



SCCOG LOTCIP 2022 SOLICITATION OVERVIEW

Jim Butler, AICP – Executive Director – SCCOG

Kate Rattan, AICP – Transportation Program Manager – SCCOG

Christopher Granatini, PE – Project Director – Tighe & Bond

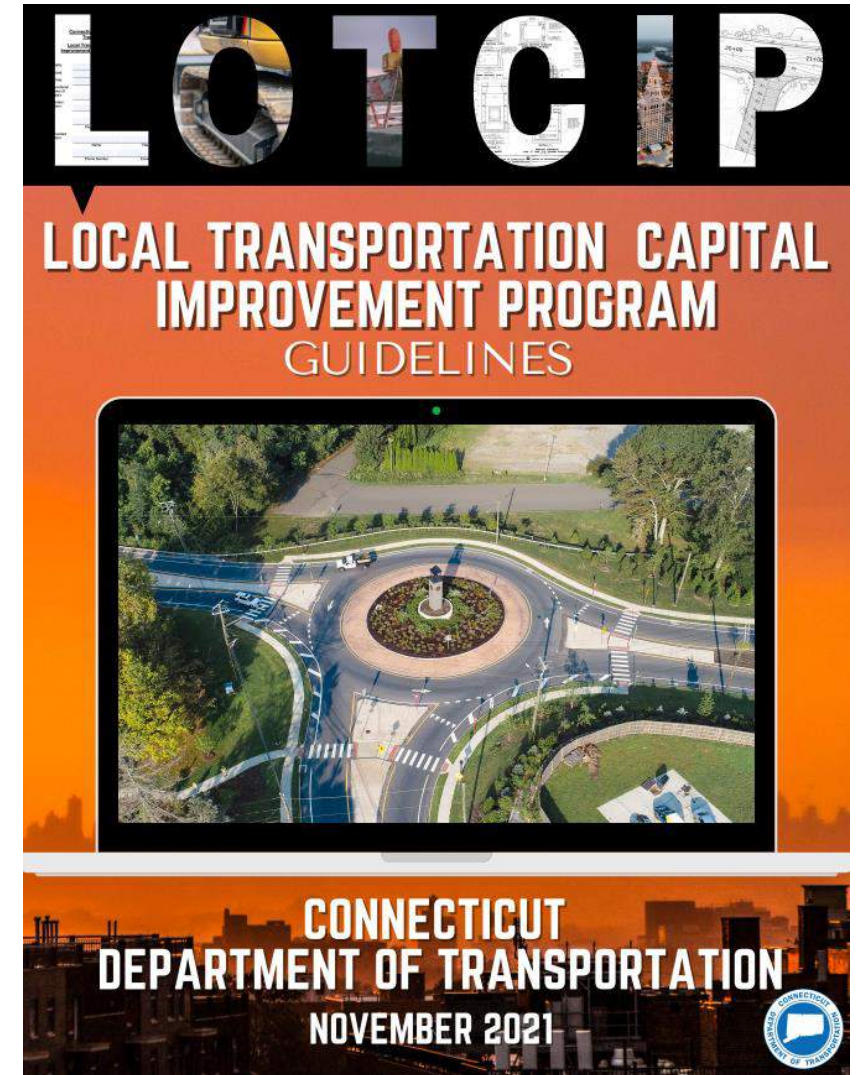
Craig Yannes, PE, PTOE, RSP1 – Project Manager – Tighe & Bond

LOCAL TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM (LOTICIP)

- Municipalities fund 100% of design costs
- State funds 100% of construction including additional 20% for C&I
 - 10% construction contingency for costs of construction changes
 - 10% incidentals for municipal construction administration and observation
- SCCOG has **\$9,402,241** in LOTICIP funding available through FY23
 - \$4,340,000 allocation per year
 - Seeking to identify \$10 million in projects
 - Projects not selected during this solicitation to be considered in future funding years
- Projects that may be more appropriately funded by another funding source will be identified after Phase 1 and SCCOG will communicate this to the submitting municipality

