

BOARD OF FINANCE
SPECIAL MEETING
NOVEMBER 5, 2019
TOWN HALL CONFERENCE ROOM
MINUTES

Present: J. Adler, J. Scully Welch, M. Yanus, K. Carr and O. NejdI

Absent: T. Hollinger, D. Onofrio and A. Maklari

Also present: Sue Cunningham, Finance Director

O. NejdI called the meeting to order at 7:30 PM.

J. Scully Welch made a motion, seconded by J. Adler to seat K. Carr for T. Hollinger. The motion was unanimously approved.

J. Adler made a motion, seconded by J. Scully Welch to seat M. Yanus for A. Maklari. The motion was unanimously approved.

Everyone stood for the pledge of allegiance.

ACCEPT THE CLEAN WATER FUND PROJECT GRANT WHICH IS ELIGIBLE FOR A 55% REIMBURSEMENT UNDER THE CLEAN WATER FUND

J. Adler made a motion, seconded by K. Carr to accept the Clean Water Fund Project Grant which is eligible for a 55% reimbursement under the Clean Water Fund. The motion was unanimously approved. The funding for this project was already approved.

ACCEPT THE DEPARTMENT OF TRANSPORTATION LOCAL TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM GRANT (LOTICIP) FOR THE CONSTRUCTION OF A SIDEWALK ALONG EAST MAIN STREET IN THE AMOUNT OF \$399,600

The CT Department of Transportation has awarded the Town of Clinton funding for the construction of a new sidewalk along East Main Street. The funding will provide up to \$399,600 for construction costs through the Local Transportation Improvement Program (LOTICIP), and will allow for the installation of a new sidewalk along East Main Street. The town is only responsible for the engineering costs which are already in the current budget. J. Adler made a motion, seconded by K. Carr to accept the Department of Transportation Local Transportation Capital Improvement Program Grant for the construction of a sidewalk along East Main Street in the amount of \$399,600. The motion was unanimously approved with one abstention from J. Scully Welch.

EXECUTIVE SESSION – SETTLEMENT AGREEMENT WITH THE TOWN OF MONTVILLE

K. Carr made a motion, seconded by J. Adler to go into executive session at 7:45 pm and invite M. Schettino, Sue Cunningham and Chief DeMaio. The motion was unanimously approved. The board came out of executive session at 7:53 pm. K. Carr made a motion, seconded by J. Scully Welch to approve the settlement agreement with the Town of Montville based on the town attorney's recommendation with an amount not to exceed \$21,827.60 from the contingency fund. The motion was unanimously approved.

BOARD OF FINANCE
SPECIAL MEETING
NOVEMBER 5, 2019
TOWN HALL CONFERENCE ROOM
MINUTES

J. Scully Welch made a motion, seconded by J. Adler and unanimously adjourned the meeting at 7:54 pm.

Respectfully submitted,

Mary Schettino
Executive Assistant
First Selectman



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546



October 18, 2019

The Honorable Christine Goupil
First Selectman
Town of Clinton
54 East Main Street
Clinton, Connecticut 06413

Dear First Selectman Goupil:

Subject: **Commitment to Fund**
Sidewalk Construction
State Project No. L027-0001
East Main Street (Route 1)
Town of Clinton

The Department of Transportation (Department) has received the LOTCIP application prepared by the Town of Clinton (Municipality) and submitted through the Lower Connecticut River Valley Council of Governments (COG) relative to the subject project. The Department has reviewed the application materials along with the revised cost estimate provided by the Municipality and subsequently endorsed by the COG.

The LOTCIP application for this project has been approved. The Department hereby commits to fund eligible project costs as follows:

Contract Items:	\$ 333,000
Contingencies:	\$ 33,300
<u>Incidentals to Construction:</u>	<u>\$ 33,300</u>
Total Funding Commitment:	\$ 399,600

This Commitment to Fund is subject to general conditions including, but not limited to, the following:

1. The project is to be administered by the Municipality in accordance with the *Local Transportation Capital Improvement Program Guidelines*, dated March 2019, as may be revised. The guidelines are available on the Department's LOTCIP web page at www.ct.gov/dot/lotcip.
2. The project costs identified in this Commitment to Fund letter are based on estimates provided by the Municipality and endorsed by the COG. These costs are to be considered capped until adjustment, based on low bid or otherwise revised, in accordance with the LOTCIP guidelines.
3. Any scope revisions and/or twenty percent (20%) changes in cost identified during the design phase must be approved by the COG and the Department, as specified in the LOTCIP guidelines.
4. Upon completion of project design activities, the Municipality must forward to the Department, through the COG, a Final Design Submission along with supporting documentation and certifications, as defined in the LOTCIP guidelines.

5. The Municipality must execute and deliver a Project Authorization Letter (PAL) issued pursuant to the Master Municipal Agreement for Construction Projects and comply with its terms. The PAL will be forwarded to the Municipality for execution, subsequent to the receipt of the Final Design Submission package by the Department.

This commitment is further subject to the following project-specific conditions:

1. This project may require environmental permits. In accordance with the LOTCIP guidelines, the Municipality will be responsible for the acquisition of all environmental permits that may be required. Please be advised that any project that involves work within waters or wetlands may require State and/or Federal environmental permits. **It is critical that the Municipality or their consultant contact the Connecticut Department of Energy and Environmental Protection (DEEP) - Inland Water Resources Division early in the design process** to discuss permitting requirements, and to identify specific environmental concerns and design considerations. Failure to establish early coordination with DEEP may result in significant time delays in the permitting process due to the need for design changes and/or denial of permit applications.
2. During the application review and comment process, the Municipality indicated that right of way acquisitions are not anticipated to be required for the project. Should it be determined during the design phase that right of way acquisitions will be required, the Municipality must notify the Department through the COG as specified in the LOTCIP guidelines.
3. This project may require utility relocations. Coordination with utility companies who have facilities in the project area, as well as with any utilities that currently do not have facilities present but may have plans to expand service to the area, should begin early in the design process.
4. This project will require work be performed within the State-owned right of way along East Main Street (Route 1). As such, an encroachment permit will be required. **It is imperative that the design of the improvements proposed under this project be coordinated with the Department during the design phase to ensure conformance with applicable requirements relative to proposed work within State-owned right of way or otherwise affecting State-owned facilities. Establishing early coordination relative to the encroachment permit process is recommended.** All matters relative to the encroachment permit process for this project are to be coordinated through the following Department contact:

Ms. Sherri L. Ruiz-Clark
Transportation Maintenance Manager (Planning)
(860) 594-2609
Sherri.Ruiz.Clark@ct.gov

Please be informed that, in accordance with the LOTCIP guidelines, the Department will initiate a Permit Need Determination and an Environmental Screening Review for this project to assist the Municipality in identifying items relative to natural resources, historic/archaeological resources, etc. that may need to be investigated or addressed during the design phase. The Environmental Screening Review is expected to be completed within approximately sixty (60) days. The Permit Need Determination is expected to be completed within approximately ninety (90) days. The results will be forwarded to the Municipality and the COG, when received.

If the Municipality accepts this Commitment to Fund, please sign below and return a copy of this letter to this office within thirty (30) days. Transmission via e-mail is acceptable.

If you have any questions, please contact the Project Manager, Mr. William Grant at (860) 594-3229 or by e-mail at William.E.Grant@ct.gov.

Very truly yours,


Gregory M.
Dorosh, P.E.
2019.10.21
12:52:44-04'00'

Gregory M. Dorosh, PE
Division Chief of Highway Design
Bureau of Engineering and Construction

Enclosures

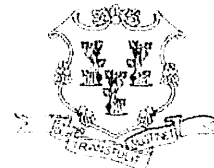
Accepted By: _____
The Honorable Christine Goupil
First Selectman

Date _____

cc: Mr. John Guskowski, P.E., Town Planner, Town of Clinton
Mr. Samuel Gold, Executive Director, Lower Connecticut River Valley Council of Governments
Mr. Robert Haramut, Senior Transportation Planner, Lower Connecticut River Valley Council of Governments



**Connecticut Department of
Transportation**



**Local Transportation Capital
Improvement Program Application**

Municipality:	Clinton	COG:	Lower CT River Valley COG
Route/Road:	East Main Street (Route 1)		
Project Title:	East Main Street Sidewalk		
Roadway Functional Classification (if applicable):	Minor Arterial (Urban Area)		
COG Contact Information:	Robert Haramut	Sr. Transportation Planner	
	Name	Title	
	860-581-8554	rharamut@rivercog.org	
	Phone Number	Email	
Municipal Contact Information:	John Guskowski	Town Planner	
	Name	Title	
	860-455-8251	planner@clintonct.org	
	Phone Number	Email	

The applicant must answer the questions below which are intended to address basic issues about existing conditions, project management, project costs, impacts on private property, utilities, wetlands, etc. **You may provide your answer in the space provided below or submit separate answer sheets. It is important that the application be as thorough as possible as missing information will delay the review process. All project-related sections must be completely filled out or the application will be returned and will require resubmittal.**

The intent of the application is to establish eligibility, service life, and to ensure the municipality is considering all pertinent aspects associated with major infrastructure improvements consistent with the purpose and need of the project.

