Town of Bloomfield  
Woodland Avenue Reconstruction

**Project Description:** The proposed project consists of the widening, pavement section reconstruction, and drainage improvements for approximately 5350 feet of Woodland Avenue in Bloomfield from approximately 600 feet south of Peters Road to approximately 650 feet south of Blue Hills Avenue. The project encompasses “T” type intersections with Peters Road, Mucko Road, and West Newberry Road. The area of the project is zoned for industrial development, and the adjacent properties are a mixture of undeveloped land, industrial development, less than 10 residences, and a high school at the northern end.

The existing roadway has a 60 foot wide right-of-way and 26 feet of pavement width constructed on a 37 – 38 foot wide “bed”, (from a grading standpoint, not a structural standpoint.) The proposed project would completely reconstruct the pavement to a width of 30 feet, (11’ travel lane and 4’ shoulder in each direction,) and keep all of the improvements and grading within the limits of this existing bed. Therefore, the horizontal and vertical alignments will very closely follow that of the existing roadway. Design parameters will be able to be met under these circumstances. Work outside of the bed is only anticipated at the four culverts and, potentially, at some existing driveways.

As alluded to above, there are three existing drainage culverts crossing the roadway within the project limits. All of the culverts are unlined corrugated metal pipes of significant age. Given the nature of the material and age, all will be replaced as part of this project. Due to development runoff constraints enforced by the Town, none of the replacement culverts will have to be upsized to meet design requirements. As a result, only minimal slope and channel improvements will be required, and these should be able to be accommodated with minimal grading rights. Roadway drainage will consist of approximately 50% sheet flow off of the roadway to lower adjacent properties, 20% new curb and inlet system, and 20% flowing into existing private drainage systems designed to accommodate such flow, and 10% sheet flow to water quality swale.

The location and the nature of the proposed improvements have been presented to the Town Wetlands Agent; and he is of the opinion that the project may be administratively permitted.

**Estimated Job Creation:** medium to high

**Project Cost Estimate:**

- **Total Construction:** $3,200,000
- **Inspection & Admin:** 320,000

**Total Participating Project Cost:** $3,520,000

**Project Time Targets:**

- Semi-Final (+ aspects of prelim. not covered in semi-final) submission: 15 Jun 2009
- Final Plan For Review submission: 01 Oct 2009
- Final Design submission: 01 Dec 2009
- Post-Final submission: 15 Jan 2010

**Municipal Commitment:** The Town has two options for authorizing funding for capital projects: 1) include the project in the annual Capital Improvement Plan that is approved with the annual budget; or 2) by special referendum. The Town Manager has committed to include this project in the Capital Improvement Plan for the upcoming budget year. In the event of cost increases, the Town is also committed to either reducing the project scope and/or funding the increase if other sources are not available. A contingency will be built into the authorization for such purposes.
March 3, 2009

Thomas Maziarz  
Director of Transportation  
Capitol Region Council of Governments  
241 Main Street, 4th Floor  
Hartford, CT 06106-5310

RE: Recovery & Reinvestment Act: Transportation  
2009 Arterial Improvement Project  
East Hartford

Dear Mr. Maziarz:

In response to CRCOG’s memo of February 27, 2009, the Town of East Hartford offers the following.

Project Scope: The Town of East Hartford has developed final design plans for the 2009 Arterial Improvement Project. The bid documents, plans and cost estimates are at the 90% stage of the project design process. The current project involves the pavement milling and resurfacing of approximately 2.6 miles of roads at a cost of $4.3 million (construction cost = $3,539,000 & incidentals 753,000). A set of the project documents will be submitted to CRCOG for informational purposes on March 4, 2009. The project includes the following roadway segments:

Roberts Street – Interstate 84 ramp to the vicinity of Olde Roberts Street = 3,432 LF 
Simmons Road – Roberts Street to 419’ south of Roberts Street = 419 LF 
Hillside Street – Roberts Street to 900’ south of Burnside Avenue = 2,318 LF 
Main Street – Maple Street to Sutton Avenue = 1,934 LF 
School Street – Burnside Avenue to Goodwin Street = 4,486 LF 

Total = 12,589 LF

In response to CRCOG’s recent recommendation, the Town is currently in the process of reducing the scope of the project. The revised project scope will include the resurfacing of the School Street and the Main Street segments noted above. The project will include pavement milling, pavement resurfacing, installation of traffic signal loops, installation of ADA complaint sidewalk ramps (where required), pavement markings, and isolated driveway apron replacements on approximately 1.2 miles of roadway.
Project Schedule: The Town’s final bid documents and construction plans for the reduced project scope will be completed by March 20, 2009. At that time, the revised project documents can be transmitted to CRCOG and DOT for review. The ultimate project schedule will be dependent on agencies other than the Town of East Hartford. The Town is willing to work all of the agencies in question but DOT’s schedule and process for the stimulus projects is unknown at this time.

