

**Capitol Region Council of Governments**  
**241 Main St., Hartford, CT 06106**  
**Cost Review Sub-Committee Meeting**  
**Friday November 18, 2011**

**DRAFT until  
Endorsed by the  
Committee**

<b>Name</b>	<b>Organization</b>
Jon Colman	Bloomfield
Tim Bockus	East Hartford
Russ Arnold	Farmington
James Klase	Granby
Bob Lacourse	Hartford
Mark Carlino	Manchester
Jim Sollmi	Rocky Hill
Jeffrey Doolittle	South Windsor
Linda Farmer	Tolland
Terry McCarthy	Vernon
Duane Martin	West Hartford
Bob Jarvis	Windsor
Georgette Yaindl	Bike Walk CT

**Guests**

Jonathan Thiesse	Bloomfield
Michelle Lipe	South Windsor
Stephen McDonnell	Guest
Fran Armentane	Granby
Bradshaw Smith	Windsor/Citizen

**Staff**

Jennifer Carrier	CRCOG
Rob Aloise	CRCOG
Lia Huang	CRCOG
Karen Stewartson	CRCOG

- 1. Roll Call** – Jon Colman called the meeting to order at 10:05 am.
- 2. Public Forum** – No public comments were received.
- 3. Adoption of Minutes-** A motion was made by Jim Sollmi, seconded by Mark Carlino, to accept the May 23, 2011 meeting minutes. This motion was passed unanimously.
- 4. STP-Urban Program Financials**

Jennifer Carrier reviewed the current STP Urban Program including currently programmed FFY 2012- FFY 2015 projects. Ms. Carrier explained that ConnDOT has split the Preliminary Engineering or “PE” phase into a Preliminary Design (PD) phase and a Final Design (FD) phase. Jon Colman questioned whether this new system might affect project timelines. Ms. Carrier explained that ConnDOT does not feel this would result in any major

changes. Mark Carlino felt that adding in another sign off may prolong projects, which is contrary to the Every Day Counts initiative. ***CRCOG staff will coordinate a discussion with ConnDOT staff on this topic, and potentially discuss the issue further at an upcoming Transportation Committee meeting.***

Ms. Carrier also mentioned that there are over \$9m in projects on hold due to unresolved project complexities. Jon Colman recommended action on these projects and suggested a policy that sets a time limit to avoid future instances. Jeff Doolittle commented that there is a solicitation every few years, so the towns could reapply if a predetermined allotted time expires. Russ Arnold agreed that a policy is needed and added that these projects may already be in jeopardy of losing Federal funding. Mark Carlino noted that if local funding is an issue, at least (2) years may be needed to add a referendum. Jim Sollmi recommended outreaching to the communities to understand how much time the towns may need to move their projects forward. Mark Carlino suggested speaking to ConnDOT about reallocating more staff to the Project Development Unit in order to help move projects forward. ***A Subcommittee meeting will be scheduled to provide municipalities the opportunity to explain the project status and complexities faced, and allow the Subcommittee to consider policy regarding project schedules.***

Ms. Carrier explained the current 2011 solicitation is anticipated to represent the equivalent of between 2.1 and 2.5 years of STP-Urban funding, depending on the projects included.

## **5. 2011 STP-Urban Preliminary Project Ratings and Selection**

Rob Aloise provided an overview of the 2011 STP-Urban Solicitation process, and rating systems for the different project types. Mr. Aloise reviewed the Pavement Rehabilitation/Stand-Alone Sidewalk program ratings. Jennifer Carrier noted that South Windsor requested a review of the points received for the “Derived from a Corridor Study” category since the Buckland Road/Sullivan Avenue sidewalks were a recommendation from the Buckland Study. This revision resulted in a higher project rating, but did not change the project funding recommendations.

