Project 88-0180

Project No	Region	Route	Town	Description	Project Manager
0088-0180	09	I-84	New Britain	Pavement Preservation on I-84 EB & WB from MP 50.74 to 54.11 (New Britain Farmington)	Libatique, Sue

Phase	Year	FA CODE	TOTAL	FEDERAL	STATE	Fiscal Impact:	2010	2011	2012	2013	FYI
CN	2011	I-M	4,574,040	4,116,636	457,404		0	4,116,636	0	0	0

Revision Code 05-New project

amendment	Add CON into FY2011

0088-0180 CN **Phase Total:** 4,574,040 **Federal Share:** 4,116,636 **State Share:** 457,404

Region	FACode	Proj#	TempP#	AQCd	Rte/ Sys	Town	Description	Phase	Year	Tot$ (000)	Fed$ (000)	Sta$ (000)	Loc$ (000)	Comments	code for change
09	I-M	0088-0180		X6	I-84	NEW BRITAIN	I-84 PAVEMENT PRESERVATION	CON	2011	4,575	4,117	458	0	NEW PROJECT	5

Project 170-2993

Region	FACode	Proj#	TempP#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot$ (000)	Fed$ (000)	Sta$ (000)	Loc$ (000)	Comments	code for change
70	BRX	0170-2993		X6	VARIOUS	STATEWIDE	BR INSP ON/OFF FAHS BY STAFF	PE	2011	6,400	5,120	1,280	0	NEW PROJECT	5
70	BRX	0170-2993		X6	VARIOUS	STATEWIDE	BR INSP ON/OFF FAHS BY STAFF	PE	2012	6,600	5,280	1,320	0	NEW PROJECT	5

Project 170-2771

Project Description (short): 25 (30 Characters)	Pavement Mgmt. & Analysis
Project Description (long): 226 (254 Characters)	Pavement Management Analysis & Data Collection for NON-NHS Roadways. This project is for a 3yr. term from 12/02/2010 thru 12/01/2013. Previous project P/N 170-2759 expired 09/01/2010; however, is extended through 12/01/2010.

Justification: 326 (1333 Characters) Project Manager: **Leo Fontaine** Project Engineer: **Edgardo Block**	**Funding of Department's pavement management and analysis activities on non-NHS routes for FY2011 - FY2013. Project includes annual pavement condition evaluation and reporting, analysis of pavement performance trends and remaining service life, development of optimization tools for the rehabilitation and resurfacing programs**

Region	FACode	Proj#	TempP#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot$ (000)	Fed$ (000)	Sta$ (000)	Loc$ (000)	Comments	code for change
70	STPA	0170-2771		X2	VARIOUS	STATEWIDE	NON-NHS ROADWAY PAVEMENT MANAGEMENT ANALYSIS	PE	2011	1,100	880	220	0	NEW PROJECT	**5**

Project 170-2854

Project Description (short): 19 (30 Characters)	SAFETY IMPROVEMENTS
Project Description (long): 126 (254 Characters)	DESIGN OF TRAFFIC CONTROL SIGNALS APPROVED BY STATE TRAFFIC COMMISSION AND AT VARIOUS LOCATIONS FOR 8 CONSTRUCTION PROJECTS:

Justification: 340 (1333 Characters)	THE PROJECT IS FOR PRELIMINARY ENGINEERING INCLUDING SURVEY FOR THE DESIGN OF TRAFFIC SIGNALS STATEWIDE APPROVED BY THE STATE TRAFFIC COMMISSION. THIS PROJECT IS FUNDED WITH 100% FEDERAL FUNDS. THE CONSTRUCTION PROJECTS BEING DESIGNED UNDER THIS PE PROJECT ARE 171-340, 171-342, 172-384, 172-386, 173-402, 173-404, 174-346, AND 174-348.

Region	FACode	Proj#	TempP#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot$ (000)	Fed$ (000)	Sta$ (000)	Loc$ (000)	Comments	code for change
70	STPA	0170-2854		X3	VARIOUS	STTWIDE	DESIGN OF TRAFFIC SIGNALS @ VARIOUS LOCATIONS FOR 8 CONSTRUCTION PROJECTS.	PE	2011	800	800	0	0	NEW PROJECT	5

Project 170-2773

Project Description (short): 24 (30 Characters)	Sign Support Replacement
Project Description (long): 154 (254 Characters)	This project is for the replacement or repair of overhead sign supports the scope of which is beyond that which maintenance forces is able to accomplish.

