2010	Inland Flooding
22	SR-315	CRCOG	Flood damage and road closure	Road	NBI Bridge, Drainage Culvert	06191	170-CV-3854	Inland Flooding
23	SR-185	CRCOG	Flooding closes road	Road	Non-NBI Culvert	02782	-	Inland Flooding
24	US-44	CRCOG	Potential issues with the road structure. Most likely impact is that I-91 would need to be taken out of service due to Road ponding / flooding.	Road	NBI Bridge	06048	-	Inland Flooding
25	SR-187	CRCOG	Flooding, property damage	Road	NBI Bridge	06260	-	Inland Flooding
26	SR-218	CRCOG	Storms led to road closures, emergency vehicle response time increases, and residents stuck in their houses	Culvert	Road		-	Inland Flooding
27	SR-9	CRCOG	Property and Structures. Approximately \$35,000 in September 2021, between mitigation and equipment replacement.	Culvert	NBI Culvert	01095	-	Inland Flooding
28	SR-63	NVCOG	Flooding	Road	Road	-	-	Inland Flooding
29	SR-73	NVCOG	Brook starting to cut into Road bank	Road	Road	-	-	Inland Flooding
30	US-1	MetroCOG	Flooding & Lack of Drainage	-	Road	-	-	Inland Flooding
31	US-1	MetroCOG	Flooding	Road	Road	-	-	Inland Flooding
32	US-1	MetroCOG	Flooding	Road	Road	-	-	Inland Flooding

Map #	Route	COG	Description	Asset	Asset Types	Bridge IDs	Drainage Culvert IDs	Hazard
33	SR-135	MetroCOG	Flooding	Road	NBI Bridge	01344R	-	Inland Flooding
34	US-1	MetroCOG	Flooding	Road	Road	-	-	Inland Flooding
35	US-1	MetroCOG	Flooding	Road	Road	-	-	Inland Flooding
36	SR-130	MetroCOG	Flooding	Road	Road	-	-	Inland Flooding
37	SR-334	NVCOG	-	Road	Road	-	-	Inland Flooding
38	SR-334	NVCOG	-	Pedestrian Infrastructure	Road	-	-	Inland Flooding
39	SR-243	NVCOG	Home flooding	Road	Road	-	-	Inland Flooding
40	SR-42	NVCOG	-	Road	Non-NBI Bridge, Drainage Culvert	02075	170-CV-3811	Inland Flooding
41	-	NVCOG	Flood-prone area	Road	NBI Bridge	04123	-	Inland Flooding
42	-	NVCOG	Flood-prone area	Road	NBI Bridge	04123	-	Inland Flooding
43	-	NVCOG	Flood-prone area	Road	NBI Bridge	04123	-	Inland Flooding
44	-	NVCOG	-	Road	NBI Bridge	04487	-	Inland Flooding
45	SR-64	NVCOG	-	Culvert	Road		-	Inland Flooding
46	SR-64	NVCOG	-	Culvert	Non-NBI Bridge	02005	-	Inland Flooding
47	SR-63	NVCOG	-	Road	NBI Bridge, Drainage Culvert	01174	170-CV-1463	Inland Flooding
48	SR-63	NVCOG	-	Road	Road	-	-	Inland Flooding
49	SR-42	NVCOG	-	Road	NBI Bridge	01052	-	Inland Flooding
50	SR-67	NVCOG	-	Culvert	Drainage Culvert		170-CV-6494	Inland Flooding

Map #	Route	COG	Description	Asset	Asset Types	Bridge IDs	Drainage Culvert IDs	Hazard
51	US-1	MetroCOG	Flooding	Road	Road	-	-	Inland Flooding
52	I-95	MetroCOG	Flooding at entrance Ramps	Road	Road	-	-	Inland Flooding
53	SR-59	MetroCOG	Flooding	Road	Road	-	-	Inland Flooding
54	SR-59	MetroCOG	Flooding	Road	NBI Bridge	01028	-	Inland Flooding
55	-	NVCOG	-	Culvert	-	-	-	Inland Flooding
56	SR-68	NVCOG	-	Culvert	NBI Bridge	05571	-	Inland Flooding
57	SR-68	NVCOG	-	Culvert	Drainage Culvert	-	170-CV-3495	Inland Flooding
58	I-95	MetroCOG	Flooded road with flooded cars	Road	NBI Bridge, Drainage Culvert	00123	170-CV-3670	Inland Flooding
59	SR-113	MetroCOG	-	-	Road	-	-	Coastal Flooding
60	SR-130	MetroCOG	Flooded road	Road	NBI Bridge	00132	-	Inland Flooding
61	SR-313	NVCOG	Flood	Road	NBI Bridge	01062	-	Inland Flooding
62	SR-155	MetroCOG	-	Road	Non-NBI Bridge, Drainage Culvert	02268	170-CV-193	Inland Flooding
63	-	NVCOG	-	Culvert	-	-	-	Inland Flooding
64	-	NVCOG	-	Road	-	-	-	Inland Flooding
65	SR-172	NVCOG	-	Bridge	NBI Bridge	01475	-	Inland Flooding
66	SR-8	NVCOG	-	Road	NBI Bridge	03189	-	Inland Flooding
67	-	NVCOG	-	Road	NBI Bridge	03741	-	Inland Flooding
68	-	NVCOG	-	Culvert	-	-	-	Inland Flooding

Map #	Route	COG	Description	Asset	Asset Types	Bridge IDs	Drainage Culvert IDs	Hazard
69	-	NVCOG	-	Culvert	-	-	-	Inland Flooding
70	SR-322	NVCOG	-	Culvert	Road	-	-	Inland Flooding
71	SR-110	MetroCOG	Flooded road	Road	Road	-	-	Inland Flooding
72	US-1	MetroCOG	Flooded road	Road	Road	-	-	Inland Flooding
73	SR-130	MetroCOG	Flooded road and adjacent properties	Culvert	NBI Culvert	05254	-	Inland Flooding
74	-	MetroCOG	Flooding backwater affects Barnum Ave and Bruce Ave	Bridge	-	-	-	Inland Flooding
75	SR-113	MetroCOG	Flooding backwater impacts Surf Ave and Stratford Ave	Bridge	NBI Culvert	02633	-	Coastal Flooding
76	SR-113	MetroCOG	Flooded road and adjacent properties	Road	NBI Bridge	00131	-	Inland Flooding
77	SR-113	MetroCOG	Flooded road	Road	Road	-	-	Coastal Flooding
78	SR-113	MetroCOG	Flooded road	Road	Road	-	-	Coastal Flooding
79	SR-113	MetroCOG	Flooded road	Road	Road	-	-	Coastal Flooding