(A) Project Information

1. Select the type of proposed improvement (select all that apply):

Please note: The entire application must be completed for all projects in addition to any necessary supplemental sections (K through P) as determined by the type of project.

- ☐ Roadway Geometric Improvement
- ☒ Stand-Alone Sidewalk Construction
- ☐ Bicycle/Pedestrian Improvement, including Multi-Use Trail Facilities
- ☐ Intersection Improvement

Provide additional information as required in section K

- ☐ Bridge Rehabilitation/Replacement

Provide additional information as required in section L

- ☐ Major Drainage Improvement

Provide additional information as required in section M

- ☐ Pavement Structure Improvement

Provide additional information as required in section N

- ☐ Traffic Signal Replacement/Upgrade/New Installation/Coordination

Provide additional information as required in section O

- ☐ Other (please specify): _____

Provide additional information as required in section P

2. Describe the purpose and need of the project (i.e what are the problems to be corrected?). Please provide adequate detail to clearly convey the nature of the problem(s) to be corrected. Provide photographs to document the existing conditions and support the purpose and need.

The purpose of this project is to construct a length of sidewalk along Route 1 (East Main Street) to continue the task of connecting the entirety of Route 1 throughout the Town of Clinton. There is currently an incomplete and disconnected system of sidewalks and pedestrian pathways along Clinton's busiest commercial corridor and conditions for pedestrians for much of this length - particularly in the eastern and western extremes of Route 1 in Clinton - are dangerous for lack of facilities.

3. Provide a project description which specifically describes how the proposed improvements will correct the problem(s) identified in the purpose and need. Describe what alternative(s) were considered?

The Town has established a strong priority for improving pedestrian connections along the primary commercial and community arterial of Route 1 (East Main and West Main Streets). A three-town corridor study of Route 1 conducted by RiverCOG pointed out the substantial gaps in the pedestrian network along East Main Street, and the 2015 Clinton Plan of Conservation & Development identified a goal of a complete pedestrian network spanning Clinton along Route 1. Currently, easterly of the Police Station is a large commercial area that is either inaccessible or accessible only with significant risk to pedestrians. Extending the sidewalk from the current terminus easterly to Meadow Road will create safe access to the major commercial facilities in Town.

There is no significant alternative to this approach, other than a no-build option which the Town has rejected. The Town received a RG/TOD grant in 2017 to undertake a design of a complete Route 1 sidewalk.

4. Provide concept plans of the proposed improvement. The plans must be sufficiently developed and provide enough detail on a scaled drawing (including aerial photography base mapping if possible) to identify the following:

Inc. N/A

- ☒ Project location
- ☒ Limits of project
- ☐ ☒ Approximate limits and extent of any pavement widening or realignment
- ☐ ☒ Proposed number of lanes, widths, and arrangements
- ☐ ☒ Approximate limits and extent of any anticipated ROW acquisitions (based on available ROW information from Assessors maps, GIS data, etc.)
- ☐ ☒ Structures (i.e. Retaining walls, bridges)
- ☐ ☒ Watercourses
- ☐ ☒ Typical Cross Section including lane and shoulder widths, pavement structure, etc.

5. Have the improvements at this location been submitted to the Department previously for funding? ☒ No ☐ Yes

If yes, when and under what program?

-
6. Does the project impact any State-owned Facilities (i.e. roads, bridges, etc.)? ☐ No ☒ Yes

If yes, describe the impacts:

Project will be built within the ROW of East Main Street (Route 1) but will consist of sidewalk to be constructed outside the existing curbing/edge of pavement.

One crosswalk, easterly of the intersection with Route 145 (Old Post Road) will be required to be striped, but no structural changes are anticipated to Route 1 itself.

7. In the area of the project, are there any known proposed developments?

☒ No ☐ Yes

If yes, describe the proposed developments:

The area is a highly developed commercial/residential strip, and while some activity may be intensified or redeveloped, no major new developments in this area are proposed at this time.

8. Design Standards to be used:

☐ Established municipal standards

☐ AASHTO Policy on Geometric Design of Highways and Streets

☒ Connecticut Department of Transportation Highway Design Manual

☐ AASHTO LRFD Bridge Design Specifications and Connecticut Department of Transportation Bridge Design Manual

☐ Other, please specify: _____

(B) Rights of Way

1. Are any Right of Way (ROW) impacts anticipated? ☒ No ☐ Yes

If yes, describe the nature, extent, and type of impacts:

It is believed that 100% of the proposed activity would be within the State highway ROW.

2. If ROW acquisitions will be required, who does the municipality plan to have perform acquisition activities?

☐ Municipal staff ☐ Consultant hired by municipality ☒ State

3. If ROW acquisitions are to be performed by the municipality's staff or their consultant, will the municipality be seeking reimbursement for ROW costs?

☒ No ☐ Yes

(C) Utilities

1. List all utilities within the project area, including their owners.

<u>Overhead</u>	<u>Underground</u>
Eversource (Electrical)	Connecticut Water (Water)
AT&T (Telephone)	
Comcast (Cable)	

2. Are any utility impacts anticipated? ☒ No ☐ Yes

If yes, explain the nature and extent of the impacts:

Note: Costs associated with utility betterments/upgrades that are not required to accommodate the proposed transportation improvement are not eligible project costs.

3. Have the utility companies been contacted to identify any plans to expand or improve existing utilities that would that would compromise the service life of the proposed improvements?

☒ No ☐ Yes

If yes, describe any proposed improvements and their schedule:

(D) Storm water drainage system and under drains

1. Do any existing storm water drainage problems exist? ☒ No ☐ Yes

If yes, describe the problem(s):

2. Is any storm water drainage system work anticipated, including any new or modified drainage outlets? ☒ No ☐ Yes

If yes, explain the nature and extent of the improvements:

3. Are there any existing watercourse crossings that are proposed to be modified, rehabilitated, or replaced as part of the project? ☒ No ☐ Yes

If yes, indicate the type of improvement needed and the reason for it. Please also indicate if any existing watercourse crossings have inadequate hydraulic capacity:

(E) Rail Crossings

1. Are there any railroad crossings that are likely to be impacted as part of the project?

☒ No

☐ Yes

☐ At-grade

☐ Grade separated

If yes, describe impacts and any necessary modifications:

(F) Pedestrian/Bicycle Safety and Mobility

1. Complete and attach the Department's Bicycle and Pedestrian Needs Assessment Form to this application (a copy of this form is included in Appendix D). In accordance with Connecticut General Statutes, Section 13a – 153f, and the Department's focus on accommodating non-motorized travel modes, accommodation of all users shall be a routine part of the planning, design, construction, and operating activities of all highways. The need for inclusion of accommodations for bicyclists and pedestrians, including those with disabilities, must be reviewed for every project, regardless of funding source.

(G) Traffic

The information below needs to be provided or reviewed (as specified) by the designer for all project types except for stand-alone sidewalk projects and bicycle/pedestrian improvements, and multi-use trail facilities that do not involve pedestrian crossings

1. Volumes

Provide existing and 20-year Projected ADTs and Turning Volumes. Refer to the Preliminary Engineering/Preliminary Design section for guidance on traffic volumes.

2. Accident Experience

Provide a summary of accident experience (most current three years data. An accident diagram is preferred.)

3. Traffic Signals

Review the existing traffic signal plans for projects involving signalized intersections

4. Speed Data

Provide 85th percentile speeds in the project area

Provide all posted speed limits in the project area

(H) Environmental Resource Involvement

Refer to Application Process/Preliminary Project Submittals - Information Provided by the Department for more information.

1. Parks, Cemeteries, Historic Structures

- a. Are there any parks, cemeteries, or historic structures that are likely to be affected by the project? ☒ No ☐ Yes

If yes, describe the type and extent of the anticipated impact.

2. Wetlands

- a. Are there any wetlands that are likely to be affected by the project?

☒ No ☐ Yes

If yes, describe the type and extent of the anticipated impact.

3. Hazardous or Contaminated Sites

- a. Has the potential for hazardous or contaminated sites and materials in the project area been investigated? ☒ No ☐ Yes

If yes, describe the type and extent of the anticipated impact.

(I) Public Involvement

Refer to Preliminary Engineering/Project Design - Public Involvement section for more information.

1. Has public involvement been conducted? ☐ No ☒ Yes

If yes, was there significant public opposition to the project? Describe below:

Several public outreach sessions have been held about this topic, including the Route 1 Corridor Study (2016) and the Plan of Conservation & Development (2015), and there was substantial support for the complete sidewalk network along Route 1. A prior RG/TOD grant to the Town was awarded (2017) to do a complete 30% design for the entire route.