The Traditional Project recommendations were reviewed next. Linda Farmer asked for clarification on the “Leverages Other Finances” category. Rob Aloise explained that the purpose of this category was to aid projects that had other funding sources, but were not able to move forward. Points were awarded to projects that had other federal funds lined up and/or additional funds allocated by the towns. Jennifer Carrier added that the Transportation Committee felt that earmarks should be excluded from consideration for this category. Ms. Carrier continued that no projects received the full 5 points possible in the rating system; the rating criteria for this category may be adjusted in future solicitations.

Ms. Carrier informed the Subcommittee that Hartford is currently working on obtaining a resolution for the Albany Avenue/North Main Street Intersection Realignment Project. It was also noted that the West Hartford interchange project does require ConnDOT participation and therefore further discussion. The recommended program sets aside \$2.5m for this project. If the interchange project is unable to move forward, West Hartford’s Farmington Avenue Reconstruction project was also rated very highly and will be substituted.

Mr. Aloise reviewed the Bicycle and Pedestrian Project recommendations. Georgette Yaindl asked if the two Day Hill Road projects were related. Bob Jarvis explained that these were two separate sections of Day Hill Road.

Ms. Carrier summarized the five (5) Non-Traditional Project proposals received. Program recommendations include a Transit System Enhancement Study and an update to the ITS Strategic Plan and Regional Architecture, contingent upon ConnDOT providing the 20% match. Ms. Carrier indicated that two of the remaining three projects, the Putnam Bridge Sidewalk Approaches Study and further study of the Hartford Viaduct, ConnDOT has agreed to progress with other funding sources/initiatives. The remaining project, involving the Study and Preliminary Design of the Farmington River Trail extension through Canton and into Simsbury, will not be advanced by ConnDOT at this time.

**6. Revision to Total Program Award Amount-**

Jennifer Carrier explained that the target program amount for this solicitation was \$22.5m. Program award recommendations up to this amount include some larger, more complex projects. The Tolland and Vernon projects are smaller and potentially able to provide some scheduling flexibility. Additionally, late submissions scored highly and pushed these two projects outside of the recommended program for the original solicitation goal amount. Ms. Carrier asked the Subcommittee to consider including these two projects for a total STP-Urban Program amount of \$26.2m.

Jim Sollmi agreed that inclusion of these projects may be appropriate if the funds are available to do so. Jennifer Carrier explained that the last solicitation programmed \$24m in projects and only \$21m were able to move forward. Mark Carlino felt that it does make sense to include these projects because realistically not every project will be able to move forward. Including these projects now may avoid having another solicitation in the near term.

**7. Endorsement of Selected 2011 Projects into the STP-Urban Program**

Mark Carlino made a motion, seconded by Russ Arnold, to approve the recommended STP-Urban Program as presented including the Tolland and Vernon projects for a total program award amount of \$26.2m. The recommended projects are shown in the attached Table 1 followed by tables showing project ratings.