PROJECT ELIGIBILITY AND SOLICITATION PROCESS

- Refer to the 2021 CTDOT LOTCIP Guidelines for eligibility requirements
- Projects must exceed minimum estimated cost of \$300,000
- Alternate funding will be investigated for projects in excess of \$3 million
- **Two-Phase Solicitation Process**
 - Phase I: Pre-Application Submission
 - Phase II: Complete LOTCIP Funding Application
- **Note: If a Municipality has a Complete LOTCIP Application ready for submission, that can replace your Phase I Application and will be reviewed with the other submissions**



SOLICITATION SCHEDULE

Date	Activity
April 20, 2022	Pre-Application Solicitation Issued by SCCOG
April 27, 2022	Pre-Application Presentation by SCCOG
May 20, 2022	Pre-Application Submission Due to SCCOG (4pm – email submission only)
June 7, 2022	Executive Committee Consideration of Pre-Applications
June 15, 2022	Notification of Eligible Projects Selected for Phase II Full Application
September 1, 2022	Full LOTCIP Applications Due to SCCOG (4pm – email submission only)
November 1, 2022	Endorsement of LOTCIP Applications by Executive Committee
November 16, 2022	Endorsement of Projects by SCCOG

- **Send Phase I and II Applications to:**
 - Kate Rattan, Transportation Program Manager, SCCOG, (krattan@seccog.org)
 - Craig Yannes, Project Manager, Tighe & Bond, (cdyannes@tighebond.com)

QUESTIONS ON OVERVIEW





PHASE I PRE-APPLICATION SUBMITTAL AND REVIEW

PHASE I: PRE-APPLICATION ITEMS

1. LOTCIP Application Cover Page and Section A Item 1 (Project Type)



**Connecticut Department of
Transportation**
**Local Transportation Capital
Improvement Program Application**



Municipality:

COG:

Route/Road:

Project Title:

Roadway Functional
Classification (if
applicable):

COG Contact
Information:

Name

Title

Phone Number

Email

Municipal Contact
Information:

Name

Title

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 L

☐ Bridge Rehabilitation/Replacement
Provide additional information as required in section M

☐ Major Drainage Improvement
Provide additional information as required in section N

☐ Pavement Structure Improvement
Provide additional information as required in section O

☐ Traffic Signal Replacement/Upgrade/New Installation/Coordination
Provide additional information as required in section P

☐ Other (please specify):
Provide additional information as required in section Q

PHASE I: PRE-APPLICATION ITEMS

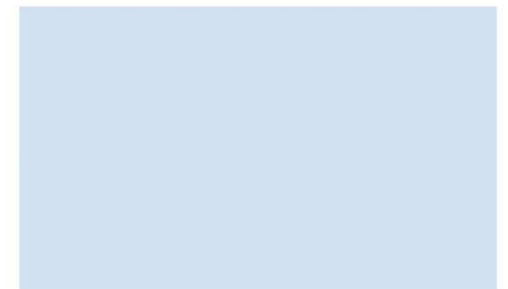
1.(cont.) Section A. 2 (Purpose & Need) & 3 (Project Description)

- Purpose & Need is the most important element of the pre-application process
- “Project Need” is an identified transportation deficiency or problem
- “Project Purpose” is the set of objectives that will be met to address the deficiency
- Deficiencies may include issues related to safety, the environment, congestion and traffic operations, access/mobility, equity, pavement conditions, etc.
- Connect project to surrounding key elements/developments & SCCOG and Local Municipal Planning Studies (See Requirements 5 through 7)
- Submit an attachment if additional space is needed

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. (Attachments acceptable)