Justification: 264 (1333 Characters)	**Overhead sign support inspections have revealed there are deficiencies in existing overhead sign supports and the scope of repairs is beyond that which maintenance staff is able to accomplish. The priority of locations is determined by the Office of Bridge Safety.**
Project Manager:	
Project Engineer:	

Region	FACode	Proj#	TempP#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot$ (000)	Fed$ (000)	Sta$ (000)	Loc$ (000)	Comments	code for change
70	NHS	0170-2773	0170-E198	X2	VARIOUS	STATEWIDE	REPLACE & /OR REPAIR OVERHEAD SIGN SUPPORTS.	PE	2011	2,000	1,600	400	0	NEW PROJECT	5

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

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

October 5, 2010

TO: Mr. Lyle Wray, Capital Region Council of Governments
Mr. Carl Stephani, Central Connecticut Regional Planning Agency
Mr. Peter Dorpalen, Council of Governments of the Central Naugatuck Valley
Mr. Jonathan Chew, Housatonic Valley Council of Elected Officials
Mr. Geoffrey Colegrove, Midstate Regional Planning Agency
Dr. Floyd Lapp, FAICP, South Western Regional Planning Agency
Mr. James Butler, Southeastern Connecticut Council of Governments
Mr. Richard Lynn, Litchfield Hills Council of Elected Officials
Mr. John Filchak, Northeastern Connecticut Council of Governments
Mr. Mark N. Paquette, Windham Region Council of Governments

FROM: Michael J. Connors
Transportation Assistant Planning Director
Bureau of Policy and Planning

SUBJECT: Federal Highway Administration (FHWA) Interim Guidance Functional Classification Review

Due to recent FHWA procedural changes for the Highway Performance Monitoring System (HPMS), the Department of Transportation (Department) has reviewed the State's roadway functional classification.

FHWA requires that all roadways now be categorized as one of seven functional classifications and the urban/rural designation be determined separate from functional classification. This requirement eliminates a change of functional classification when a roadway crosses an urban area boundary. For example, in the past, a roadway which was classified as a Rural Minor Collector would change functional classification to an Urban Collector when the roadway crossed into an urban area. Under the new regulation, the roadway would be classified as a Minor Collector in both the rural and the urban areas. The roadway portion within the urbanized area boundary would maintain federal funding eligibility as an urban collector.

The Department has reviewed the functional classification of the roadway segments affected by this new federal requirement. A list of recommended functional classification changes for your Region is attached. It is requested that each Region review their regional list and provide the Department with a written (electronic) concurrence. If the Region is in disagreement with the recommended functional classification change, the Region should provide the Department with justification for their recommendation.

There may be several roadway segments noted as "Needs Review." For these roadways, please provide your recommended functional classification change and explanation for your decision. Upon review by the Department, a mutually agreeable functional classification will be determined.

Regional concurrence on all functional classification change requests will be required prior to submittal to the FHWA regional office for federal approval or disapproval. The Department requests that all regional concurrences and/or recommendations be completed and electronically forwarded to the Department by **October 29, 2010.**

The link to FHWA's new guidance rules (http://www.fhwa.dot.gov/policy/ohpi/hpms/fchguidance.cfm) is provided for your information.

Please contact Mr. Justin Brunetti, Transportation Planner I, at (860)-594-2028 or justin.brunetti@ct.gov if you have any questions concerning this matter.

Enclosures

cc: Ms. Eloise Powell, FHWA
Mr. Kenneth Shooshan-Stoller, FHWA

Recommended Functional Changes as a Result of HPMS 2010 Regulation Revision for the Central Connecticut Regional Planning Agency

Planning Region	Town #	Town Name	Rd #	Road Name	Bgn Mile	Begin Description	End Mile	End Description	Current FC	New FC
9	17	Bristol		RTE 69	30.43	SHRUB RD	30.77	BRISTOL - BURLINGTON TL	Minor Arterial	Needs Review
9	20	Burlington		RTE 69	30.77	BRISTOL - BURLINGTON TL	31.34	BRADLEY RD	Minor Arterial	Needs Review
9	20	Burlington		RTE 69	31.34	BRADLEY RD	35.16	RTE 4(SPIELMAN HWY)	Major Collector	Needs Review

Proposed CT DOT Initiatives to Support Bicycle & Pedestrian Options

The Connecticut Department of Transportation is proposing to modify some of its policies, programs, and practices to be more supportive of non-motorized travel modes. The changes are part of the Department's efforts to develop a more balanced multi-modal transportation system, and to support state goals of livable and sustainable communities. With the changes, the Department will become more proactive in planning, designing, and funding programs and projects that make it safer and more convenient for residents to walk and bicycle in Connecticut.

To date, most of the advances in developing a more bicycle and pedestrian-friendly environment in Connecticut have come at the local and regional level. As progress has been made at those levels, the need for state-level planning and coordination has grown. Individual towns have completed sections of statewide multi-use trails within their respective towns, but critical gaps remain where special engineering challenges exist or where towns have been unable to build sections within their boundaries. Bicycle access and storage opportunities at transit centers and on transit vehicles vary from station to station and from transit operator to transit operator. Inadequate funding has also contributed to the slow progress of statewide trails and the provision of bicycle and pedestrian accommodations where needed. The proposed policy changes are intended to address these and related problems.

This initiative is not intended to be a comprehensive or all encompassing bicycle and pedestrian policy. Rather, it is intended to outline a significant shift in the Department's multi-modal strategy to one more supportive of bicycle and pedestrian needs. It is also intended to develop a more rational approach to identifying high priority state-level needs, and allocating scarce resources to meet those needs.

There are six changes the Department is considering. The six are listed below. What follows is a ***brief*** explanation of each. More detail will be provided in the individual draft policy statements or memos that will be made available shortly.

