

COMMENTS AND FURTHER INFORMATION

All comments and recommendations made at this meeting will receive careful consideration by the Connecticut Department of Transportation. As a result of the information gained at this meeting, some of you may have additional questions or comments. Additional statements, made in writing, can be mailed to:

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or e-mailed to: DOTProject61-156@ct.gov

>>Comments are appreciated by **September 29, 2026**<<

Please reference — Subject: Project No. 61-156

And provide contact information if you would like a direct response.

Thank you for attending, and we look forward to your feedback!

Please take a minute to fill out the “Voluntary Feedback Survey” below, so that we may continue to improve on our public outreach efforts.

Voluntary Feedback Survey

<https:portal.ct.gov/ctdotsurvey>



Project Website

<https://portal.ct.gov/DOTHamden0061-0156>



PUBLIC INFORMATION & CEPA SCOPING MEETING

Hamden Government Center
2750 Dixwell Avenue, 3rd Floor Conference Room
Hamden, CT
September 15, 2026

State Project No. 0061-0156 Route 15 Interchange 51 Improvements



6:30 P.M. Presentation Begins

CTDOT Highway Design Team



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CTDOT Office of Rights of Way

EXISTING CONDITIONS



PROJECT LOCATION: The project is located in the Towns of Hamden and North Haven at Route 15 interchange 51 (Old Exit 61). The southern project limits are along the Hamden/North Haven town line. The northbound ramps abut the Mill River and Web Shop Pond. Work on Whitney Avenue will extend from Wayland Street to Worth Avenue.

EXISTING CONDITIONS: Route 15 is a divided highway with two travel lanes in each direction and shoulders on both sides. The subject interchange is the combination of five expressway ramps, which all connect Route 15 and Whitney Avenue.

Noted deficiencies include inadequate acceleration and deceleration distances for on- and off-ramps. Stop-controlled northbound and southbound on-ramps cause a high number of front-to-rear crashes. Additionally, the wooden noise barrier along Route 15 southbound is at the end of its service life.

Whitney Avenue is a four-lane undivided roadway with no shoulders. The roadside development is residential and commercial.

There are sidewalks on both sides of Whitney Avenue, with the exception of a 1500-foot-long sidewalk gap south of the interchange. There are limited opportunities for pedestrians to safely cross Whitney Avenue in the vicinity of the ramps due to a lack of marked crossings.

Noted deficiencies include a lack of adequate pedestrian facilities.

ADDITIONAL INFORMATION

UTILITY INVOLVEMENT: Several utility poles will need to be relocated to accommodate the installation of Route 15 ramps and sidewalk along Whitney Avenue. Test pits will be required to determine whether there will be impacts to underground utilities along Whitney Avenue. Existing lighting will be evaluated and upgraded as required at intersections and ramps.

NATIONAL HISTORIC PRESERVATION ACT—SECTION 106: Consultation was engaged with Federally-recognized Native American Tribal authorities with ancestral ties to the State of Connecticut for this undertaking in December of 2025. None of the solicited Tribes expressed any concerns with the undertaking within the allotted time frame.

Given the involvement of the Wilbur Cross Parkway and a potentially eligible National Register of Historic Places group resource focused upon Whitney Avenue, the Office of Environmental Planning (OEP) hereby determines that there will be no adverse effect to historic properties in association with the present undertaking. This finding is made conditional upon avoidance and protection in place of the stone masonry retaining wall in front of 2155 Whitney Avenue.

CONSTRUCTION COST: \$27.7 Million (Funding Split 80% Federal/20% State)

SCHEDULE: Construction Start: Spring 2028*
Construction Finish: Fall 2029*

* Project schedule subject to availability of funding, right-of-way acquisition, and approval of required permits.

NOTES

DETOURS



EXISTING CONDITIONS



CRASH HISTORY

In the three-year period from January 2022 to January 2025, there were 708 crashes in the project area. 83% were front-to-rear crashes, with 16% being injury-type crashes. Over that three-year period, there was a cluster of 366 front-to-rear crashes at the stop-controlled southbound entrance ramp and a cluster of 109 front-to-rear crashes at the stop-controlled northbound entrance ramp.