**8. Other Business** – No other business was discussed.

**9. Adjourn** – The meeting was adjourned at 11am.

**Table 1**  
**2011 STP-Urban Solicitation: Recommended Projects to be Funded**

Town	Project	Total Recommended Project Cost	Cumulative Total Cost	Comments
<b>Pavement Rehabilitation and Stand-Alone Sidewalk Projects</b>				
Glastonbury	Main Street Rehabilitation	\$845,000	\$845,000	Forwarded to ConnDOT for inclusion in FFY 2012 Program
Manchester	Tolland Turnpike Rehabilitation	\$845,000	\$1,690,000	Forwarded to ConnDOT for inclusion in FFY 2012 Program
Stafford	Set Aside	\$250,000	\$1,940,000	Approved by TC at November 7, 2011 Meeting
South Windsor	Buckland Road and Sullivan Avenue Sidewalks	\$840,000	\$2,780,000	
Granby	Route 10/202 Sidewalks	\$385,000	\$3,165,000	
Windsor	Day Hill Road Rehabilitation	\$845,000	<b>\$4,010,000</b>	
<b>Bicycle and Pedestrian Projects</b>				
Manchester	Hillstown Road and Spencer Street Improvements	\$560,000	\$560,000	
Bloomfield	Bloomfield Greenway Segment 1 - Phase A	\$550,000	<b>\$1,110,000</b>	
<b>Non-Traditional Projects</b>				
Capitol Region	Transit System Enhancement Study	\$500,000	\$500,000	
Capitol Region	ITS - Strategic Plan and Regional Architecture Update	\$200,000	<b>\$700,000</b>	Contingent upon ConnDOT providing 20% non-federal share
<b>Traditional (Reconstruction) Projects</b>				
Hartford	Albany Ave./N. Main St. Intersection Realignment	\$3,500,000	\$3,500,000	City resolution recently received
East Hartford	Brewer Street Reconstruction	\$2,480,000	\$5,980,000	
West Hartford	Park Road Widening and I-84 Ramp Reconfiguration	\$2,500,000	\$8,480,000	Town has another highly rated project that may be substituted
Farmington	New Britain Ave (Rt 177) Intersection Improvement	\$2,500,000	\$10,980,000	Approved for consideration by TC at 11/7/11 Meeting
Manchester	Middle Turnpike West Reconstruction	\$1,095,000	\$12,075,000	
Granby	Route 10/202, 20 and 189 Intersection Reconstruction	\$2,115,000	\$14,190,000	
South Windsor	Avery St Reconstruction (Kelly Rd S.to Orchard Hill Rd)	\$1,660,000	\$15,850,000	
Tolland	Tolland Green - Rt 195 & Rt 74 Corridor Improvements	\$2,500,000	\$18,350,000	
Vernon	South Street Reconstruction	\$2,040,000	<b>\$20,390,000</b>	