Cost Estimate: The total cost of the project is estimated to be $2,260,000

Construction = $1,869,000
Construction Administration / Inspection = $ 391,000

Construction Personnel – Approximately 60 workers from various disciplines will be employed on the project. The workers will include construction inspectors, pavement milling crews, paving crews, concrete workers, general contractor personnel, traffic control personnel, testing personnel, line striping crew, etc. Various suppliers and services including truck drivers will be required to support the project.

Construction Funding: The Town is willing and able to fund the project if the Town receives $2,260,000 in reimbursement.

Cost Increases: The Town is willing to accept responsibility for cost increases on the project as it relates to the current design. The current construction costs are based on 2009 dollars under the assumption that economic stimulus projects were to be obligated during the upcoming construction season. Increased costs associated with DOT’s review and oversight as well as inflation will need to be evaluated.

Thank you for your assistance on this project. If you have any questions, do not hesitate to contact our office.

Sincerely,

Billy G. Taylor, P.E.
Director of Public Works

Crcog submission 030309
PINNEY ROAD RECONSTRUCTION

March 10, 2009

1. Project Scope:
   - Reconstruction and upgrading of approximately 1451’ feet of 26’ wide roadway to 32’ wide collector street standards.
   - This 1451’ foot of roadway upgrading will complete the reconstruction of a collector street across the southerly part of the Ellington, from Route 83 to Windsorville Road, a total distance of 2.18 miles.

2. Estimated Cost:
   - $675,440.00 including contingencies and incidentals.

3. Anticipated Job Creation:
   - 5 Jobs for 3 months

4. Time Targets:
   - Semi Final Plans are complete and ready to be submitted to the DOT Drainage on the project was completed by the Town in 2007.
   - The project has received approval of the Ellington Planning and Zoning Commission therefore it will be ready for construction upon final approval by the DOT.

5. Municipal Commitment:
   - The Town of Ellington is prepared to commit funding to this project with the expectation that reimbursement is returned expeditiously so that the Town of Ellington does not have to bond any funding.

6. Municipal Commitment Cost Increase:
   - The Town of Ellington is prepared to fund cost increases for this project.
   - The project’s scope can be reduced, if necessary, or be constructed in phases to accommodate funding.

Equal Opportunity Employer
Town of Enfield
Weymouth Road Reconstruction Project

Project Description

Weymouth Road is located in Enfield, Connecticut. This road is listed on the Federal Aid Network. The Weymouth Road Reconstruction Project consists of complete roadway reconstruction, including storm drainage and sidewalks. The project limits begin at the intersection of Steele Road and proceeds west 3,100 feet from the intersection. The proposed roadway will have a reconstructed width of 30 feet. Some sections will have a bituminous concrete curb and other sections are proposed without curbing for sheet flow runoff. The roadway reconstruction section is proposed to consist of 10” gravel subbase, 8” crushed stone base with 9 inches of pavement. A new section of sidewalk is proposed for the north side of Weymouth Road to connect existing walks to the west and east which leads to E.H. Parkman grammar school east of Steele Road.

Cost Estimate
Total Revised Construction Cost Estimate is $1,646,657. This cost includes 10% for incidentals and 21% for contingencies.

Jobs Created
* Based on The New England Council report entitled “Employment Impacts of Increased Highway Infrastructure Investment” dated December 10, 2008, the proposed project will create or retain approximately 43 jobs. However, to be conservative at least 20 jobs will be created or retained.

Time Table
At the present time Hesketh Associates has completed the plans, profiles and specifications in its entirety for Weymouth Road as part of the Town’s Road2005 program. This project can be immediately submitted to the CTDOT for their review and approval.

Municipal Commitment
The Town of Enfield is committed to funding the reconstruction of Weymouth Road using our present Roads2005 bond referendum with the stipulation the Town can submit for reimbursements on a monthly basis. In addition, the Town is willing to cover basic construction cost over runs.