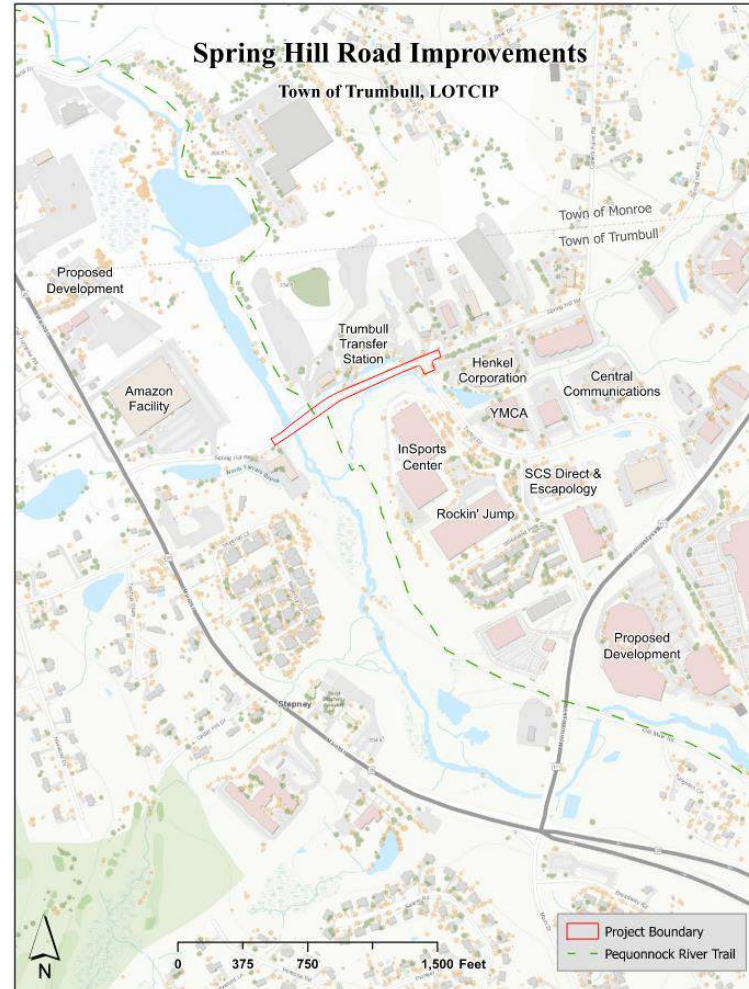
3. Provide a project description, including project limits and length, that specifically describe how the proposed improvements will correct the problem(s) identified in the purpose and need. Describe what alternative(s) were considered. (Attachments acceptable)



PHASE I: PRE-APPLICATION ITEMS

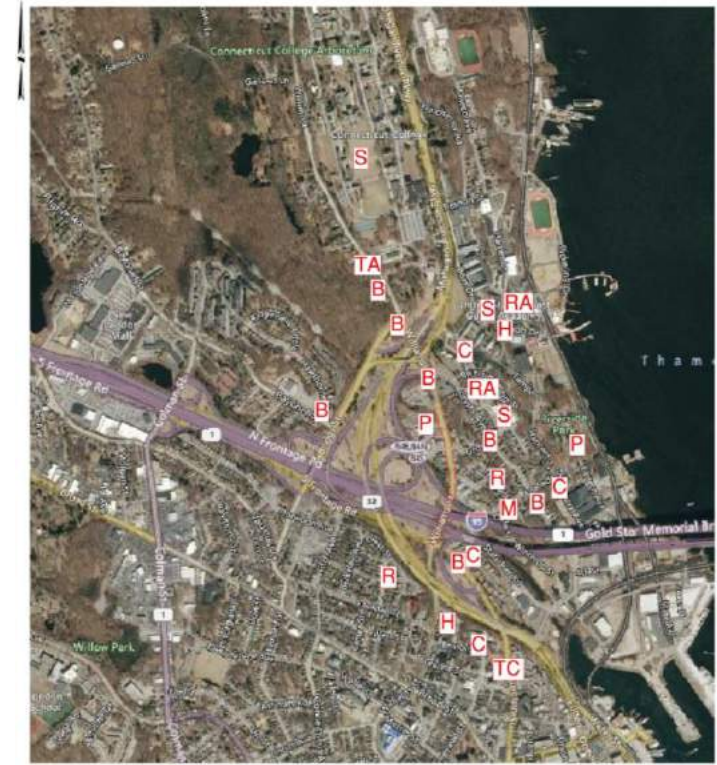
2. Site Location Plan

- Aerial or Map Background
- Define Project Location/Area
- Routes and Roadway Names
- Proximate Key Developments/Traffic Generators
- Coordinate with Plan for Bicycle & Pedestrian Travel Needs Assessment Form (See Requirement 3)