(J) Cost Estimate

1. Attach a preliminary cost estimate identifying:
 - a. Approximate quantities and assumed unit prices of the major contract items
 - b. An allowance for minor items (percentage of a)
 - c. Standard lump sum items (i.e. clearing and grubbing, mobilization, construction staking, maintenance and protection of traffic) as applicable (percentages of a + b)
 - d. Total contract items (a + b + c)
 - e. Contingencies (10% of d)
 - f. Incidentals to construction, (i.e. construction inspection, materials testing) (10% of d)
 - g. Rights of way costs

- h. Eligible utility relocation costs (in accordance with CGS13a-98f)
Note: Costs associated with utility betterments/upgrades that are not required to accommodate the proposed transportation improvement are not eligible project costs
- i. Total project costs (d + e + f + g + h)

Sample cost estimate form provided in Appendix M

Refer to the Department's most current Cost Estimating Guidelines for cost estimate guidance or use town generated unit prices. The anticipated costs for each phase of the project shall be well documented and based on reasonable anticipated costs.

The guidelines are located at: <http://www.ct.gov/dot/cwp/view.asp?a=3194&q=484094>

ADDITIONAL INFORMATION TO BE PROVIDED BASED ON IMPROVEMENT TYPE SELECTED IN SECTION (A)1:

(K) Intersection Improvements

Capacity Analyses (For build and no-build conditions using existing and projected traffic volumes).*

(L) Bridge Rehabilitation/Replacement

Latest Condition Report

(M) Major Drainage Improvement

Material, Age, Hydraulic adequacy assessment of existing drainage system (Condition Report, post-cleaning is preferred)

(N) Pavement Structure Improvement

The level of investigation will be dependent upon the proposed improvements. Cores or test pits must be performed such that a representative sample of the existing roadway condition is obtained. If varying pavement conditions exist along the roadway indicating the possibility of different pavement conditions, a test pit should be performed in each roadway section. Pavement thickness and type, sub-base thickness and type, and the presence of fines and/or groundwater should be noted. Attach the data obtained. If full depth reconstruction is proposed, cores or test pits are not required.

Approximate percentage of heavy vehicles: N/A

What is the existing pavement type, condition, and thickness?

(Cont'd)

What is the anticipated pavement design? Describe the type and depth of each course including the base that is suitable for the ADT and percentage of heavy vehicles. Does it meet current design standards? Describe the cross-section (i.e. lanes and shoulder widths, etc.).

Describe how the service life requirement for the proposed pavement design was determined:

(O) Traffic Signal Replacement/Upgrade/New Installation/Coordination

Who is/will be responsible for ownership, maintenance, and electrical costs

Age of existing signals

Capacity Analyses (For build and no-build conditions using existing and projected traffic volumes).*

Warrant Analysis for new signals

Systems Engineering Analysis Form (SEAFORM) for Intelligent Transportation Systems (ITS) projects

(P) Other

To be determined based on type of improvement proposed

***Capacity Analysis:** For the purposes of this application, a simplified analysis may be performed for signalized intersections that do not require detailed assumptions, proprietary software or specialized traffic engineering skills. The "Quick Estimation Method" is described in detail in the 2010 Highway Capacity Manual, with accompanying worksheets that can be completed by hand. A brief description of the method is also described in Section 3.3.6 of the FHWA Signal Timing Manual, where it is referred to as a "Critical Movement Analysis." The relevant section of the FHWA publication can be accessed at: <http://ops.fhwa.dot.gov/publications/fhwahop08024/chapter3.htm#3.3>. This simplified analysis will yield an approximate critical volume/capacity ratio that can be used to assess overall operation of the intersection. The build and no-build conditions should be analyzed for the existing and projected traffic volumes.

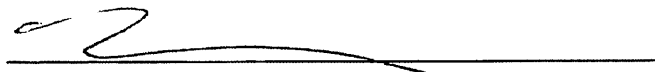
APPLICATION SUBMISSION

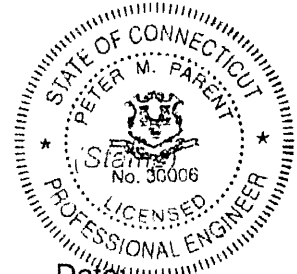
This application and supporting documents must be submitted by the municipality to their COG. At such time when the application is to be forwarded to the Department of Transportation by the COG, it must be addressed to:

Mr. Hugh H. Hayward, P.E.
Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

Prepared by: Peter Parent, PE (Consulting Engineer) Date: _____

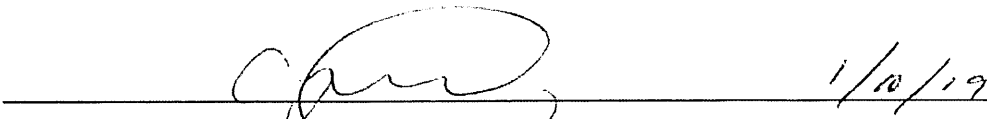
Name, Title and stamp of Responsible P.E. (Municipal or Consultant)


Signature



Reviewed/Recommended by: Christine Goupil, First Selectman Date: _____

Name & Title of Municipal Chief Administrative Officer

 1/10/19
Signature

Endorsed/Recommended by: Samuel Gold, Executive Director Date: _____

Name & Title of COG Executive Director

Signature

TOWN OF CLINTON
EAST MAIN STREET (RT 1) SIDEWALK
PRELIMINARY OPINION OF COST
January 2019

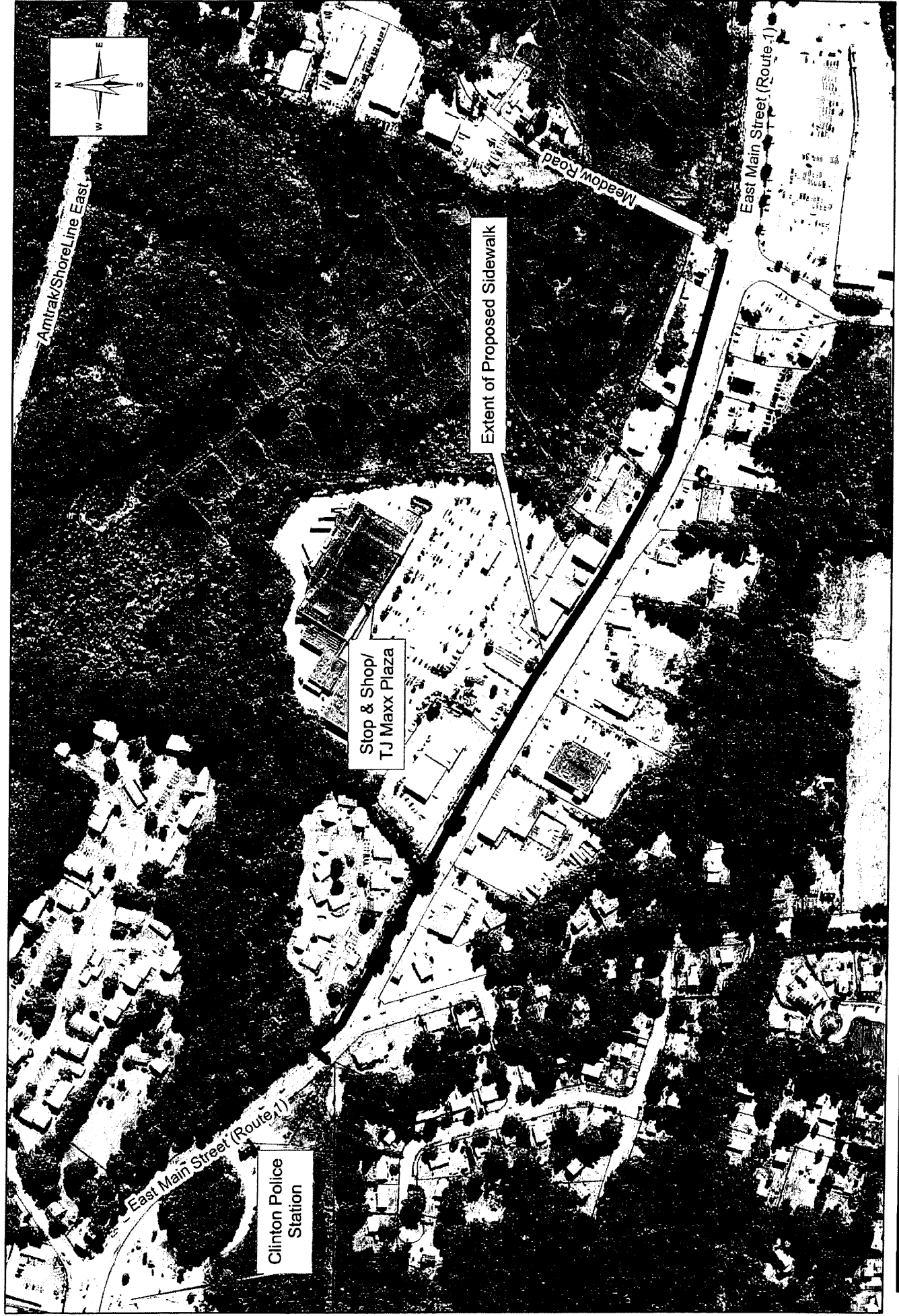
<i>Unit prices based upon average unit prices of previous Road & Utility Construction projects</i>					
RT 1 Sidewalk				Unit Cost	Total
Item No.	Description	Units	Quantity		
1	Clearing & Grubbing	Acre	0.5	\$5,000.00	\$2,500.00
2	Large Tree Removal	Each	4	\$2,000.00	\$8,000.00
3	Earthwork	C.Y.	400	\$20.00	\$8,000.00
3	Cement Concrete Sidewalk	S.Y.	1,065	\$95.00	\$101,175.00
4	Gravel Subbase for Sidewalk	C.Y.	290	\$45.00	\$13,050.00
5	Driveway Repair	S.Y.	485	\$150.00	\$72,750.00
6	Loam & Seed	S.Y.	1,065	\$3.50	\$3,727.50
7	Relocate Pedestrian Signal with Pushbutton	Each	1	\$2,500.00	\$2,500.00
8	Relocate Hydrant Assembly	Each	2	\$4,500.00	\$9,000.00
9	Reset Utility Box	Each	3	\$1,000.00	\$3,000.00
10	Relocate Sign	Each	4	\$250.00	\$1,000.00
11	Relocate Mailbox	Each	4	\$300.00	\$1,200.00
12	Protection/Repair of Residential Landscaping	L.S.	1	\$20,000.00	\$20,000.00
13	Curb & Pavement Repair at Accessible Ramps	L.S.	1	\$10,000.00	\$10,000.00
14	Pavement Markings	L.S.	1	\$7,500.00	\$7,500.00
15	Traffic Control (7.5% of Construction)	L.S.	1	\$19,800.00	\$19,800.00