Piya Hawkes, P.E.
Director Public Works
Enfield, CT.


“Over the past ten years the Federal Highway Administration’s (FHWA) Office of Transportation Policy Studies has calculated the employment generated from federal-aid highway projects. Initially conducted in 1997, these estimates have twice been updated, most recently in 2007. The FHWA currently estimates that 34,779 jobs (11,921 construction oriented jobs; 5,405 supporting industry jobs; and 17,453 induced employment jobs) producing employment income of $1.3 billion would be supported by each $1.25 billion in highway capital expenditure ($1 billion in federal aid equals 80% of the total project cost, including the 20% required state share increases the total to $1.25 billion). Thus, one job is supported for every $35,941 in federal and state spending on highway and bridge improvements.”

2 The 1997 analysis estimated that one billion dollars of federal-aid highway expenditures, combined with $250 million from the states, supported 19,584 construction oriented jobs; 6,939 supporting industry jobs; and 21,052 induced employment jobs (47,575). The analysis also estimated that the jobs supported produced employment income of $1.7 billion.
As part of the Town of Farmington’s Capital Improvement Plan, Town roads are scheduled for reconstruction or overlaid with asphalt based upon the roads condition, condition of the existing drainage, and its age. With obsolete drainage infrastructure, deteriorating pavement structure, and failing roadway subbase, Middle Road is overdue for reconstruction.

Middle Road has the unique distinction of being one of the few locally owned and maintained roadways that provides access beyond the limits of the Town of Farmington. In addition it is a major access point to the University of Connecticut Health Center from West Hartford and points east. This campus includes 224 hospital beds for care, 5000 employees and over 2 million square feet of building space in 39 buildings.

Recent traffic counts indicate that the Average Daily Traffic on Middle Road is just over 3,100 vehicles per day. This project proposes that Middle Road be reconstructed, 26 feet in width, from the intersection of Munson Road to the West Hartford Town Line for a distance of approximately 5,500 linear feet. The existing drainage infrastructure will be replaced and expanded in accordance with ConnDOT design and construction standards. No new drainage outlets are proposed and discharge rates under the proposed conditions are similar to existing conditions. As such, no DEP or Army Corp permits are required.

Permitting for this project has been acquired and includes a local wetlands permit for the disturbance necessary to replace the existing drainage outlets. The application was heard and approved at the January 12, 2009 Meeting. The project has also been submitted for review to the Department of Environmental Protection for a Natural Diversity Database Determination. Their review indicated that there is a record of a Species of Special Concern, the Jefferson Salamander, in the vicinity of the project area. Their recommendation to accommodate this potential species is that erosion and sedimentation control fence be installed prior to the salamander breeding season.

A Drainage Analysis and Design Report as well as Plans, specifications, and estimate have been developed in a format consistent with ConnDOT standards and can be transmitted to ConnDOT immediately for review and comment.

If this project were to be awarded through the American Recovery and Reinvestment Act, with construction Administered through ConnDOT, the Town of Farmington has ConnDOT Approved and Certified staff to inspect and administer roadway construction projects. A summary of recent ConnDOT projects inspected and administered and/or designed by the Town of Farmington includes:

<table>
<thead>
<tr>
<th>State Project No.</th>
<th>Description</th>
<th>Completed</th>
<th>Length (miles)</th>
<th>Cost</th>
<th>TOF Designed</th>
<th>TOF Inspected &amp; Administered</th>
</tr>
</thead>
<tbody>
<tr>
<td>51-263</td>
<td>Talcott Notch Reconstruction-LRARP</td>
<td>2007</td>
<td>0.13</td>
<td>$170,000</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>51-261</td>
<td>Farmington River Trail</td>
<td>2007</td>
<td>0.6</td>
<td>280,000</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>51-252</td>
<td>River Road Reconstruction</td>
<td>2006</td>
<td>1.1</td>
<td>3,300,000</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>51-254</td>
<td>Farmington River Trail</td>
<td>2006</td>
<td>0.6</td>
<td>1,400,000</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>51-006</td>
<td>Local Bridge Program</td>
<td>2006</td>
<td>N/A</td>
<td>158,000</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>51-251</td>
<td>Middle Road Reconstruction</td>
<td>2003</td>
<td>0.6</td>
<td>1,100,000</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

The Town currently has no federal or other priority project obligations that could impact project submissions, and the town commits to fully staffing this project as required to meet the required project schedule. This project has been included in the Town of Farmington’s 2010 budget, and can finance the cash flow at project startup, based on a signed State-Municipal agreement.