STUDY AREA MAP
WILLIAMS STREET IMPROVEMENT PROJECT
CITY OF NEW LONDON

R RESIDENTIAL AREAS
P PARKS
RA RECREATIONAL AREAS
C RELIGIOUS FACILITIES
S SCHOOLS
H HEALTH/MEDICAL FACILITIES
TC TOWN CENTERS
M SHOPPING CENTERS
B BUS STOPS
T PUBLIC TRANSIT FACILITIES
TA SHARED USE TRAIL ACCESS/PARKING
PROJECT LIMITS - - - - -



PHASE I: PRE-APPLICATION ITEMS

3. CTDOT Bicycle and Pedestrian Travel Needs Assessment Form (BPTNA)

- Use form to complete all sections that apply
- Include explanations and attachments as needed
- Coordinate Study Area Map with Site Location Plan (See Requirement 2)
- Note: Do not submit form to CTDOT at this time (as indicated on the form)

2.2 Analysis of Study Area		
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 BPTNA Table" at: https://portal.ct.gov/DOI/PP_Policy/Documents/BikePed_Dashboard to answer questions marked with an (*)]		Explain as needed (attach additional sheet(s) if needed)
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 ☐	
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 ☐	
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 Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) , are there barriers to mobility inhibiting continuous access between schools, hospitals, senior care, or community centers, etc. for persons with disabilities that <u>cannot</u> 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 ☐	

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 ☐
k. Rectangular rapid flashing beacon (RRFB)	Yes ☐ N/A ☐	b. Bus shelters	Yes ☐ N/A ☐
l. Pedestrian fencing on bridges	Yes ☐ N/A ☐	c. Standing pads	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 ☐		

PHASE I: PRE-APPLICATION ITEMS

4. Order of Magnitude Cost Estimate

- Include as much detail as feasible / major items
- Cost Range is acceptable (Itemized Breakdown not required)
- Use Rounded Lump Sum and Approximate Unit Prices – Refer to:
 - CTDOT 2021 Estimating Guidelines (Section 5)
 - Recent Municipal & CTDOT Bid Results
- Include Additional 20% for Minor Items/Contingency
- Include Inflation of 3.5% per year to Projected Construction Year(s) (7% to 2024 Const Year)

B. Retaining Walls

The average unit costs are based on lump sum costs for wall divided by the area (length times height, measured from the top of footing to the top of wall). The unit cost is inversely proportional to the wall's area. Table 3 provides the recommended unit cost ranges, based on the size of individual walls.

Area of Wall (square feet)	Unit Cost Range (\$/square feet)
<100	\$325 - \$650
100 - 500	\$160 - \$325
500 - 1,000	\$135 - \$200
> 1,000	\$80 - \$135

Table 6. Recommended unit cost ranges for retaining walls.

C. Roadway Lighting

Expressway: \$65/linear foot

Ramps: \$50/linear foot

Individual Highway Pole & Light: \$13,000

D. Signalization

Permanent Signal Systems

State Highway non CTSS intersection \$320,000/intersection

State Highway CTSS intersection \$380,000/intersection

Locally owned Signal System \$450,000/intersection

Flashing Beacon \$50,000/intersection

Accessible pedestrian signal (APS) and

Sidewalk ramp upgrade \$60,000 - \$90,000/intersection

Minor Modification \$30,000/intersection

Major Modification \$80,000/intersection

Temporary Signalization

M&PT Bridge Projects \$50,000 - \$75,000/location

Existing Signal \$3,500/intersection

Utility Relocation for Signalization Projects \$12,000/intersection

Rectangular Rapid Flashing Beacon (RRFB) \$25,000/crossing location

HAWK \$90,000/location

Temporary Detection \$2,500/intersection

PHASE I: PRE-APPLICATION ITEMS

5. Narrative of how project aligns with goals of SCCOG Regional Transportation Plans
 6. Narrative of how project aligns with Municipal Core Plan
 7. Relevant supported plans identifying proposed project's need
- Guidance on Items 5 to 7:
 - Could be incorporated into purpose & need statement or standalone
 - Include hyperlink or attachments of relevant documents
 - Include references to specific sections of relevant documents