BASE BID SUM \$283,202.50
10% Contingency \$28,320.25
BASE BID TOTAL \$311,522.75

Prepared by: P.Parent

Checked by: G.Roto

Town of Clinton East Main Street Sidewalk Construction LOTICP Grant - Project Extent

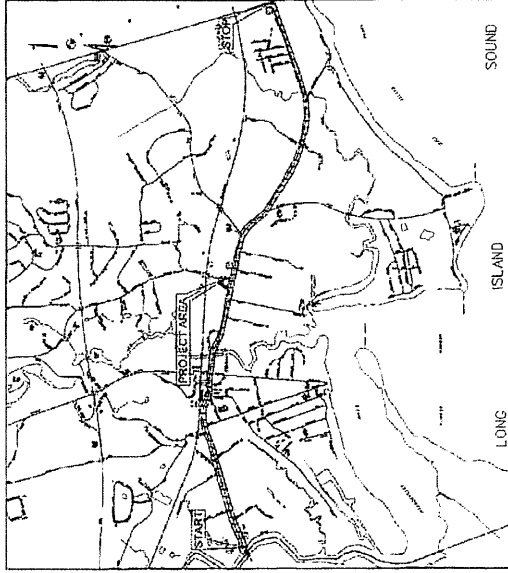


Map produced 12/26/18 by Town of Clinton. Map is for planning purposes and contains no authoritative positioning information. Map sources include Town of Clinton and UConn/CT Eco

30% DESIGN DOCUMENTS FOR ROUTE 1 SIDEWALK IMPROVEMENTS CLINTON, CONNECTICUT

AUGUST 16, 2017

SHEET NO.	DRAWING TITLE
15.01	PLAN
15.02	PROFILE
15.03	CROSS SECTIONS
15.04	DETAILS



2016 SPECIFICATIONS 917 INCLUDING SUPPLEMENTS THERETO DATED.
SURVEY WAS PERFORMED BY MARTIN SURVEY & ASSOCIATES UTILIZING THE CONNECTICUT GRID SYSTEM NAD 83
ALL ELEVATIONS REFER TO NAVD 1988 DATUM.
THE LOCATIONS OF ALL UTILITIES HEREON ARE BASED ON THE BEST AVAILABLE DATA. THE LOCATIONS ARE
APPROXIMATE AND ALL UTILITIES MAY NOT BE SHOWN. PRIOR TO BEGINNING ANY CONSTRUCTION, THE CONTRACTOR
SHALL NOTIFY "CALL BEFORE YOU DIG" 1-800-322-4433 AND HAVE ALL UTILITIES MARKED ON THE GROUND.

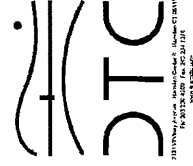
FROM STA. 15+14 TO STA. 183+31
18.817 FT.

DESIGN SCALES
PLAN 1 IN. = 20 FT.
PROFILE 1 IN. = 20 FT.
CROSS SECTIONS 1 IN. = 5 FT.
OTHER SCALES AS NOTED

BRUCE FARMER
FIRST SELECTMAN

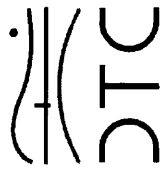
PETER NEFF
DIRECTOR OF PUBLIC WORKS

(TO BE MAINTAINED BY TOWN OF CLINTON)



NOTES

REVISIONS



STC
SPECIALTY TECHNOLOGICAL CONSULTANTS

PROJECT: CLINTON, CT
SIDEWALK IMPROVEMENTS

DATE: 11/15/17

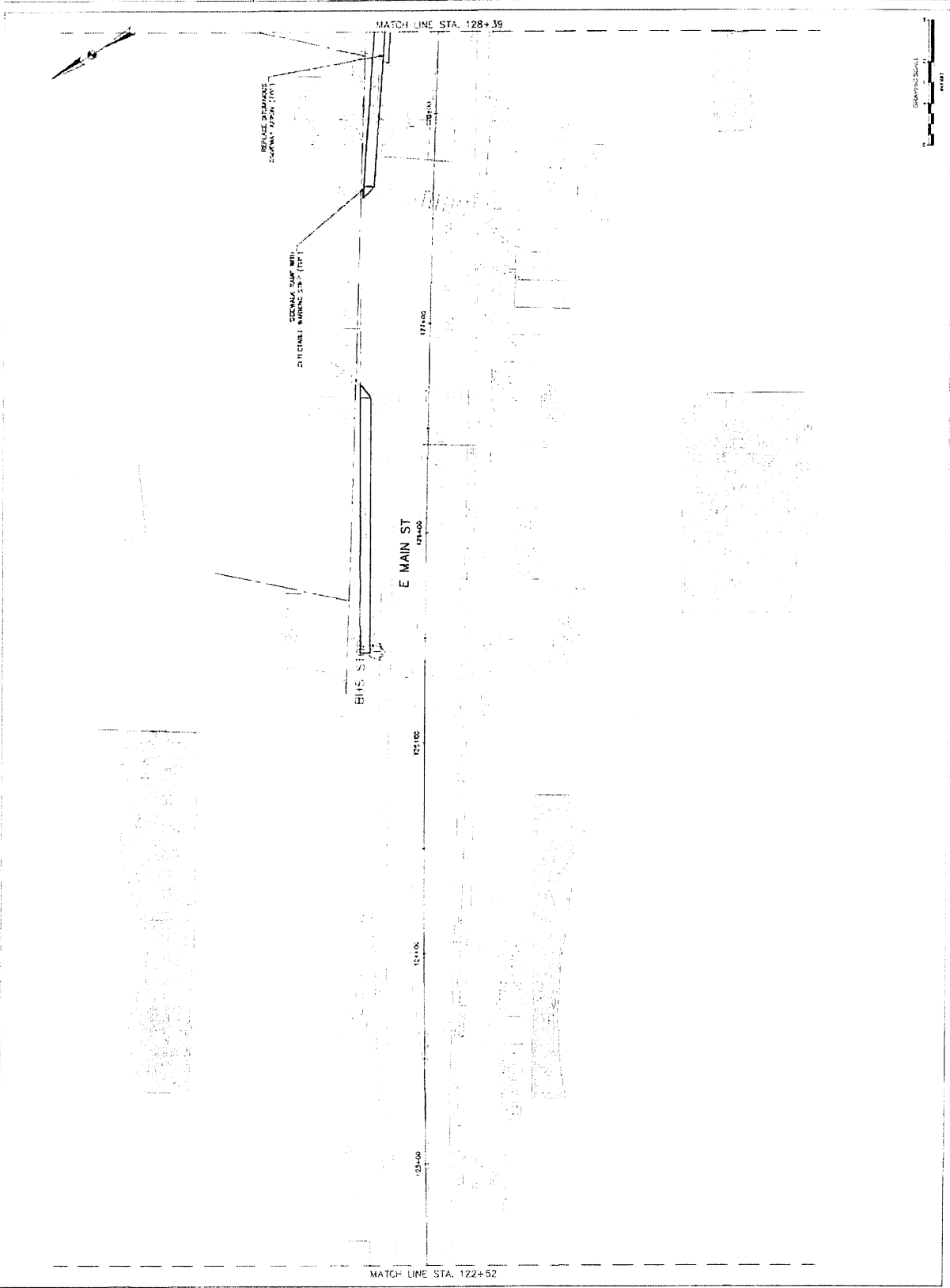
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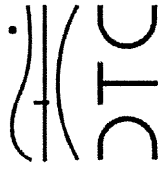
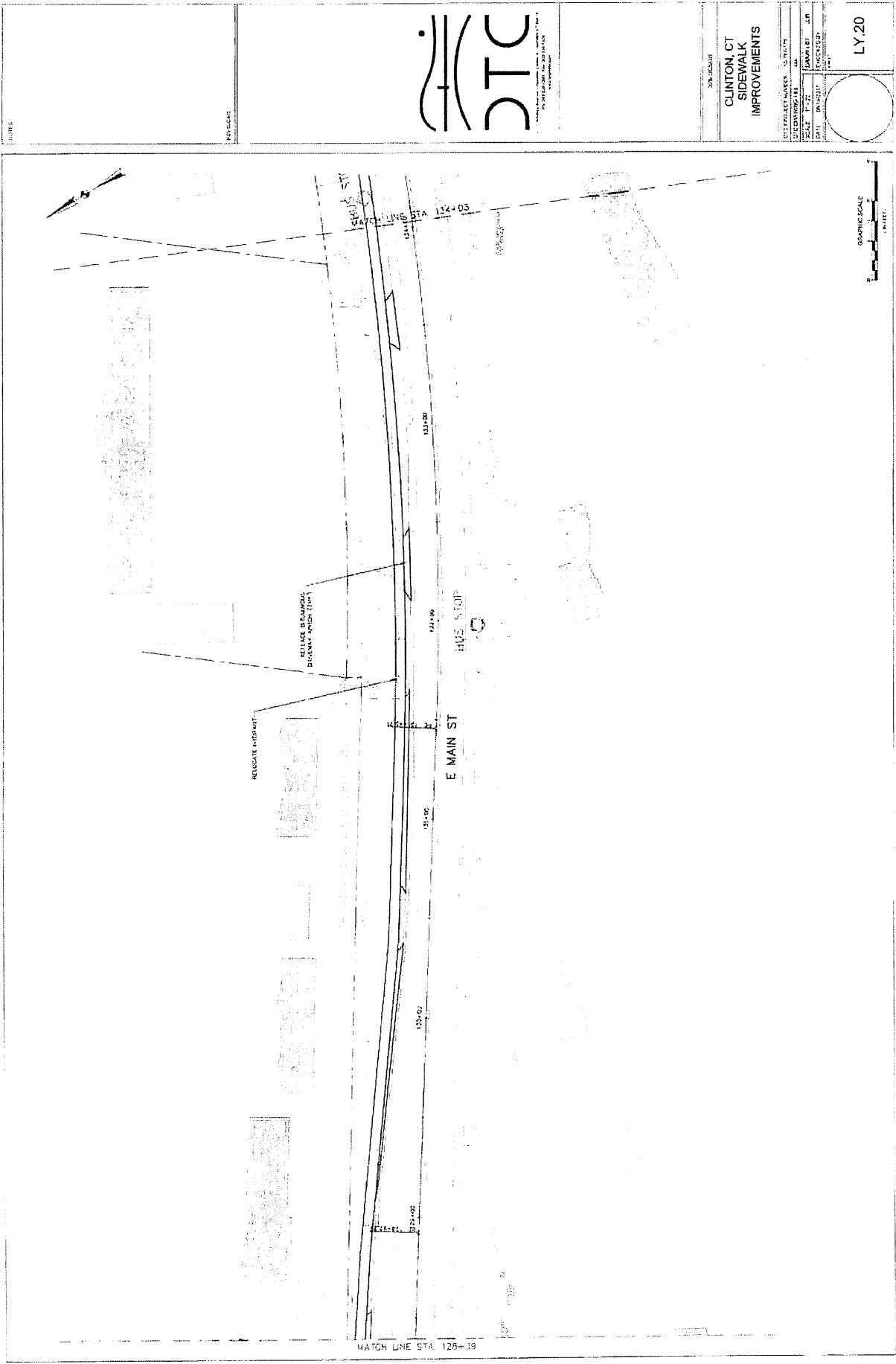
SCALE: 1" = 20'