In summary, the Town of Farmington’s Middle Road Reconstruction project is at the Semi-Final/Final Design phase and is immediately ready to begin the DOT review process. The Town will commit all staff necessary to successfully navigate the review process.

Russell M. Arnold, Jr. P.E.
Director/Town Engineer
Department of Public Works
The project scope consists of pavement rehabilitation on Main Street, Glastonbury, between Naubuc Avenue and the East Hartford Town Line. The project limits include approximately 4,300 feet of a four-lane roadway with additional turning lanes present at several of the six signalized intersections within the project area. The area in question encompasses a commercial retail zone. Thus, traffic control will be an essential element of the construction contract. Average daily traffic within the project limits approaches 20,000. Night work may be required to limit impacts to businesses and avoid extreme traffic congestion.

Specific work is expected to include asphalt milling, paving, replacement of catch basin tops, and restoration of traffic signal function as made necessary by the project. Construction cost is expected to be $1,665,000.

Project duration and the jobs associated with such would be expected to last approximately two weeks. The total number of individuals working directly for the contractor for at least a portion of project duration is estimated at 25 workers.

Design plans and specifications would be completed by Town Engineering staff. Thus, time allocations required to retain a consulting engineer would not be necessary. Town staff has, in the recent past, prepared design plans and specifications for pavement rehabilitation projects funded under the STP-Urban Program. Therefore, there is familiarity with the degree of detail required by CONNDOT. Similarly, specification sections already exist for utilization in this design. Semi-final design plans and specifications could be completed by May 29, 2009.

Should this project be approved under the Recovery and Reinvestment Act, the Town of Glastonbury will appropriate construction funding in its entirety and subsequently seek reimbursement. Any project cost increase beyond the $1,665,000 estimated would be bourn by the Town.
TOWN OF GRANBY
GRANBY CENTER PEDESTRIAN IMPROVEMENT PROJECT
An American Recovery and Reinvestment Act Project Candidate

Town of Granby
15 North Granby Road
Granby, CT 06035

Project Scope
The Town will install 4,950 linear feet of 4.5’ wide concrete sidewalk along State Routes 10/202, and 20. Additionally, ten to twelve existing sidewalk ramps will be replaced with ADA compliant ramps employing truncated dome detectable warning panels. All work will be performed within the existing State rights-of-way. The current cost estimate using ConnDOT unit pricing and contingency factors is $515,000.

Job Creation Potential
This project will require contract labor for design, layout, staking, preconstruction staging, construction of walks, and post construction cleanup. Limited duration job creation is high.

Time table for semi-final plan submission to ConnDOT and final design within 10-months
Engineering and design review is estimated to take 180 days. This phase will include survey, engineering, and design, as well as submission to ConnDOT for review and comment. An additional fifteen days are allocated for public hearings and comment. Forty-five days are allocated for bid preparation and award. The total time table is within the 10 month criteria for project submittals.

Municipal commitment to up-fronting the construction monies (recovery and reinvestment monies will be on a reimbursable basis)
The Town is committed to providing all necessary up front financial support for this project.

Municipal commitment to funding any construction cost increases if necessary
All cost increases to the project will be reviewed for accuracy and applicability. If they are necessary and justified, the Town will fund them as needed.
# CITY OF HARTFORD PUBLIC WORKS

**March 12, 2009**

**Pope Common Streetscape and Pedestrian Safety Project**

## Overview

- Streetscape and Pedestrian Safety project on Park Street from Laurel Street to I-84/Parkway #4. Features include brick pavers, trees, decorative lights, and bus shelters. Also includes pedestrian safety features such as traffic calming, multi-purpose pedestrian pathway for walking and bikes, new crosswalks, and new signal with count down timers.
- Regional significance: Connectivity to DOT, Parkville Busway, and West Hartford Park Road
- Visible from I-84 by 150,000 vehicles per day. Currently blighted area will be transformed into an attractive destination.
- Economic development potential via the proposed Pope Commons Retail Mall.

## PLANS, SPECIFICATIONS, AND ESTIMATES

- Semi-Final plans completed December, 2008. Plans are in DOT format.
- Hartford engaged VHB Engineers, May, 2008 to develop design plans at city's cost ($180,000).
- Preliminary meeting / plan review has been conducted with DOT.