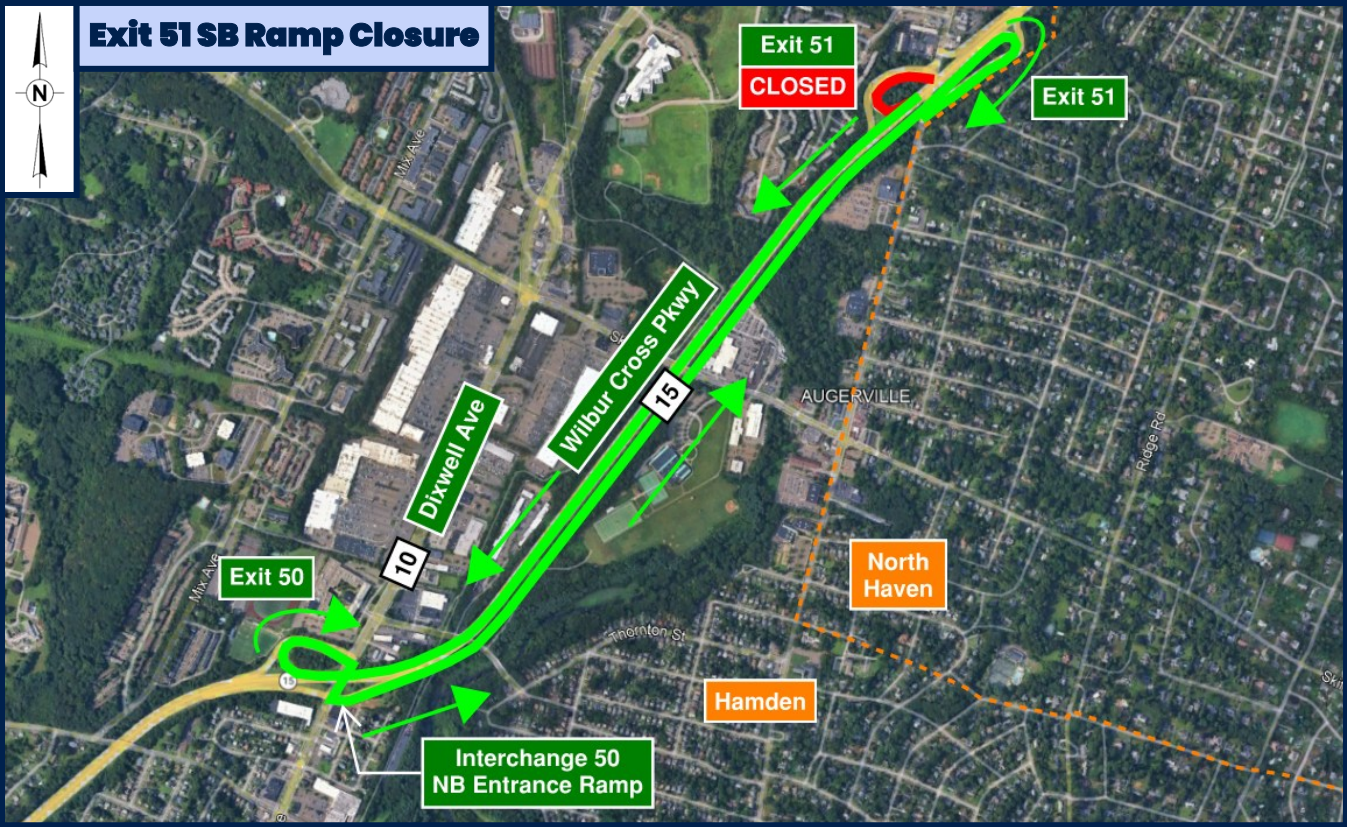
CRASH DATA		TOTAL CRASHES	
JANUARY 2022 - JANUARY 2025		TOTAL CRASHES WITH INJURIES	
		708	
		112	
589 85	REAR-END	1 1	PEDESTRIAN
16 7	ANGLE/TURNING	1 0	HEAD-ON
46 4	SIDESWIPE - SAME DIRECTION	3 2	ROLLOVER
1 0	SIDESWIPE - OPPOSITE DIRECTION	1 1	PEDESTRIAN FATALITY (2018)
49 11	FIXED OBJECT	1 1	HEAD-ON FATALITY (2021)

PROPOSED IMPROVEMENTS

- LANDSCAPE DESIGN GOALS
- Tree canopy restoration
 - Pollinator meadow and conservation areas
 - Residential buffer plantings
 - Drainage and infiltration areas
 - Street trees along pedestrian facilities



DETOURS



DETOURS



- Ramp Closure
- Detour Route
- Town Line

PROPOSED IMPROVEMENTS

The purpose of this project is to improve safety and mobility for all roadway users at the Route 15 interchange 51 ramps and along Whitney Avenue.

Proposed improvements on Route 15 include the removal of the stop controls and the addition of acceleration lanes for the northbound and southbound on-ramps, as well as the addition of a deceleration lane for the northbound off-ramp. A retaining wall will be added between the southbound mainline and the southbound off-ramp. The existing wooden noise barrier along Route 15 southbound will also be replaced as part of this project.

A proposed signal at the end of the southbound exit 52 off-ramp will allow for left- and right-turn movements onto Whitney Avenue, so the existing southbound exit 51 off-ramp can be eliminated. All ramp intersections will be signalized where they meet Whitney Avenue, and marked crosswalks will be installed.

There is a project beginning in 2026 that includes resurfacing and restriping Whitney Avenue south of the interchange, so as part of this project the section of Whitney Avenue just south of the northbound ramps will be striped to tie into that section further south.

Sidewalks will be constructed along Whitney Avenue to close the existing sidewalk gap. Sidewalk curb ramps will be upgraded to meet ADA requirements, and Whitney Avenue will be resurfaced curb-to-curb within the project limits.

CONSTRUCTION

Construction is anticipated to last two construction seasons.

Temporary lane closures are anticipated on Route 15 and Whitney Avenue during active construction, and traffic will be maintained on the Route 15 mainline and Whitney Avenue using temporary lane shifts. Detours will be utilized during ramp closures; the duration and timing of ramp closures will be determined as the design progresses, with efforts made to minimize impacts to the traveling public. Access to residential and commercial driveways will be coordinated with property owners.

RIGHTS-OF-WAY

Right-of-way impacts include a partial sliver acquisition of a commercial property to accommodate a turn lane and sidewalk reconstruction, as well as temporary easements and rights to grade for sidewalk construction, retaining wall modifications, and guiderail installation.