UNIT: FEET

LY. 19



MATCH LINE STA. 122+52

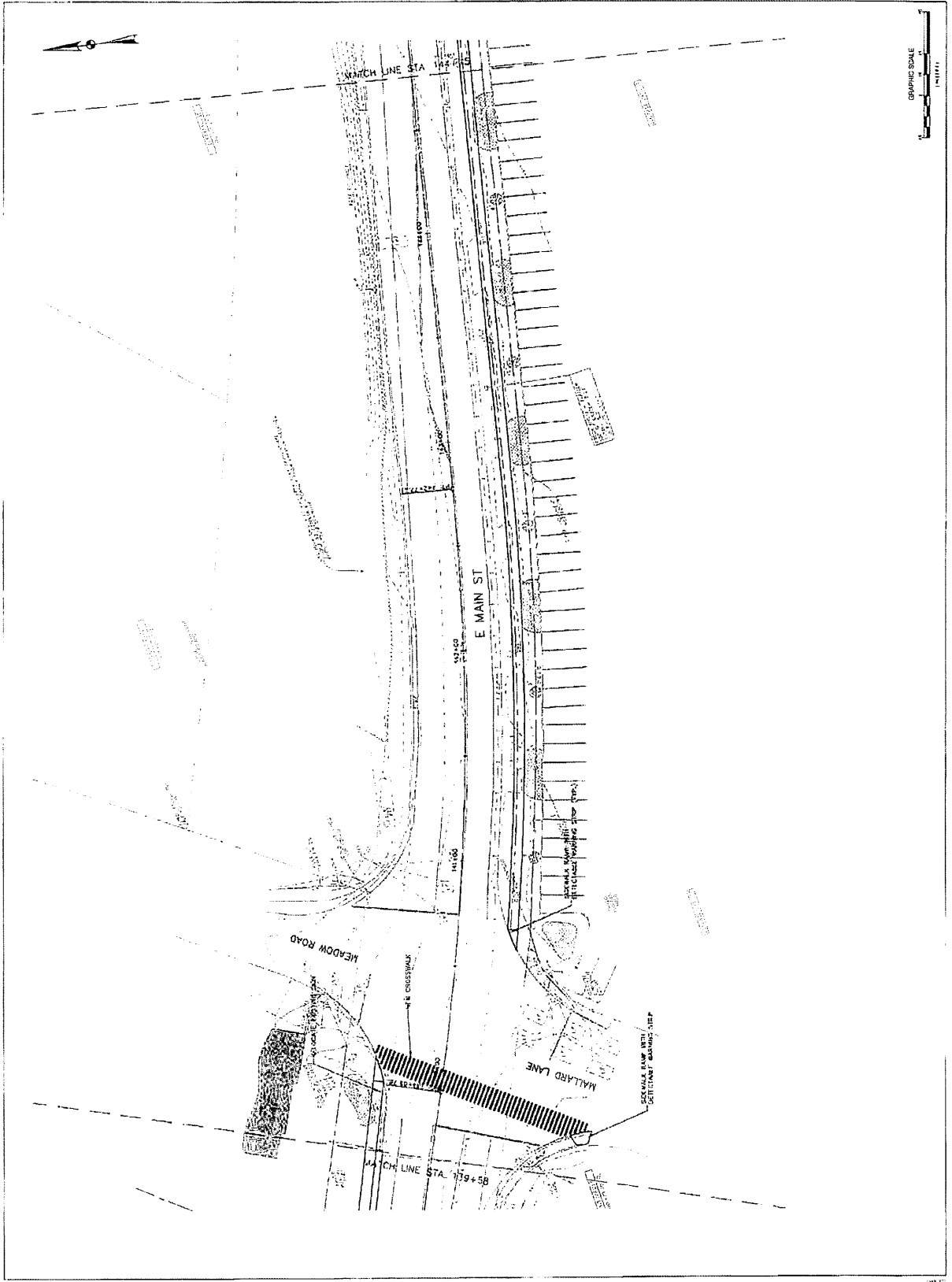


CLINTON, CT
SIDEWALK
IMPROVEMENTS

DATE	10/11/17
SCALE	1"=20'
PROJECT	CLINTON, CT SIDEWALK IMPROVEMENTS
DATE	10/11/17

LY 20





STC

STC ENGINEERING, INC.

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30% DESIGN

CLINTON, CT

SIDEWALK

IMPROVEMENTS

PROJECT NUMBER	18-0117N
DATE	08/14/2018
SCALE	1" = 40'
DESIGNED BY	ATP
CHECKED BY	ATP
INCHES	1" = 40'

LY.22



CONNECTICUT DEPARTMENT OF TRANSPORTATION BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT FORM (BPTNA)



In accordance with Connecticut General Statutes, Section 13a-153f, Accommodations and Provisions of Facilities for All Users and the Department's Policy Statement No. EX-0-31, It is the policy of the Department to consider the needs of all users of all abilities and ages (specifically including pedestrians, bicyclists, transit users, and vehicle operators) in the planning, programming, design, construction, retrofit and maintenance activities related to all roads and streets as a means of providing a "safe, efficient transportation network which enhances quality of life and economic vitality." Therefore, the need for inclusion of accommodations specifically for bicyclists and pedestrians, including those with disabilities, must be reviewed for every project.