## STATUS OF PERMITS / LEVEL OF DOT OVERSIGHT

- No DEP, DOT Traffic, Flood Plain, or other State permits required.
- Minimal Drainage work involved: Limited to moving existing Catch Basins. No discharge to any DOT system
- Local Inland Wetlands permit has been applied for (expect administrative exemption due to minor impact within buffer zone only)

## TOWN EXPERIENCE WITH DOT PROCESS

- Hartford DPW is believed to have administered more DOT funded projects than any other municipality in CRCCG region. Historically 2 to 3 projects per year
- City hired VHB Engineers to ensure design is expedited and in accordance with DOT standards. VHB assisting with project administration.
- City proposes hiring consultant for construction inspection services.

## TOWN WORKLOAD

- Consultant services for design are completely funded and contracted to accommodate fast-track execution of design and DOT approvals. Consultant inspection is proposed.
- No workloads expected. City has 2 DOT projects currently in construction phase, therefore no impact on design schedule (Inspection for project #1 is by Consultant, and #2 by City Inspection)

## TOWN FINANCIAL COMMITMENT

- Hartford’s Financial Ordinances do not require a referendum or issuance of bonds for up-front costs, and the City has sufficient funds in contingency to up-front project costs.
- City Finance Department will create reimbursable cost center upon receipt of signed City-State Agreement.

## JOB CREATION POTENTIAL

- Pope Commons Streetscape
  - 23 construction FTE’s
  - 20 construction FTE’s
  - Permanent Retail Jobs
  - 40 Retail FTE’s
- Pope Commons Retail Project
  - 23 construction FTE’s
  - 20 construction FTE’s
  - 40 Retail FTE’s

## COMMUNITY BENEFITS

- Economic Development: Park Street is a unique cultural corridor. Pope Commons "Plaza" enhances Park Street's regional draw and create a visitor destination for unique retail and dining.
- Regionally Significant: Pedestrian Connectivity to DOT, Busway, Parkville Station. Linksage for bicycle via multi-use pathways created.
- Connectivity to West Hartford: A stated goal for both communities is to provide a seamless street appearance to promote regional small business development in Hartford and West Hartford.
- Synergy with Pope Park: The park master plan will be further enhanced by the proposed streetscape and pedestrian connectivity.
- Pedestrian Safety: Enhanced pedestrian safety features and connectivity will provide for a more walkable community and will reduce congestion and air pollution.
City of Hartford Traffic Control System Upgrade

March 4, 2009

1. **Project Scope and Estimated Cost** - *Project includes main components as follows:*
   - Furnish and install 215 Type 2070 controllers in existing Type 336 cabinets at $5000 each = $967,500;
   - Furnish and install controller firmware in 218 controllers (215 new and three existing Type 2070 controllers in the city) compatible with the controller and traffic control software item at $500 each = $109,000; and
   - Furnish and install upgrade or replacement of traffic control software to support the firmware provided at $50,000 to $200,000.
   - Total cost for citywide controller replacement and traffic control system upgrade is between $1.1M to 1.3M but it may be scaled down into phased deployment.

2. **Anticipated Number of Jobs Create**
   - A number of manufacturing jobs and local electrical contracting jobs will be created directly due to the project. In addition due to improved system performance and traffic signal coordination other economic and environmental benefits will be derived from the project.

3. **Time Targets for DOT Submission**
   - Preliminary Design Submission March 13, 2009
   - Semi Final Design Submission March 27, 2009
   - Final Design Submission April 24, 2009

4. **Hartford’s Commitment for Up Front Funding**
   - Hartford’s Ordinances and its Financial Management system do not require a referendum or bonds to be sold in order to up front the cost of the project. The City will appropriate funds from its contingency based on a signed City-State agreement. Reimbursements will be used to replenish the contingency fund as they are received.

5. **Commitment to fund Construction Cost Increases**
   Hartford considers this project a local priority and, as such, has some funding available in accounts for work to cover potential increases in construction costs that might arise.

*Other Information:*
   - No design plans necessary only specifications, typical detail and location plan.
March 2, 2009

Tom Maziarz, Transportation Director
Capitol Region Council of Governments
241 Main St
Hartford, CT 06106

Re: Recovery & Investment Act – Roadway/Infrastructure Potential Projects

Dear Mr. Maziarz:

The Town of Newington requests CRCoG to consider the repaving of Fenn Road as a potential project to be funded through the subject funding.