*Recommended Program Award      \$26,210,000 (\$21,048,000 federal)*

**2011 ELIGIBLE STP-URBAN PAVEMENT REHABILITATION/STAND-ALONE SIDEWALK PROJECT RATINGS**

Town	Project	Project Description	Pavement Rehabilitation Ratings					Preliminary Ratings
			Structural	Traffic Volume / Transit	Regional Sig.	Derived From Corridor Study	EJ	
			Stand-Alone Sidewalk Ratings					
			Fills Gaps and/or adds to existing Network	Safety/Traffic Volume/Transit	Regional Sig./Connect Destinations	Derived From Corridor Study	EJ/User	
<b>Pavement Rehabilitation and Stand-Alone Sidewalk Projects</b>			20 points	15 points	8 points	4 points	4 points	Total 51 points
Glastonbury	Main Street Rehabilitation	Mill 2" and pave 2" for 4,375' from Naubuc Ave. to East Hartford Town Line. Replace catch basin tops. Retain curbing.	20.0	15.0	7.0	0.0	0.0	42.0
Manchester	Tolland Turnpike Rehabilitation	Mill 3" and pave 3" for 3,750' from 150' east of Buckland St. to 500' east of Oak Forest Dr. Replace catch basin tops and perform minor driveway and sidewalk work. Replace loops detectors and install 2 ped signals. Reset existing curbing.	18.0	15.0	6.0	2.0	0.0	41.0
Stafford	Set Aside - Pending Transportation Committee Action (see memorandum dated October 28, 2011)							
South Windsor	Buckland Road and Sullivan Avenue Sidewalks	Proposed 2,660' of new sidewalk along the west side of Buckland Road, and short connecting segments along Sullivan Avenue, Community Road, and Ellington Road.	14.0	14.0	6.0	4.0	1.0	39.0
Granby	Route 10/202	Proposed 2230' of new sidewalk along west side of Route 10/202 from the Town Center to Salmon Brook Park. Provide short sidewalk connection along the south side of Route 189 from Route 10 to existing sidewalk.	11.0	15.0	7.0	2.0	2.5	37.5
East Hartford	Hillside Street Rehabilitation	Mill 3" and pave 3" for 2,350' from 800' north of Roberts St. to Burnside Ave. Repave bridge deck, replace joints and waterproof membrane. Minor sidewalk improvements, reset curbing and replace loop detectors and catch basin tops.	12.0	11.5	5.0	0.0	4.0	32.5
Windsor	Day Hill Road Rehabilitation	Mill 2" and pave 4" for 3,500' on eastbound Day Hill Road from approx. 2000' east of SR 187 to approx. 600' west of Prospect Hill Road. Replace bituminous curbing, catch basin tops, and loop detectors.	12.0	8.4	8.0	2.0	0.0	30.4
Farmington	Brick Yard Road Rehabilitation	Mill 1.5" and pave 1.5" for 6,525' beginning at Route 4 and continuing north. Replace catch basin tops and loop detectors. Retain curbing.	12.0	9.4	6.0	0.0	0.0	27.4
Wethersfield	Highland Street Rehabilitation	Mill and pave 4" for 3,500' from Thornbush Rd. to Rocky Hill Town Line. Provide spot subbase improvements, reset utilities and catch basins and replace bituminous curb.	12.0	8.7	5.0	0.0	0.0	25.7
Glastonbury	Main Street	Proposed 7,250' of new sidewalk along one side of Main Street from Whapley Road to Stockade Road. Sidewalk provides a new connection between "north" Glastonbury and South Glastonbury Center. Some retaining walls required.	12.0	8.9	4.0	0.0	0.0	24.9
South Windsor	Governor's Highway Rehabilitation	Mill 2", provide shim course of 1", and pave 2" for 2,600' on Governor's Highway from US 5 to Talbot Lane. Retain curbing. Replace catch basin tops. Nutmeg Rd is categorized as an Urban Local Road and therefore is ineligible for funding.	15.0	5.6	4.0	0.0	0.0	24.6
Rocky Hill	Falcon Ridge/Trinity Ridge Rehabilitation	Mill 2" and pave 2" for 4,985' from New Britain Ave. to Hayes Rd. Retain curbing. Drainage work to be completed by town prior to repaving. Retain curbing.	16.0	4.2	4.0	0.0	0.0	24.2
Enfield	Raffia Road Rehabilitation	Mill 2" and pave 2" for 4,000' from David Street to Post Office Road. Replace bituminous curbing. Retain existing drainage.	12.0	5.4	5.0	0.0	1.0	23.4
Wethersfield	Charter Road Rehabilitation	Mill and pave 4" for 2,500' from Maple Street to the Rocky Hill Town Line. Provide spot subbase improvements, reset utilities and catch basins, and replace bituminous curb.	12.0	5.4	3.0	0.0	2.0	22.4