SOLICITATION RANKING CRITERIA

- **Program Eligibility – Must Meet Requirements**

- Rural major collector and major arterial roadways
- Urban major and minor collector and arterial roadways
- Any sidewalk or multi-use trail project (not purely recreational trails), but incidentals are limited
- Bridges on eligible roadways must have spans >20'
- Refer to the CTDOT Functional Classification Maps:
https://portal.ct.gov/DOT/PP_SysInfo/Functional-Classification-Maps

- **Project Type**

- Maximize the benefits to the transportation system – projects that efficiently address multiple issues will be looked at favorably
- Priority for projects not eligible for other programs – Ex. Bridge projects have alternative funding sources and may receive a lower ranking

- **Inclusion in SCCOG Core Plans or SCCOG Secondary/Corridor and Location Specific Plans**

- **Inclusion in Municipal Core Plans or Other Plans**

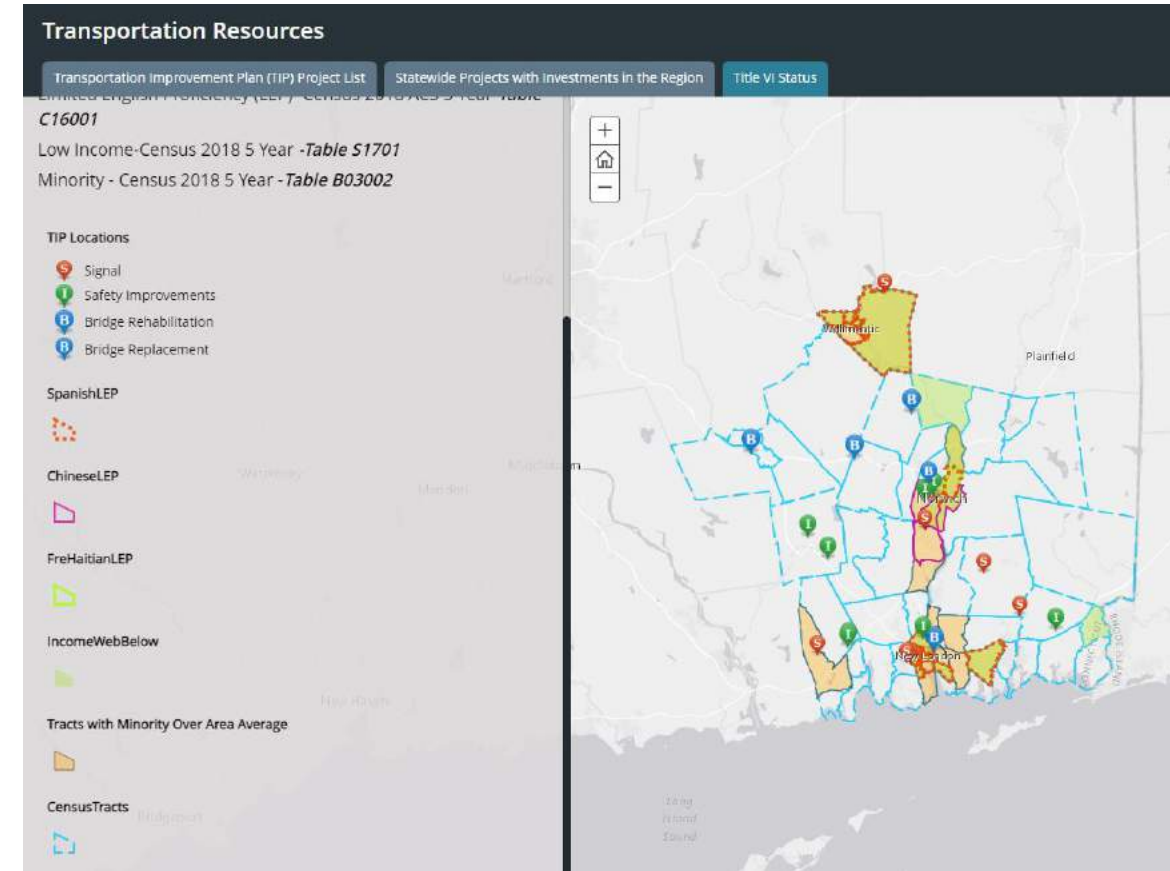
SOLICITATION RANKING PROCEDURES

- Performance-based planning and programming
 - **Safety** - Identified in the Regional Transportation Safety Plan as a specific or systemic safety project; Project addresses injurious and fatal crash history
 - **Congestion Reduction** – Project would reasonably improve congestion on a road segment identified on the Peak Hour Excessive Delay Dashboard: [Microsoft Power BI \(powerbigov.us\)](https://powerbigov.us)
 - **Environmental Sustainability** – Improves air quality or addresses climate change (drainage sufficiency, sea level rise, sustainable transportation, new technologies, etc.)



SOLICITATION RANKING PROCEDURES

- PROWAG/Bicycle & Pedestrian Safety and Mobility Improvements
- Positive effects on areas with higher than average low-income and minority population per the Title VI status map [Transportation Resources \(arcgis.com\)](https://arcgis.com)
- Prior funding experience
 - Historical funding will be considered with a desire to spread funding throughout the SCCOG Region



QUESTIONS ON PHASE I APPLICATION





PHASE II FULL LOTCIP APPLICATION

PHASE II: FULL LOTCIP APPLICATION ITEMS

- **Complete CTDOT LOTCIP Application**
- **Concept-Level Design Drawings**
 - Detailed enough to illustrate project scope and associated costs and facilitate an in-depth review
- **Detailed Cost Estimate Using CTDOT LOTCIP Template & Guidelines**
- **Note: Projects affecting state roadways require Town to obtain Encroachment Permits from CTDOT District 2 during design. In Phase II application, submit record of preliminary correspondence with District 2 staff.**

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PHASE II: CONCEPT-LEVEL DESIGN DRAWINGS