- **Project Scope and Estimated Cost:**
  Fenn Road is classified as a collector with an average daily traffic of 14,700. Our Pavement Management Program rates this road with an average of 61 and is an excellent candidate for a mill and overlay of 3-inches of bituminous pavement. We’ve estimated a cost of $800,000 for the entire length of 7,263 feet (Holly Dr to West Hill Rd).

- **Anticipated Number of Jobs Created:**
  Paving crew and truck drivers totaling to 12
  Design Consultant: 1 Engineer, 1 Inspector, 1 Secretary

- **Time Targets:**
  April 30’09 Select Design Consultant
  June 30’09 Submit Preliminary Design
  September 31’09 Submit Final Design
  February 2’10 Advertise project for spring construction

- **Municipal commitment to up fronting construction monies:**
  Newington will pursue this commitment upon receiving indication from CRCoG that the project has been approved for funding.

- **Municipal Commitment to Funding Any Construction Cost Increases if Necessary**
  Newington will pursue this commitment upon receiving indication from CRCoG that the project has been approved for funding.

Thank you for the consideration of this project.

Sincerely,

Anthony Ferraro, P.E.
Town Engineer
AF/crd
Cc: Edmund Meehan, Town Planner
Arthur Hanke, Zoning Enforcement Officer
Town of Simsbury

Candidate Project for Economic Recovery & Reinvestment Funds
Farmington Valley Greenway – Surface Rehabilitation
Sections SI - 2,3,&4 and FA - 1,2,&3

Project Scope
The Farmington Valley Greenway is a 22 mile multi-use trail serving the six towns of Farmington, Avon, Simsbury, Granby, East Granby and Suffield. The greenway forms the northern Connecticut portion of the Farmington Canal Heritage Trail, which, when complete, will provide a bike/ped trail from New Haven, to CT to Northampton, MA. The trail provides an important mode of non-vehicle transportation for work, shopping and recreation trips. In addition, the trail is a designated component of the East Coast Greenway. The purpose of this project is to rehabilitate the pavement surface; replace deficient and worn signage, pavement markings and fence; and add directional/informational trailside kiosks. This project is for the oldest trail sections in Simsbury and Farmington; these sections, totaling 4.73 miles, are approaching 15 to 20 years old.

Cost Estimate
The total revised cost estimate is $1,395,000. This cost includes 10% for contingencies and 21% for incidentals.

Job Creation Potential
The project is considered at a medium level; and, is estimated to create 30 jobs over the course of the work. Work will include pavement placing and milling, landscaping, fencing and carpentry. Secondary jobs will also be created for materials production.

Time Table
Base plans and specifications are available electronically. Final construction notes and details can be submitted to the DOT within 2 weeks of project selection. We are prepared to expedite incorporating DOT comments into the project plans for Final Plan Approval well within the 10 month time schedule. Design work is being completed by the Town’s of Farmington and Simsbury in a cooperative venture.

Municipal Commitment
The towns have identified funding for this project in their respective Capital Improvement Programs. Farmington and Simsbury will not have to bond any funding, provided that reimbursement funds are expeditiously returned over the course of the project.

Municipal Commitment to Cost Increases
The Towns are prepared to fund cost increases for this project. The project’s scope can also be easily modified, if necessary.
Project Scope and Estimated Cost: The project includes replacement of the 75-foot span bridge with 20-foot road width over Stony Brook (designated as functionally obsolete under the Federal Local Bridge Program) with a 96-foot span bridge with 28-foot width along with reconstruction of 300 feet of road on each side of the bridge. Estimated project cost for construction starting this year is $2,421,000 composed of 1,819,000 construction estimate, $182,000 contingencies and $420,000 incidentals.

Job Creation Potential: Medium

Time Targets for Submittal to DOT: The project is essentially at the final design stage with the 90% submittal to DOT made in October 2007. Submittal of the 100% design awaits the DEP approval of the Flood Management Certificate. Rights-of-Way and easements have been secured and the Inland Wetlands permit obtained.

