

## Route 146 Corridor Management Plan (CMP) – Final Strategies

This spreadsheet provides a comparison between the text of the strategies discussed in 2024 and the revised text for the CMP document draft in January 2025. They are listed by the seven strategy areas.

**Bolded green text** indicates text that was added, changed, or replaced in the strategy.

Strategy Area & Number	2024 Draft Strategy	2025 Proposed Strategy	Comments
<b>A. Flooding &amp; Sea Level Rise Management</b>			
A.1	Review flooding area locations for site-specific context to determine most appropriate flood mitigation improvements.	No Change	N/A
A.2	Review evacuation route strategy to find safe routes to avoid flooded areas, such as developing more north/south access to Route 1 or designating other existing roads to be evacuation routes.	No Change	N/A
A.3	Identify issues at water bridges and culverts to understand local flooding and review need for raised bridges, larger culverts, etc.	Identify issues at bridges and culverts to understand local flooding and review need for raised bridges, larger culverts <b>and structures.</b>	Deleted "water"; replaced "etc." with "structures"
A.4	Railroad underpass strategies that are unique to these bridges.	Railroad underpass strategies that are <b>specific</b> to these bridges.	Replaced "unique" with "specific"

Strategy Area & Number	2024 Draft Strategy	2025 Proposed Strategy	Comments
A.4.1	Evaluate the current state of the underpasses – how old the bridges are, are they in a state of good repair, when may they be replaced – to determine timeline for potential changes/improvements.	No Change	N/A
A.4.2	Work with Amtrak on long-term solutions to low clearance/narrow bridges and flood problems.	<b>Review the potential for</b> long term solutions <b>for addressing</b> the low clearance/narrow bridges and flooding problems.	Revised "work with Amtrak" to "review the potential for"; added "for addressing"
<b>B. Bicycle and Pedestrian Access &amp; Safety</b>			
B.1	Review connectivity along the road for walking and biking to improve overall access for bicyclists and pedestrians.	No Change	N/A
B.2	Review alternative routes for bicyclists and pedestrians in the most constrained sections for access.	No Change	N/A
B.3	Reduce vehicle speeds to improve bike and pedestrian safety (covered mainly under Speed Management section).	No Change	N/A
B.4	Review pavement/shoulder space available along the road to provide space for biking and walking, especially in constrained areas.	No Change	N/A

Strategy Area & Number	2024 Draft Strategy	2025 Proposed Strategy	Comments
B.5	Evaluate railroad underpasses for bicycle/pedestrian improvements and access, such as modifying bridges during replacement, alternative pedestrian tunnel, or any short-term improvements (see also railroad underpass strategies under Flooding section).	Evaluate railroad underpasses for bicycle/ pedestrian improvements and access, such as modifying bridges during replacement, alternative pedestrian tunnel, or any shortterm improvements (see also railroad underpass strategies under Flooding <b>and Sea Level Rise</b> section).	Added "and Sea Level Rise" to capture the full strategy area in the parentheses
<b>C. Speed Management</b>			
C.1	Work with the Local Traffic Authority (LTA) on speed limit revisions to submit to the Office of State Traffic Administration (OSTA).	No Change	N/A
C.2	Review applicability of traffic calming devices in areas of concern using the Federal Highway Administration (FHWA) traffic calming toolbox.	Review applicability of <b>appropriate</b> traffic calming devices in areas of concern using the Federal Highway Administration (FHWA) traffic calming toolbox.	Added the word "appropriate"
C.3	Review applicability of recent legislation allowing for automated speed enforcement.	No Change	N/A
<b>D. Roadside Safety</b>			
D.1	Review alternatives to standard CTDOT guiderail (W-beam barrier protection) that can be considered.	No Change	N/A
D.1.1	Box Beam Rail	No Change	N/A
D.1.2	Cable guiderail with steel posts	No Change	N/A
D.1.3	Other alternative guiderail products as they become available in the future.	No Change	N/A
D.2	Consider development of a roadway-specific guiderail detail for Route 146.	No Change	N/A

Strategy Area & Number	2024 Draft Strategy	2025 Proposed Strategy	Comments
<b>E. Intersection Safety</b>			
E.1	Review intersection sightlines, crossing distances, origins and destinations of bicycle/pedestrian travel at key intersections, and other operational or safety issues at intersections of concern.	Review intersection <b>characteristics such as</b> sightlines, <b>pedestrian</b> crossing distances, <b>crashes, turning radii, speeding</b> , origins and destinations of bicycle/pedestrian travel, and other operational issues of concern.	Revised to add "characteristics", "pedestrian", "crashes", "turning radii", "speeding", and revised last sentence
<b>F. Maintenance Practices</b>			
F	Maintenance Enhancements	Maintenance <b>Practices</b>	"Enhancements" replaced with "Practices"
F.1	Confirm right-of-way boundary lines for the entire corridor to determine the extent of CTDOT property for maintenance and other potential projects.	<b>Review</b> right-of-way boundary lines <b>during necessary maintenance projects</b> to determine the extent of CTDOT property.	Revised strategy to address right-of-way "during necessary maintenance"
F.2	Review potential for maintenance enhancements for mowing, plant management, sweeping shoulders, and other mitigation that could be included in special projects.	<b>Continue to follow maintenance best practices for natural resource preservation and management involving activities such as mowing, vegetation management, and snow clearing within the CTDOT transportation right-of-way.</b>	Revised strategy.
F.3	Review maintaining historical and unique environmental elements along the roadway, including stone walls, rock outcroppings, ledge, and other historic structures, consistent with scenic highway regulations.	Review maintaining historical and environmental elements along the roadway, including stone walls, rock outcroppings, ledge, and other historic structures, consistent with scenic highway regulations.	Removed the word "unique"

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F.4	Review maintaining mature trees along the roadway within the right-of-way to keep the wooded feel of the road.	<b>Maintain mature trees along the roadway</b> within the right-of-way <b>in accordance with the latest CTDOT Vegetation Management Guidelines.</b>	Revised to add reference to CTDOT Vegetation Management Guidelines, which includes guidelines for scenic roads.
F.5	Review potential for improved invasive plant management with DEEP.	No Change	N/A
<b>G. Environmental and Historic Preservation</b>			
G.1	The Towns of Branford and Guilford may want to consider enhancing zoning overlays or other land use regulations to further protect the Route 146 roadway from development that is out-of-character with the scenic road.	The Towns of Branford and Guilford may consider enhancing zoning overlays or other land use regulations to further protect the Route 146 roadway from development that is out-of-character with the scenic road.	Removed the words "want to"
G.2	Encourage revitalization of the local Scenic Roads Advisory Committee in Branford and Guilford.	<b>The Towns of Branford and Guilford may consider revitalizing</b> their local Scenic Roads Advisory Committee.	Revised to say the Towns may consider this.
G.3	Enhance intrinsic qualities of the roadway, including expanding the attractiveness of the roadway corridor and scenic areas, and increasing awareness of the scenic highway.	No Change	N/A
G.4	Collaborate with DEEP, Towns of Guilford and Branford, and Guilford and Branford Land Conservation Trusts on preservation of key open spaces along Route 146.	No Change	N/A