2025 LOTCIP Solicitation Application

Stonington Bicycle Facility – U.S. Route 1

Stonington, Connecticut

Prepared for:

Town of Stonington

Engineering Department

152 Elm Street, Stonington, CT 06378

Prepared by:

2025 LOTCIP Solicitation Application

Stonington Bicycle Facility – U.S. Route 1

Attachments

A. LOTCIP Application

B. Application Supplement

C. Photo Log

D. Bicycle and Pedestrian Travel Needs Assessment Form

E. May 6, 2025 Public Meeting Minutes

F. Cost Estimate

G. CTDOT ROW Request Letter

H. Concept Plans

I. Existing Traffic Signal Plans

ATTACHMENT A

LOTCIP Application

Connecticut Department of Transportation

Local Transportation Capital Improvement Program Application

Municipality:	Stonington	COG: SCCOG
Route/Road:	US Route 1/Stonington-Westerly Road	
Project Title:	Stonington Bike Facility – US Route 1	
Roadway Functional Classification (if applicable):	Minor arterial	
COG Contact Information:	Kate Rattan, AICP	Transportation Director
	Name	Title
	(860) 889-2324 ext. 111	krattan@seccog.org
	Phone Number	Email
Municipal Contact Information:	Molly Evak	Grants Administrator
	Name	Title
	(860) 535-5027	mevak@stonington-ct.gov
	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

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)

   See attached Application Supplement.

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)

   See attached Application Supplement.

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.

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

   If yes, when and under what program?

   N/A

6. Have any other Federal or State funding sources been applied for or awarded for the improvements at this location?

   If yes, please list source, amount, and when awarded in detail below:

   N/A

7. Does the project impact any State-owned Facilities (e.g., roads, bridges, etc.)?
☐ No ☑ Yes

If yes, describe the impacts:

This project will be constructed along a state roadway (U.S. Route 1). Minor impacts are anticipated, with installation of new pavement markings, mill and paving of Route 1/Big Y intersection to shift pavement markings, and construction of multi-use path along the north side of Route 1. Thus, all work to be done on this project will be within state right-of-way.

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

☑ No ☐ Yes

If yes, describe the proposed developments:

9. Design Standards to be used:

☑ Established municipal standards

☑ AASHTO Policy on Geometric Design of Highways and Streets

☑ Connecticut Department of Transportation Highway Design Manual

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

☑ Other, please specify: AASHTO Guide to the Development of Bicycle Faci

(B) Rights of Way

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

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

Property easements for the multi-use path construction are anticipated as part of this project. Potential easement locations are identified on the concept plans. Properties include 1 Stonington Road, 25 Stonington Road, 47 Stonington Road, and 79 Stonington Road.

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

   ☐ Municipal staff ☐ Consultant hired by Municipality ☑ State

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

   ☐ No ☐ Yes

(C) Utilities

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

Overhead	Underground
See attached application supplement	See attached application supplement

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

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

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

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

   ☑ No ☐ Yes

   If yes, describe any proposed improvements and their schedule:

(D) Storm water drainage system and under drains

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

   If yes, describe the problem(s):

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

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

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

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

(E) Rail Crossings

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

   ☑ No ☐ Yes
   ☐ At-grade
   ☐ Grade separated

   If yes, describe impacts and any necessary modifications:

(F) Pedestrian/Bicycle Safety and Mobility

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

(G) Traffic

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

1. Volumes See attached application supplement

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

2. Crash Experience See attached application supplement

   Provide a summary of crash experience using the most current three-year data, including a crash summary diagram, and analysis noting any discernable crash patterns.

3. Traffic Signals See attached application supplement

   Review the existing traffic signal plans for projects involving signalized intersections

4. Speed Data See attached application supplement

   Provide 85th percentile speeds in the project area

   Provide all posted speed limits in the project area

(H) Environmental Resource Involvement

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

1. Parks, Cemeteries, Historic Structures

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

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

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

    ☑ No ☐ Yes

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

3. Hazardous or Contaminated Sites
    a. Has the potential for hazardous or contaminated sites and materials in the project area been investigated? ☑ No ☐ Yes

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

(I) Public Involvement

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

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

    If yes, describe the public involvement effort, when it was conducted, and any public support or opposition to the project:

    A public information meeting to overview the proposed project was held on May 6, 2025, at the Stonington Police Department. More than 40 people attended the meeting. The public was supportive overall of the project and asked a variety of questions related to the project itself and transportation concerns within the project area. The public information meeting notes can be found in the attached application supplement.