This form shall apply to all Department projects, mainline utility projects within the state right-of-way, the Office of the State Traffic Administration (OSTA) certificate applications receiving state or federal funding, and municipal transportation projects that receive state or federal funding. This form provides designers the documentation and information needed to make decisions on the need and extent of bicycle and pedestrian features that should be included in a project. This form is not intended to dictate what features should be included in a project design, as guidance on those questions can be found in numerous other reference documents. This form should be completed to the extent practical (at least Sections 1 & 2) during the project scoping phase and finalized by the completion of the Preliminary Design. Once signed, this form should be retained with the project documents.

Project Number(s):	Route(s):	Route 1 (East Main Street)
Project Name:	East Main Street Sidewalk Construction	
Municipality(s):	Planning Region(s):	Lower CT River Valley COG

SECTION 1: APPLICABILITY

Although bicycle and pedestrian accommodations should be considered for all projects, certain types of projects (e.g. bridge deck patching, culvert re-lining, projects on expressway mainlines) do not typically provide reasonable opportunity to provide improvements for these travel modes. Considering the project type answer the question below. If the question below is answered no, please explain why, then skip to the last page, sign the form, and file this form with the project documents. If the answer is yes, go to Section 2 and complete the rest of the form.

Does this project type provide reasonable opportunity to provide improvements for non-motorized access?

Yes ☒ No ☐

If no, why?

SECTION 2: ASSESSMENT OF STUDY AREA		Code
2.1 Study Area Map		
Identify any non-motorized and/or transit generators located within the Study Area (Study Area is generally defined as approximately ½ mile radius from the project limits). Using the letters in the code column below, create a map from a location plan or aerial photograph indicating the location of existing or planned non-motorized or transit user generators identified below (for planned facilities, precede the letter with a P-).		
Non-Motorized/Transit User Generators		
<u>Residential Areas:</u> Indicate any general areas of dense residential housing		R
<u>Parks:</u> Include areas that would attract people, whether officially designated as a park or not		P
<u>Recreational Areas:</u> Examples include athletic fields, dog parks		RA
<u>Religious Facilities</u>		C
<u>Schools (including public and private schools, colleges, universities, daycare or other educational institution)</u>		S
<u>Health / Medical Facilities</u>		H
<u>Town Centers:</u> typically would include areas where Town Halls, Libraries and other public facilities exist		TC
<u>Shopping Centers:</u> especially centers with businesses where non-motorized customers might be expected (restaurants, bookstores, drug stores, etc.)		M
<u>Large Employment Businesses:</u> Factories, large office buildings, hospitals, government offices		E
<u>Bus Stops</u>		B
<u>Public Transit Facilities:</u> train/bus stations, airports		T
<u>Shared-use trail access / parking</u>		TA
<u>Other:</u> other known facilities expected to generate or attract non-motorized users		O

2.2 Analysis of Study Area		Explain as needed (attach additional sheet(s) if needed)
Using the map prepared in Section 2.1, and the resources suggested below, answer the following questions about the study area. [For State/District-wide or Division of Traffic Engineering projects with many locations use the "Multi-location Table" at: https://www.ct.gov/dot/lib/dot/bptna-table_multiloc.docx to answer questions marked with an (*)]		
a. * Referencing the CTDOT Interactive Bike Map located at: http://www.ctbikepedplan.org/interactivemap.html is this project located on the Connecticut Statewide On-Road or Off-Road Bicycle Planning Network?	Yes ☒ No ☐	Route 1 in Clinton is part of the State On-Road Bicycle Planning Network
b. * Have all existing bicycle, pedestrian and transit features within and just beyond the project limits (such as: features and ADA accessibility of existing bus stops, sidewalks, shoulder widths, bicycle markings/signs, shared-use paths, etc.) been identified and assessed for condition and need? (If assistance is needed identifying Transit requirements a request can be sent to: DOT.PTransBikePed@ct.gov)	Yes ☒ No ☐	
c. * Are there any areas of concern where physical impediments to non-motorized travel through the study area exist? Physical impediments can be excessive grade, limited width of roads/bridges, gaps or need for sidewalks (indicated by worn foot paths), utility poles or other appurtenances restricting access, etc.	Yes ☒ No ☐	Yes - The Route 1 Corridor Study (excerpts attached) detail the shortcomings of the bike/ped environment in this area of Route 1
d. * Is there any reason to anticipate an increase in travel by non-motorized and /or transit users through the project limits in the future?	Yes ☒ No ☐	
e. * Based on the U.S. Access Board's <u>Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)</u> , are there barriers to mobility inhibiting continuous access between schools, hospitals, senior care, or community centers, etc. for persons with disabilities that cannot be addressed in this project?	Yes ☐ No ☒	
f. * Is there a pattern of bicycle or pedestrian crashes within the project area? Crash information can be found by accessing the UCONN Crash Repository at (https://www.ctcrash.uconn.edu/).	Yes ☐ No ☒	

g. Does the project provide <u>unique or primary access</u> (defined as access which is not otherwise available within approximately one-half mile of the project) : • across a river, highway corridor or other natural and/or man-made barrier? • into or out of any of the bicycle and pedestrian generators listed above? • between communities?	Yes ☐ No ☒ Yes ☐ No ☒ Yes ☒ No ☐	
h. Is the project located near or provide new access or connectivity to state parks, forests or CT Designated Greenways? Information on State Parks, Forests and Greenways can be found at: http://www.ct.gov/deep/cwp/view.asp?a=2707&q=323852 and http://www.ct.gov/deep/parkmaps If yes, please notify the Trails and Greenways Program Coordinator at the Department of Energy & Environmental Protection, State Parks Division, by sending a location and description of the project to: deep.stateparks@ct.gov. This is for notification and not intended to be a formal review and /or concurrence.	Yes ☐ No ☒	The Clinton Segment of the Shoreline Greenway/Blueway is currently under consideration as a CT-designated greenway.
i. In accordance to the Complete Streets Policy, the Department will include non-motorized users in traffic counts to the extent possible. Has the existing pedestrian and/or bicyclist usage patterns within the project limits, particularly at intersection and midblock crossings, been observed / collected?	Yes ☐ No ☒	
j. Has there been any documented public concern or comments about non-motorized and/or transit needs in the area?	Yes ☒ No ☐	The Police (Traffic Authority) and the Selectmen's office have both documented numerous concerns. The Route 1 Corridor Study (excerpt attached) has also noted deficiencies.
k. Are there any comprehensive regional or local planning documents (such as Complete Streets Plan, Sidewalk Plan, Plan of Conservation & Development, etc.) that address bicyclists, pedestrian or transit user conditions within or proximate to the project limits? (Can usually be found on applicable website) Contact the RPO Coordination or Intermodal Planning units in the Bureau of Policy and Planning if assistance is needed.	Yes ☒ No ☐	A Route 1 Corridor Study including the Town of Clinton was developed by the RiverCOG in 2016. Copy at: http://www.rivercog.org/route1.html

SECTION 3: NON-MOTORIZED AND TRANSIT ACCOMMODATIONS			
Identify any non-motorized and/or transit user accommodations/improvements that may be considered as part of this project. This section is provided as a list of countermeasures that may be appropriate and is not intended to dictate what features should be included in the project design. [For State/District-wide or Division of Traffic Engineering projects with many locations answer this section by considering all sites as if they were one location]			
3.1 Pedestrian Facilities and Crossing Treatments		3.2 Bike Facilities (Cont.)	
a. New sidewalks	Yes ☒ N/A ☐	e. Signage and/or pavement markings	Yes ☐ N/A ☒
b. Pedestrian median crossing island	Yes ☐ N/A ☒	f. Bicycle parking, bike racks/lockers	Yes ☐ N/A ☒
c. Curb extension/bulb-outs	Yes ☐ N/A ☒	g. Trail Improvements, including parking	Yes ☐ N/A ☒
d. Reduced Corner Radius	Yes ☐ N/A ☒	h. Special height railings	Yes ☐ N/A ☒
e. Pedestrian bridge/tunnel	Yes ☐ N/A ☒	3.3 Bike & Pedestrian Treatments	
f. New or relocated unsignalized or mid-block crossing	Yes ☒ N/A ☐	a. Road diet	Yes ☐ N/A ☒
g. Enhanced illumination at pedestrian crossings	Yes ☐ N/A ☒	b. Narrowing travel lane width	Yes ☐ N/A ☒
h. Pedestrian signing and yield lines	Yes ☒ N/A ☐	c. Corridor-wide speed calming	Yes ☐ N/A ☒
i. Parking restrictions near crossings	Yes ☐ N/A ☒	3.4 Transit Facilities	
j. Pedestrian hybrid beacon [PHB; also known as the High Intensity Activated crossWalk (HAWK)]	Yes ☐ N/A ☒	a. New or revised bus stops	Yes ☒ N/A ☐
		b. Bus shelters	Yes ☒ N/A ☐
k. Rectangular rapid flashing beacon (RRFB)	Yes ☐ N/A ☒	c. Standing pads	Yes ☐ N/A ☒
l. Pedestrian fencing on bridges	Yes ☐ N/A ☒	d. New or revised crossing for bus stop	Yes ☐ N/A ☒
		3.5 Streetscape Elements	
3.2 Bike Facilities		a. Landscaping, street trees, planters, buffer strips, etc.	Yes ☒ N/A ☐
a. Dedicated bike lane or cycle track	Yes ☐ N/A ☒	b. Decorative lighting	Yes ☐ N/A ☒
b. Shared-used lanes	Yes ☐ N/A ☒	c. Public seating or benches	Yes ☐ N/A ☒
c. Shared-used path	Yes ☐ N/A ☒	3.6 Other (please specify):	
d. Wider shoulders	Yes ☐ N/A ☒		

Once completed this form should be signed, attached to the Preliminary Design Statement, and filed with the project documents in ProjectWise. If the answer to the question under Section 1 "Applicability" is "Yes", please email the link to the completed form in ProjectWise (or a PDF copy) to: CTDOT.BikePedReviews@ct.gov. Comments will be provided if necessary however, designers are not required to obtain concurrence to move forward with design. This form will be maintained and periodically updated by the Office of Strategic Planning & Projects in the Bureau of Policy & Planning.