Municipal Commitment to Up-fronting Construction Moneys: Presently, the Town has $940,000 in place (80% reimbursed under the Federal Local Bridge program). To finance project increases over time (initial work started in 2004), a request has been presented to the Advisory Commission on Capital Expenditures to increase total funding for FY 09/10 to $2,440,000 ($488,000 local share), which will likely be approved in the town budget process with stimulus money funding the local share. Without outside funding of the local share, due to the economic situation it is unlikely that this project will be funded for FY 09/10.

Municipal Commitment to Funding any Construction Cost Increases: The Town is committed to funding any cost increases associated with the project.
Town of Tolland

Old Stafford Road Pavement Rehabilitation

Project Scope and Estimated Cost – Pavement Rehabilitation for Old Stafford Road from Dunn Hill Road to the Ellington Town Line, approximately 21,500 feet. Old Stafford Road is the only local Road in Tolland on the Federal Rural Collector system that is not a state road. It provides a direct link from the center of Tolland to those homes located in the North and North Central Portion of town as well as regional function connecting Stafford Springs to Tolland and consequently Interstate I-84. The local capital improvement plan has over the years done a far amount of reconstruction of portions of the road as well as installation of underdrain and storm sewers. Rapid residential growth in this area of town has generated increased traffic volumes and a high percentage of commercial trucks to support this growth. The pavement surface has suffered as a result and this project is intended to address that. The estimated cost using the spread sheet provided by CRCOG and submitted in early January is $2.5 million.

Anticipated # of Jobs created – The execution of this project will not result in the creation of permanent positions, however it is anticipated that a work force of 6 to 10 people will be needed for several months to complete this work

Time Targets for submitting plans to CT DOT – 3 months to submit semi-final plans with completion of contract documents for bidding in December 2009.

Municipal Commitment – Tolland will be able to upfront the periodic payment of cost of construction provided reimbursement from the ARRA is received within 60 days of such payment.

Municipal Commitment to fund construction cost increase- Tolland is not in the position to fully fund construction cost increases, but would however be willing to reduce the scope of the project (eg. Reducing the length of the project) to accommodate increases beyond the budget.
**Project Scope and Estimated Cost:**

The Reconstruction of Prospect Street and Gaynor Place consists of pavement and traffic safety improvements from a point on Prospect Street approximately 100 feet of Ward Street to East Main Street for a length of 2,940 feet and the entire length of Gaynor Place for a distance of 660 feet. Specifically it will consist of full depth pavement reconstruction to the existing roadway widths. New concrete sidewalks and driveway ramps will be installed. Drainage improvements will include replacement of existing catch basins and replacement of an existing 24” aged clay trunk line in kind. Drainage has been designed in accordance with CDOT drainage manual. Several retaining walls currently in poor condition will be reconstructed or removed. Existing roadway grades will be maintained. A new water main will be installed by the Connecticut Water Company at their cost and Gas main relocations will be required again at the gas companies cost. This project does not require the purchase of any additional R.O.W.

The estimated construction cost is $2,700,000. A detailed breakdown of this cost has been previously forwarded to CRCOG.

**Anticipated # of Jobs Created:**

It is estimated that approximately 11 to 12 jobs will be created by this project.

**Plan Completion:**

Final plans can be completed and submitted within 2 to 3 weeks.

**Funding Commitment:**

This project is part of an $18,000,000 road bond program passed at a Town Wide Referendum. Monies are available for up fronting costs in advance of reimbursement and also available to fund any construction cost increases if this is necessary.
Town of West Hartford
Arterial Street Rehabilitation

The Town of West Hartford has 215 miles of West Hartford streets plus 15 miles of State owned roadways. There are 47 miles of streets on the federal aid transportation system. There are 24% of West Hartford Streets classified as poor condition, and the funding level for street reconstruction-rehabilitation is being reduced because of budgetary constraints. The Town of West Hartford has proposed the pavement rehabilitation of three sections of the arterial street system for funding under the 2009 Economic Stimulus Transportation funds. The three locations are:

1. South Main Street - from Newington Town Line to New Britain Avenue, length 4035 feet, area 17,230 S.Y. The street was reconstructed with granite curbing, concrete and a storm sewer system in 1970, and resurfaced in 1992. The roadway is one through lane and one parking lane in each direction, varying in width from 36 to 40 feet. The traffic volume is 10,700 ADT and part of the New Britain Avenue bus loop route 39W. The pavement is in fair and poor condition. There are two Town owned traffic signals with camera vehicle detection and one State owned traffic signal with loop detection. There are sidewalks on both sides of the street for most of the length and a school crossing guard at Elmsfield Street.