If no, describe the planned public involvement effort should the project move forward:

Additional public involvement will be scheduled during the Preliminary Design phase, and at least one additional public information meeting will be scheduled as the design progresses further.

(J) Cost Estimate

See attached application supplement

1. Attach a preliminary cost estimate identifying:
    a. Approximate quantities and assumed unit prices of the major contract items
    b. An allowance for minor items (percentage of a)
    c. Standard lump sum items (e.g., clearing and grubbing, mobilization, construction staking, maintenance and protection of traffic), as applicable (percentages of a + b)
    d. Total contract items (a + b + c)
    e. Contingencies (10% of d)
    f. Incidentals to construction, (e.g., construction inspection, materials testing) (10% of d)
    g. Rights of Way costs
    h. Eligible utility relocation costs (in accordance with CGS 13a-98f)
    Note: Costs associated with utility betterments/upgrades that are not required to accommodate the proposed transportation improvement are not eligible project costs
    i. Total project costs (d + e + f + g + h)

Sample cost estimate form provided in Appendix C and the Excel spreadsheet is available for download from the Department's LOTCIP webpage:

https://portal.ct.gov/DOT/Office-of-Engineering/Highway-Design---Local-Roads---LOTCIP

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

The guidelines are located at:

https://portal.ct.gov/DOT/Engineering-Applications/Submissions---Cost-Estimating

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

(K) Roadway Geometric Improvements

Proposed Design Speed

(L) Intersection Improvements

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

(M) Bridge Rehabilitation/Replacement

Latest Condition Report

(N) Major Drainage Improvement

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

(O) Pavement Structure Improvement

The level of investigation will be dependent upon the proposed improvements. **Cores or test pits must be performed** such that a representative sample of the existing roadway condition is obtained. If varying pavement conditions exist along the roadway indicating the possibility of different pavement conditions, a test pit should be performed in each roadway section. **Pavement thickness and type, sub-base thickness and type**, and the presence of fines and/or groundwater must be noted. Attach the data obtained. If full depth reconstruction is proposed, cores or test pits may be required to justify the scope of the proposed improvements.

Approximate percentage of heavy vehicles: _____

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

N/A

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

N/A

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

N/A

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

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

Age of existing signals

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

Warrant Analysis for new signals

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

(Q) Other

To be determined based on type of improvement proposed.

***Capacity Analysis:** For the purposes of this application, a simplified analysis may be performed for signalized intersections that do not require detailed assumptions, proprietary software or specialized traffic engineering skills. The "Quick Estimation Method" is described in detail in the 2010 Highway Capacity Manual, with accompanying worksheets that can be completed by hand. A brief description of the method is also described in Section 3.3.6 of the FHWA Signal Timing Manual, where it is referred to as a "Critical Movement Analysis." The relevant section of the FHWA publication can be accessed at: http://ops.fhwa.dot.gov/publications/fhwahop08024/chapter3.htm

This simplified analysis will yield an approximate critical volume/capacity ratio that can be used to assess overall operation of the intersection. The build and no-build conditions should be analyzed for the existing and projected traffic volumes.