Prepared By: Peter M. Parent, PE
Project Engineer - Print Name


Signature

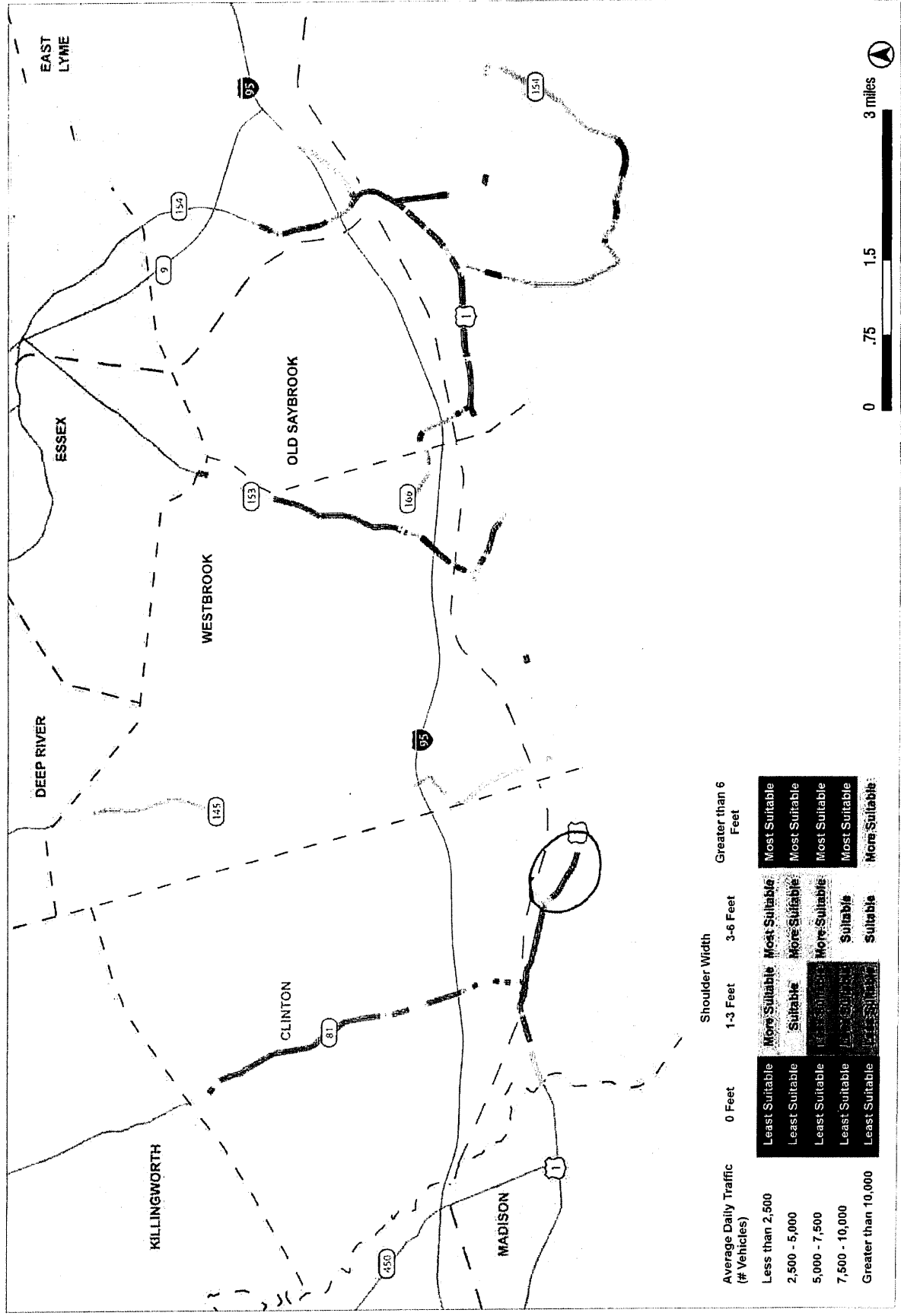
Date: 1-7-19

Approved By: John Guskowski
Project Manager - Print Name


Signature

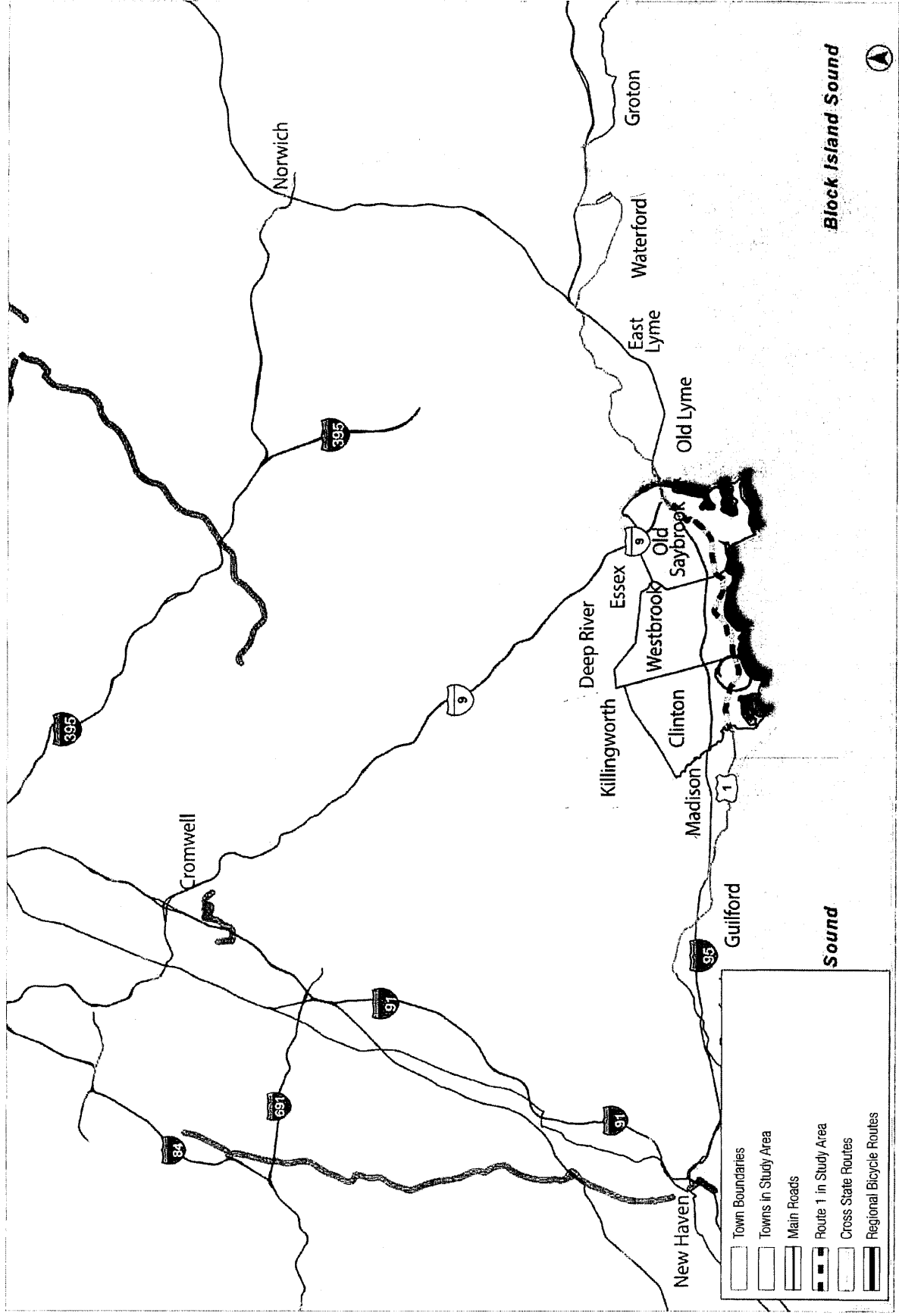
Date: Jan. 7, 2019

FIGURE 12: BIKABILITY INDEX



Source: Bikability Index Data - Connecticut Statewide Bicycle Map Website sponsored by CTDOT, 2009.