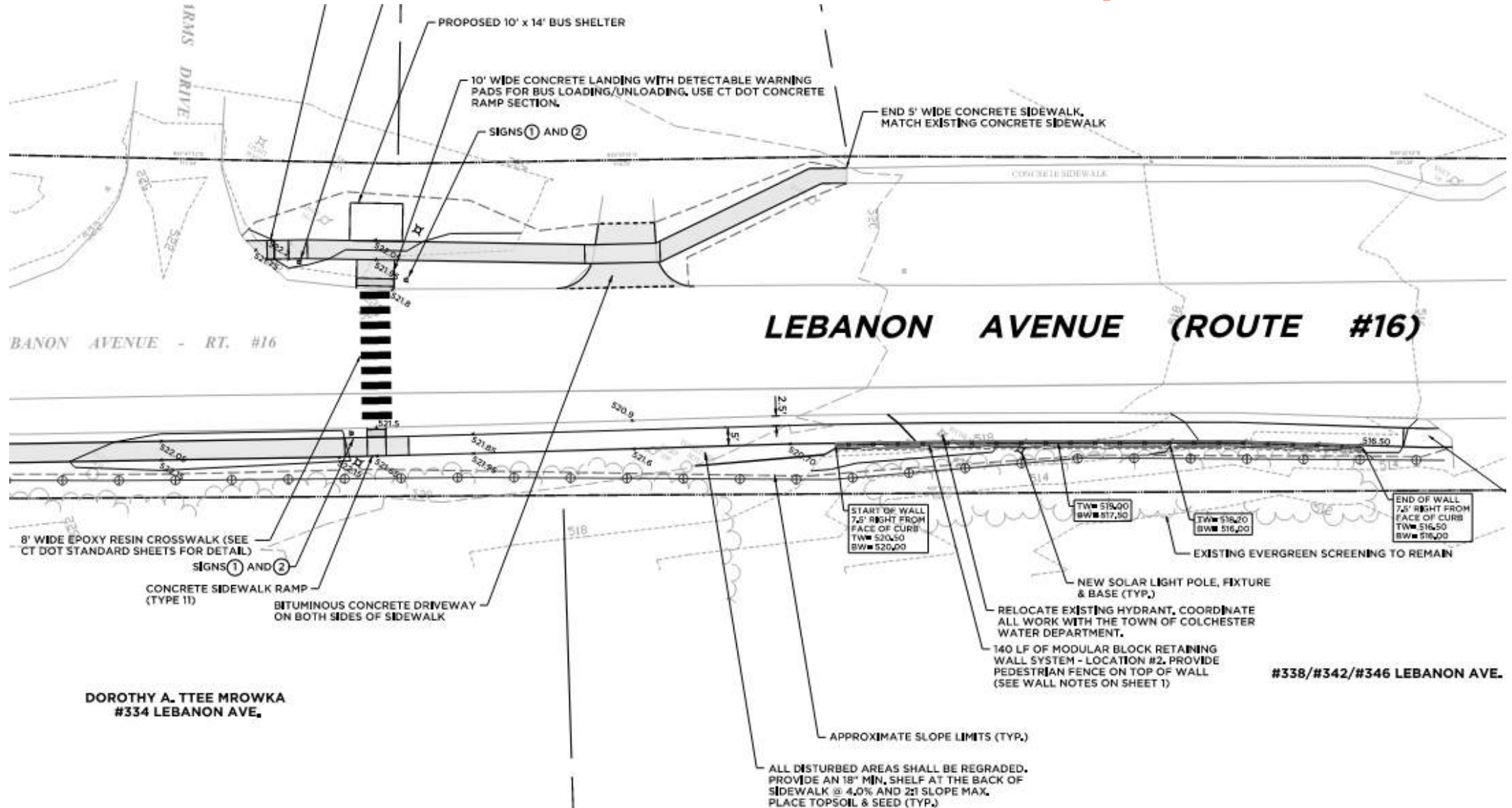
- Concept plans must include, at a minimum, the elements outlined in Section A(4) in the LOTCIP application, with the following key items:
 - ROW & Impacts
 - Utility Impacts
 - Drainage Needs
 - Grading/Walls
 - Traffic, Bicycle, & Pedestrian Safety
 - Any Permitting Design Requirements
- Provide additional information required based on project type (Sections K through Q)
- Check “Utility Companies by Town List” and “Utility Company Contact List”
 - (<https://portal.ct.gov/DOT/Utilities/Utilities>)
- Test Pits: Determine needs and account for the cost (approx. \$2,000 per location) under the preliminary engineering phase
 - (<https://portal.ct.gov/-/media/DOT/documents/dutilities/StandardPracticeforTestPitDatapdf.pdf>)

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 (e.g., Retaining walls, bridges) |
| ☐ | ☐ | Watercourses |