APPLICATION SUBMISSION

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

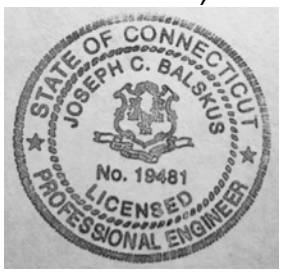
DOTLOTCIPapp@ct.gov

Prepared by: Joseph C. Balskus Date: 6/6/25

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

Joseph C. Balskus

Signature



(*Stamp)*

Reviewed/Recommended by: Danielle Chesebrough, First S Date: 6/6/2024

Name and Title of Municipal Chief Administrative Officer

Danielle Chesebrough

Signature

Endorsed/Recommended by: _____ Date: _____

Name and Title of COG Executive Director

_____

Signature

ATTACHMENT B

Application Supplement

2025 LOTCIP Application Supplement

Stonington Bike Facility – US Route 1

(A) PROJECT INFORMATION

2. Purpose and Need

The proposed project is along US Route 1 (Stonington-Westerly Road) in the Town of Stonington, between Masons Island Road/Hewitt Road and Cove Road/Wilcox Road, a length of approximately one mile. US Route 1 is a state-owned minor arterial with two lanes, one in each direction and paved shoulders that vary in width through the corridor. This roadway runs east-west providing primary connections to points along the coastal side of town, including the Mystic train station, the Mystic Village area, and connections to the Points and beaches. Along the western end of the corridor there is small-scale commercial and limited residential. Larger commercial spaces include a Big Y grocery store near the middle of the corridor and a shopping center across the street from the grocery store. The eastern half of the corridor passes through a low-density residential area with limited driveways along US Route 1. The only side street intersections are with Latimer Point Road, Old Stonington Road/Wilcox Road, and Cove Road/Wilcox Road.

US Route 1 in the project area is an alternate route through Town due to its proximity to I-95, Mystic, and other key destinations. This segment of US Route 1 carries 7,000-10,000 vehicles per day based on CTDOT traffic counts, with recorded 85th percentile speeds between 45-50 mph in the project area. The higher vehicle speeds suggest a separated bike lane facility should be considered. However, this is already a frequented route for bicycle travel. Data from the Strava App reviewed by the Town of Stonington shows that about 1,500 bicyclists per year travel this segment of Route 1. Bicycle usage is evident in the field as well (see photo log). The bicycle ridership in this area, both transportation and recreational, demonstrates there is a need for a bicycle facility in this area. US Route 1, as a higher speed arterial roadway, can be intimidating for non-motorized transportation, particularly during off peak hours when higher speeds can increase with less traffic volume. As this application demonstrates, this section of US Route 1 has been studied for its constructability and providing a bicycle facility can improve the comfort for non-motorized transportation.

The proposed bicycle facility can enhance transportation connectivity, safety, and accessibility for over 300 residences and businesses along this stretch of Route 1. It will provide connectivity to newer subdivisions like The Village at Long Wharf and Lambs Way, while also connecting older communities established along Latimer Point Road, Wilcox Road, and Cove Road. It will also help enhance connection to the frequently visited YMCA.

This segment of road is part of the future planned Eastern Shoreline Path, which was planned with input from regional leaders lead by the SCCOG. (See https://bikewalksect.com/wp-content/uploads/2019/09/SCCOG-Bike-and-Ped-Plan_9.27.19_web2.pdf)

Additionally, the project area was recently reviewed as part of a CTDOT walk audit and this segment was identified as an area in need of investment due to the broken segments of the sidewalks and connectivity gaps along the roadside. (See Stonington RSA: https://portal.ct.gov/dot/-/media/dot/programs/community-connectivity/rsa-

reports/stonington-2024-us1-report.pdf?rev=42cddf5af5a34b29a8038cbdb26c538d&hash=5EC24455B12EA0DA34EC5BEE275A7D99)

Finally, a bicycle facility for US Route 1 has been directly requested by the advocacy group Bike Stonington, who noted that the project can connect to business and employment areas in Mystic and to the neighborhoods of Stonington Borough and Pawcatuck. Commuters by bike depend on this direct route to their offices and businesses. Tourists traveling by bicycle enjoy this section as the first rural section with scenic views outside of the Mystic commercial zones. Local recreational cycling clubs such as Pequot Cyclists, Mystic Velo and Broadway Auto Club regularly ride this corridor. Bicycle clubs such as the Narragansett Wheelman from Rhode Island annually host a bike event through this area.

3. Project Description

The proposed bicycle facility would run along US Route 1 for 5560 feet from the intersection of Masons Island Road/Hewitt Road to Cove Road/Wilcox Road. This project proposes on street add buffered bike lanes connecting to a multi-use path section, and ADA and pedestrian upgrades at Hewitt Road/Masons Island Road intersection. The design will also feature green paint in the bicycle lane at high conflict points to bring increased attention at these locations.

Between Masons Island Road/Hewitt Road and the signalized intersection at 79 Stonington-Westerly Road (the Big Y Grocery Store), a new buffered bike lane will be created on the south side of the road for eastbound bicyclists. On the north side, a multi-use path will be constructed for westbound or eastbound bicyclists as well as pedestrians. This path will fill in a sidewalk gap between Hewitt Road and existing sidewalk about 375' to the east.