2. South Main Street - from Meadowbrook Road to Memorial Road, length1668 feet, area 9,265 S.Y. The street was reconstructed with granite curbing and an extended concrete base in 1990. The roadway is two through lanes in each direction, with no parking, varying in width from 40 to 60 feet. The traffic volume is 18,200 ADT and is part of the Hartford-WestFarms bus route 64. The pavement is in poor condition with intersection pavement shoving, longitudinal and transverse cracking. There are concrete sidewalks on both sides serving West Hartford Center and a church. There are two Town owned traffic signals with camera vehicle detection and no loop detection system. The project connects to a Town initiated project to provide left turn lanes on all approaches of the intersection of South Main Street, Park Road and Sedgwick Road, and the recently completed Blue Back Square development project. There is an extensive storm drainage system, sanitary, water, gas, power, and communication systems, both underground and above ground.

3. Asylum Avenue - from North Main Street to Trout Brook Drive, length 2418 feet, area 10,995 S.Y. The street was reconstructed in 1994 with granite curbing and flexible stone base. The width is a uniform 40 feet, with two through lanes and a parking lane. The traffic volume is 8,500 ADT and is part of Hartford-Bishop Corner, North Main Street route 72C. The pavement is in poor condition with raveling and major cracking. These are two Town owned signals, both with camera detection. The roadway serves as an alternate route to Albany Avenue Route 44 from Hartford to Bishop Corner and the Farmington Valley. Other sections of Asylum Avenue have recently been reconstructed with traffic islands, but these traffic calming features are not proposed for this project.
The Town of West Hartford has proposed the installation of 36 handicapped sidewalk ramps at intersections along Quaker Lane South, from Flatbush Avenue to Park Road.

Quaker Lane South is a heavy pedestrian route serving a dense residential population with poorly identified bus stop locations and sidewalks which are in need of repair. At Flatbush Avenue there is a medical facility, mid project is a church and at the end of the project is Park Road, an active commercial area. These areas can be better served with small bus shelters. Quaker Lane South has been designated as the major north south cyclist route, with recently added edge lines and sharrows. There are two crossing guard locations for elementary schools and is a designated school walking route.

The bus route is route 69 serving Elmwood Center and Capital Avenue in Hartford. Sidewalk easements may be required to replace some of the ramps. No permits are necessary.

The Town has received numerous requests for handicap ramps along this section of Quaker Lane South. The Town maintains 245 miles of sidewalks on a complaint basis with a budget of $245,000 which will be reduced this year. Typical complaints wait 3 years to be addressed. The Town’s Sidewalk Program can not fund the installation of handicap ramps on Quaker Lane South.
Town of Wethersfield  
Goff Road Reconstruction / Rehabilitation

- **Project Scope and Estimated Cost**

  Entire project is 2 phase roadway reconstruction/pavement rehabilitation project of portion of Goff Road between Wells Road (SR 175) and Nott Street at Rte 15. The “drainage” portion of work requires storm drainage installation and connection to state DOT system. This portion will be paid for by the Town using LOCIP and CIP funds, is located along the north edge and off the pavement, and will be let as a separate project. The “pavement rehab” portion to be constructed using CRCOG Stimulus funding, will be set us as a typical STP Pavement Rehab project. The work will include milling and overlay, and catch basin top replacement. No sidewalk work or roadway widening involved. Work will be essentially within the curb limits which exist. No DOT drainage work is involved. There are no wetlands or floodplain involved. The total project length is about 2683 lf and estimated at $2.5 million.

- **Anticipated # of jobs created**

  It is estimated at least 12 full time jobs would be created for the construction, layout, trucking, office admin work related to this project, and would last 6-8 months duration.

- **Time targets for submitting semi-final plans to ConnDOT and completing design within 10-months**

  PD plans are being developed to DOT standards. All survey, plan and profiles are completed. Estimate sheets remain. Pavement analysis by VHB completed. Semi final plans would be available within 45 days. Final PS&E would be available within 45 days of DOT approval.

- **Municipal commitment to up-fronting the construction monies (recovery and reinvestment monies will be on a reimbursable basis)**

  Town Manager and Finance Director are on board and have been advised of potential to upfront the funding.

- **Municipal commitment to funding any construction cost increases if necessary**

  Town has committed $600,000 toward its portion of this project. Cost increases will be dealt with by reduction of scope limits to match the funding.