**2011 STP-Urban Traditional Reconstruction Project Ratings**

Town	Project	Ratings										Preliminary Rating
		Structural	Traffic Improv.	ADT	Regional Sig.	Envir, Historic, ED	Municipally Owned Arterial or Collector	Sustain-ability	Derived From Corridor Study	EJ	Leverages other Finances	
		15 points	15 points	15 points	15 points	6 pts	10 points	17 points	4 points	8 points	5 points	
Hartford	Albany Ave./N. Main St. Intersection Realignment	7.0	13.0	15.0	12.0	4.5	5.0	7.0	4.0	7.0	2.0	76.5
East Hartford	Brewer Street Reconstruction	10.0	7.0	12.8	12.0	3.5	10.0	10.0	1.0	6.0	2.0	74.3
West Hartford	Park Road Widening and Improvements and I-84 Ramp Reconfiguration	5.5	14.5	15.0	15.0	2.0	10.0	7.0	0.0	2.0	1.0	72.0
West Hartford	Farmington Avenue Reconstruction (Whiting Lane to Quaker Lane)	4.0	12.0	14.7	11.0	2.5	10.0	9.5	0.0	0.0	1.0	64.7
Farmington	New Britain Ave (Rt 177) Intersection Improvement	5.0	12.0	15.0	12.0	3.5	5.0	5.5	4.0	0.0	2.0	64.0
Manchester	Middle Turnpike West Reconstruction	6.5	8.5	15.0	10.0	3.0	10.0	10.0	0.0	0.0	0.0	63.0
Granby	Route 10/202, 20 and 189 Intersection Reconstruction	3.0	10.0	15.0	15.0	3.0	0.0	10.0	2.0	0.0	2.0	60.0
South Windsor	Avery Street Reconstruction (Kelly Road South to Orchard Hill Road)	10.0	7.5	10.0	11.0	3.5	10.0	6.5	0.0	0.0	0.0	58.5
Tolland	Tolland Green - Route 195 & Route 74 Corridor Improvements	2.0	10.0	11.8	10.0	4.0	2.0	8.5	4.0	0.0	0.0	52.3
Vernon	South Street Reconstruction	9.0	8.0	6.1	8.0	0.5	10.0	9.0	0.0	1.0	0.0	51.6
East Hartford	Forbes Street Reconstruction	5.0	1.5	9.1	10.0	4.0	10.0	9.5	0.0	2.0	0.0	51.1
Glastonbury	Griswold Street/ House Street/ Harris Street Intersection Reconstruction	3.0	10.5	15.0	8.0	1.5	10.0	3.0	0.0	0.0	0.0	51.0
Windsor	Prospect Hill Road Reconstruction (Bent Road to West Street)	8.5	6.0	5.2	8.0	1.0	10.0	10.5	0.0	0.0	1.0	50.2
Rocky Hill	Bridge No. 118008 Reconstruction	15.0	2.0	4.3	7.0	2.0	10.0	4.0	0.0	1.0	1.0	46.3
Enfield	Abbe Road Reconstruction	9.0	3.0	4.8	7.0	1.0	10.0	4.0	0.0	0.0	0.0	38.8
Simsbury	Wolcott Road Extension	0.5	3.0	2.2	9.0	2.0	10.0	7.0	4.0	0.0	0.0	37.7

**2011 STP-Urban Bicycle and Pedestrian Project Ratings**

Project	Ratings					Preliminary Rating
	Fills Gaps and/or adds to Existing Network	Improves Safety / Transit Connections	Regional Significance / Connects Destinations	Regional Bike / Pedestrian Plan or other CRCOG Plans	Accommodates Special Users	
Manchester: Hillstown Road and Spencer Street	Eliminates 1,000 feet of gaps in existing sidewalk along Spencer Street and creates link to MCC and athletic fields 3	Pedestrians currently walking in Hillstown Road to/from MCC; defined 'foot-paths' exist; CT Transit serves Spencer St; Design would provide 5' shoulders 3	Connects MCC, Commerical Area, Charter Oak Greenway, Transit Service 3	Hillstown Road south of I384 is part of on-road network in CRCOG Bicycle / Pedestrian Plan 2	Serves Manchester Community College; Links with existing transit users; Charter Oak Greenway users 3	14
Bloomfield: Greenway Segment 1 (Phase A)	Establishes first leg of East Coast Greenway between Hartford and Simsbury /East Granby (.5mi/12mi) 2	Tariffville Rd route is narrow for bicycle travel and bicycles not permitted on Route 189 2	Light residential and commercial density; planned long term connection to Hartford 2	Recommendation in CRCOG Bicycle / Pedestrian Plan 3	Accommodates bicyclists who were not otherwise able to be safely accommodated on existing network 2	11
Windsor: Day Hill Road	Construct first leg of a proposed roadside system (3,000 feet of 13,000 feet) 1	CT Transit serves Day Hill Road, approximately 6 stops located on Day Hill Road; Improves bicycle mobility 2	Regional growth center; connects to major generators / employment centers 3	Sidewalks along Day Hill Road identified in CRCOG Bicycle / Pedestrian Plan; Identified as a municipal focus area in Regional POCD 2	Employees in Day Hill Corporate area 2	10

**Notes:**

To simplify the rating process, projects were rated on a scale of 1 (low) to 3 (high)