FIGURE 13: CROSS STATE ROUTES & REGIONAL BIKE ROUTES



Source: Biking Route Data - Connecticut Statewide Bicycle Map Website sponsored by CTDOT, 2009.

FIGURE 16: PEDESTRIAN ENVIRONMENT (PE) MATRIX

SEGMENT (west to east)	West Clinton Segment	Clinton Village Segment	Clinton East Retail Segment	Westbrook Marina & Beach Segment	Westbrook Town Center Segment	Westbrook East Segment	West/ Old Saybrook High School Segment	Central Old Saybrook Segment	East Old Saybrook Segment
LENGTH	3,880 ft .73 mi	5,789 ft 1.1 mi	7,614 ft 1.44 mi	7,776 ft 1.47 mi	6,389 ft 1.21 mi	6,531 ft 1.24 mi	8,185 ft 1.55 mi	5,883 ft 1.11 mi	8,028 ft 1.52 mi
SIDEWALK CONDITION Percent of total available sidewalk area within each segment (segment length x 2)									
SIDEWALK MATERIAL Percent of total existing sidewalk area within each segment (segment length x 2)									
PEDESTRIAN AMENITIES (Benches, Bus Shelters, Pedestrian Signage, Trashcans)									
PEDESTRIAN SAFETY # = Total crashes between 2009 - 2011 that involved pedestrians	0	0	1	0	2	0	0	3	0
CONNECTIVITY # = Total intersecting roads along road's edge # = Total driveways along road's edge # = Uninterrupted road's edge									

West Clinton Segment

This segment of the corridor is one which should act as a gateway into the town of Clinton from the west, from Madison and the Hammonasset Beach Connector. It should welcome home residents and present a positive first impression for new visitors of the town. While a strong pedestrian environment can create the type of vibrant street environment that would leave such an impression, the area has very little pedestrian accommodations or amenities. As illustrated in the PE Matrix, there are sidewalks along only about 20% of the road's edge in this area. The lack of a pedestrian environment as one approaches Clinton from the west creates an unwelcoming and slightly intimidating environment not only to those on foot, but also to motorists since there is no indication that you are about to enter the Town Center. There are few key attraction points in this area so there might not be a high demand for pedestrian facilities along this segment until you are closer to the approach to the Town Center.

Clinton Town Center Segment

Unlike the western approach to the town of Clinton, the Clinton Town Center District is a highly walkable with a very comfortable and friendly pedestrian environment. The segment includes almost 6 pedestrian amenities for every ¼ of a mile, which is more than any other segment along the entire study corridor. The PE Matrix emphasizes the fact that the segment which had the next highest number of pedestrian amenities was Route 1 East/ Westbrook Town Green with 1.73 pedestrian amenities for every ¼ mile.

The high prevalence of pedestrian amenities allows for continuity in the pedestrian network which is rare along much of Route 1. This continuity is further enforced by the fact that sidewalk exists along almost 75% of the road's edge, the large majority of which is in good condition. Another element which makes this segment especially unique within the study area is that this is the only place where the majority of the built environment along the corridor is pedestrian-oriented with liner buildings and parking placed in the rear of the lot. While there are a few other blocks where this occurs along the corridor, there is no other place where the sidewalk and the built environment work together to

create such a comfortable sense of enclosure as well as a keen sense of place, as the photographs depicted below.

As its name suggests, this segment largely exists within Clinton's Town Center, which includes a traditional downtown shopping area, the train station, and many of the town's civic activities. This explains the very comfortable pedestrian environment along this segment, which is necessary because of the large amount of foot traffic along with the high volume of automobiles that travels along this segment. The Town has ensured that these two modes coincide safely with one another by investing in infrastructure such as painted crosswalks and signalized crosswalks. So while there has been a fairly high frequency of small crashes within the segment, there have been none involving a pedestrian.

Clinton East Retail Segment

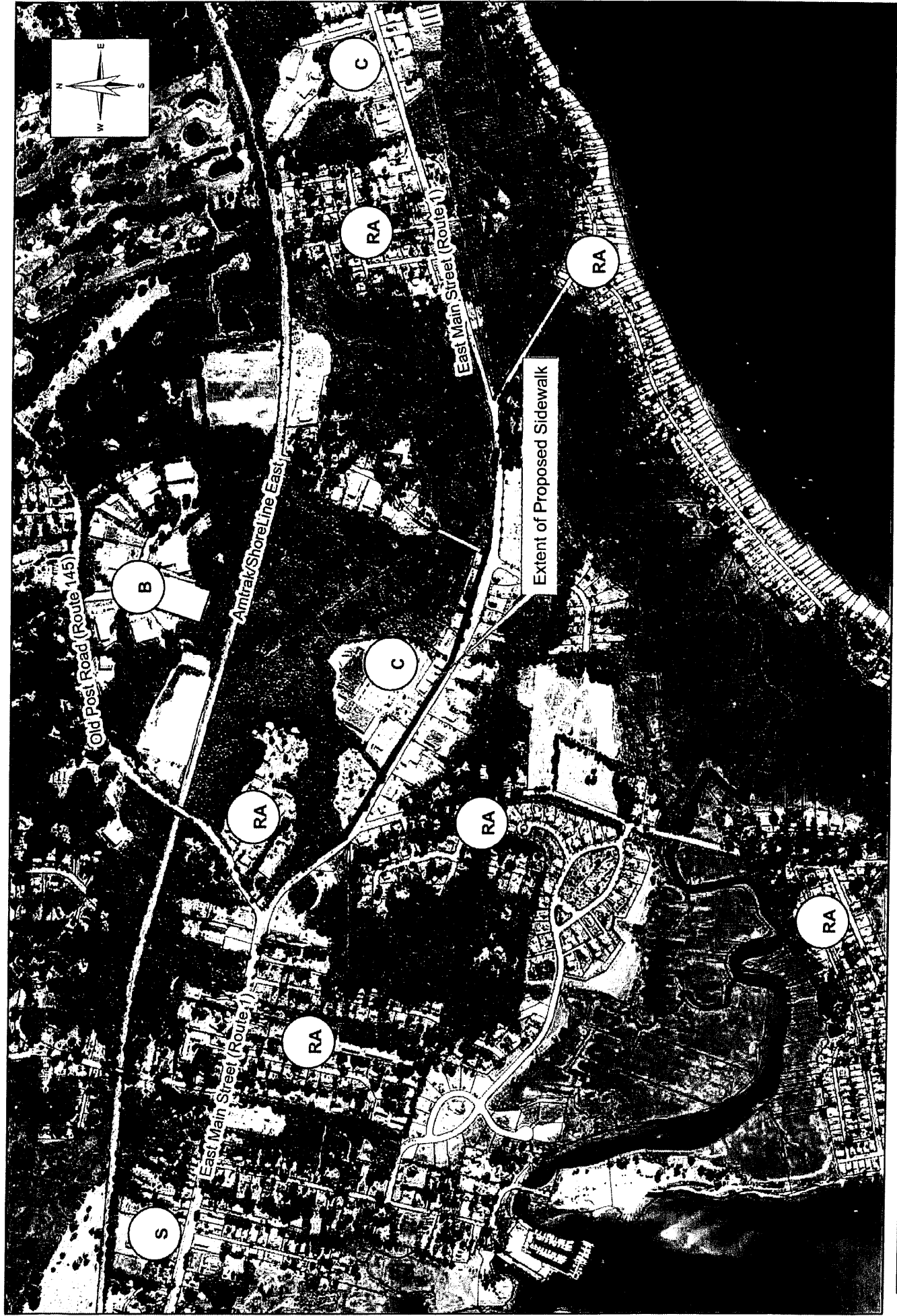
It's immediately clear from the PE Matrix that similar to the first segment in Clinton, this third and final segment has very limited pedestrian facilities. Less than 20% of its intersections have crosswalks, and only 9% of the road's edge contains sidewalks. The pedestrian environment within this segment is highly intimidating and threatening and the built environment is oriented to the automobile. For example, although there are two main shopping plazas, they have been designed with minimal architectural detail and have large setbacks with parking lots lining the right-of-way.

The differences between these three segments highlights a challenge described in Clinton's Master Plan, which is that the construction of the sidewalks in town has occurred without providing a more complete network for all of Route 1 in Clinton. However, the quality of the pedestrian network in the Clinton Town Center provides a great opportunity to continue to build the network and design stronger transitions and gateways from both directions.

Westbrook Marina and Beach Segment

This segment serves as a key gateway into the Westbrook Town Center and contains many boating businesses, recreational boating marinas,

Town of Clinton East Main Street Sidewalk Construction LOTICP: Bike/Ped Assessment



Map produced 12/26/18 by Town of Clinton. Map is for planning purposes and contains no authoritative positioning information. Map sources include Town of Clinton and UConn/CT Eco