Proposed changes:

a. **DEP-DOT collaboration:** more collaboration between these two state agencies.
b. **STP-Enhancement funding:** reserve funds for state bicycle-pedestrian projects
c. **STP-Urban funding:** allow the use of Urban funds for bicycle-pedestrian projects
d. **DOT sidewalk policy:** allow funding of sidewalks where appropriate & financially feasible
e. **Design manual:** revise manual to fully address bicycle-pedestrian needs
f. **Quick fix program:** initiate new program to quickly respond to small bicycle/pedestrian mobility problems

DEP-DOT Collaboration

The CT Department of Environmental Protection (DEP) and the CT Department of Transportation have a common interest in bicycle and pedestrian issues. For example, DEP administers a recreational trail program that includes hiking trails as well as multi-use trails, and DOT administers the STP-Enhancement program that can be a source of funds for multi-use trails. It is to the benefit of both agencies to collaborate on how to develop and complete a statewide trail system, as well as other efforts to increase opportunities for walking and biking in Connecticut.

It is proposed to foster more collaboration between the two agencies by identifying common interests and developing ways to jointly advance those interests. The initial effort will be focused on filling critical gaps in the statewide trail system.

STP-Enhancement Funding

The current practice allocates all STP-Enhancement funds to regions to be used for a variety of projects types such as streetscapes, historic preservation of transportation facilities, and bicycle and pedestrian projects. The Department proposes to change this approach to reserve at least 50 percent of the funds for bicycle and pedestrian projects that are of statewide significance. The Department would administer the dedicated funds and do project selection, provide nonfederal matching funds, and project management. Project selection would be done in consultation with DEP and other appropriate stakeholders. An important initial use for the funds would be to build multi-use trails that fill gaps in the statewide trail network. It will give the Department a dedicated source of funds to address critical bicycle and pedestrian needs that are difficult to resolve at the regional level.

STP-Urban Funding

The STP-Urban program is a federal funding program in which all the funds are allocated to the regional planning agencies and those agencies are responsible for project selection and program administration. The Department has not previously allowed the use of STP-Urban funds for bicycle and pedestrian projects. The Department proposes to amend this restriction and allow regions more flexibility to fund bicycle and pedestrian projects as appropriate. This will give regional planning agencies more latitude and financial ability to advance bicycle and pedestrian programs in their regions.

DOT Sidewalk Policy

The Department's current sidewalk policy allows replacement of existing sidewalks along state highways and local roads, but makes construction of 'new' sidewalks on state and local roads more difficult financially. It allows federal funds to be used for new sidewalks if the need for sidewalks is demonstrated, but it withholds state funds. Municipalities that want to add sidewalks must provide the full nonfederal share. This proposal would eliminate the extra municipal requirement, and construct the sidewalk using the federal/state/local cost sharing ratio that is the practice under the respective funding program.

The change in state match policy will not change the current requirement that municipalities must maintain sidewalks along state highways. Just as municipalities do not have the resources to remove snow and maintain sidewalks on local roads, the Department does not have the staff or resources to do snow removal and maintenance on sidewalks along state roads. Snow removal and maintenance responsibilities must be assumed by the municipality or the abutting property owner.

Design Manual

The Department is in the process of revising and updating its design manual. The revisions will be done to provide more guidance to designers on how to design facilities to accommodate bicycle and pedestrian travelers comfortably and safely. It will also encourage engineers to design streets that serve non-motorized travel as well as motor vehicles, and to strive to meet the goals of complete streets policies.

Quick Fix Approach

The Department is frequently asked to respond to complaints from cyclists and pedestrians regarding problems they encounter while traveling on state roads. In the past, the Department's response to such requests has been limited by financial constraints. The Department proposes to improve how it responds by developing a formal response policy and a committing to undertake a number of "quick fix" problem reviews and corrective actions. These low-cost quick-fix solutions will not be appropriate or sufficient for many of the problems identified. However, quick-fix solutions will be appropriate for some locations. It is expected that the Department will correct a number of such problems each year as part of its annual operating program.

REQUESTED CHANGES
(ACTION)

Region	FACode	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot$(000)	Fed$ (000)	Sta$ (000)	Loc$ (000)	Comments	code for change
09	SRSI	0110-0133	X6		PLYMOUT	PEDESTRIAN SAFETY IMPROVEMENTS	PE	2011	25	25	0	0	MOVE FROM FFY 2010 TO FFY 2011	1
09	SRSI	0110-0133	X6		PLYMOUT	PEDESTRIAN SAFETY IMPROVEMENTS	CON	2012	430	430	0	0	MOVE FROM FFY 2011 TO FFY 2012	1

CONCUR WITH ACTION: NAME _____ DATE 3 nov 2010

WILL REQUIRE FURTHER REVIEW: NAME _____ DATE _____

CODE KEY

- 01 Move projects from one year in the STIP to another year in the STIP
- 02 Fiscal constraint issues
- 03 Adjust existing projects for design schedule changes
- 04 Adjust existing projects for revised cost estimates
- 05 New Project
- 06 New Phase
- 07 Administrative Requirement
- 08 Delete phase
- 09 Delete project
- 10 Correction