| ☐ | ☐ | Typical Cross Section including lane and shoulder widths, pavement structure, etc. |

PHASE II: FULL LOTCIP APPLICATION PLAN SET (SECTION A, ITEM 4)



QUESTIONS & DISCUSSION

Additional Links:

CTDOT LOTCIP

[2021 CTDOT LOTCIP Guidelines](#)

[2021 CTDOT LOTCIP Presentation \(See What is LOTCIP? Link\)](#)

[CTDOT LOTCIP Application](#)

[CTDOT Pedestrian and Bicycle Needs Form](#)

[CTDOT LOTCIP Cost Estimate Template \(See Sample Cost Estimate Form Link\)](#)

SCCOG

[SCCOG Metropolitan Transportation Plan](#)

[SCCOG Regional Bike & Pedestrian Plan](#)

[SCCOG Regional Transportation Safety Plan](#)

[SCCOG Congestion Management Process](#)

[SCCOG Resilience & Hazard Mitigation Plans](#)

[SECT Comprehensive Economic Development Strategy](#)

[Route 2 Bicycle Facility Planning Study](#)

[Joint Land Use Studies](#)

[Tri-Town Trail Master Plan](#)

Questions:

Kate Rattan, SCCOG Transportation Program Manager
at 860-889-2324 or krattan@seccog.org