A new pedestrian crossing will be added to the north leg of the intersection of Hewitt Road at Route 1, with ADA ramps, a high-visibility crosswalk, and pedestrian signals. State Project SPN 0172-0509 was recently completed which upgraded the intersection to include pedestrian signals and change the pedestrian signalization to concurrent operation. This LOTCIP project proposes to have the new crossing operate under the recently installed concurrent pedestrian phasing as well, thus the signal operation would not be impacted. However, minor relocation of pedestrian equipment may be needed to make it accessible from the multi-use path.

At the signalized Big Y intersection, the project anticipates milling and paving to shift the lane lines to accommodate the eastbound bicycle lane. This will include milling and paving the top course of a section approximately 550' long, including the signalized intersection at 79 Stonington Road (Big Y) and its approaches. The same pavement material would be replaced to match the CTDOT Pavement Design Catalog. The cross-section will retain the left turn lane, one shared right/through lane, and a 5' bicycle lane on the eastbound approach; and one right turn lane, one through lane, and one left turn lane on the westbound approach. The eastbound bicycle lane will carry through the intersection.

This project proposal recognizes that there is a planned signal upgrade at the US Route 1/Big Y driveway intersection (SPN 0172-0525) currently in the final design phase. There are no changes to the signal operation anticipated as part of this LOTCIP project. Trail users will utilize the existing crosswalk across the Big Y driveway.

East of Old Stonington Road (west junction), buffered bicycle lanes will be developed for both eastbound and westbound bicyclists by remarking and striping the existing paved shoulder. In this area, the width of the paved shoulder varies between 8'-9', with wider sections, allowing for conversion of the shoulder area to 5’ bicycle lane with a 3’ minimum painted buffer. This will provide a much more comfortable facility for bicyclists through this higher-speed area.

For the westbound bike facility around the Big Y intersection and further west, an on-road bike facility was considered and found to be not feasible due to limited roadway width through the intersection. In order to allow bicycle lanes on both sides of the road, widening the roadway and modifying the intersection will be required. A multi-use path was decided as the preferred alternative as a wide sidewalk already exists on the north side of the intersection, and it will fill the sidewalk gap near Hewitt Road.

Section (C) Utilities

See below for a list of Utility Companies in Stonington and contact information.

CTDOT
Mr. Michael Cooley
District 2 Electrical Supervisor
Department of Transportation
Colchester, Connecticut
(860) 537-8942/8943

Cable TV
Mr. Christopher Simeone
Construction Manager CT/NY
Comcast of Connecticut, Inc.
222 New Park Drive
Berlin, CT 06037
(860) 491-6701
Christopher_simeone@cable.comcast.com

Telecommunication
Mr. John Gavaletz
Project/Program Manager
Cellco Partnership dba Verizon Wireless
20 Alexander Drive
Wallingford, CT 06492
(203) 741-7232
John.gavaletz@verizonwireless.com

Cable TV
Mr. Richard DeCava
Supervisor of Construction
Atlantic Broadband (CT), LLC dba Breezeline
221 Norwich Road
Planfield, CT 06374
(860) 377-8770
RDeCava@breezeline.com

Telecommunication
Mr. Mark Bonanno
Manager, Network Construction
Crown Castle Fiber, LLC

1800 West Park Drive, Suite 250
Westborough, MA 01581
(508) 616-7818
Mark.Bonanno@crowncastle.com

Telecommunication
Mr. Eric C. Johnson
Engr IV Spec-Ntwk Eng & Ops
MCI Communications Services, Inc. dba Verizon Enterprise Solutions
85 High Street
Pawtucket, RI 02860
(617) 590-2641
Ct.vzb.outside.plant.engr@verizon.com

Telephone
Ms. Lynne DeLucia
Manager – Engineering & Construction
The Southern New England Telephone Company
dba Frontier Communications of Connecticut
1441 North Colony Road
Meriden, CT 06450-4101
(203) 238-5000
Lynne.m.delucia@ftr.com

Electric Distribution
Ms. Carissa P. Sedlacek
Director, Transmission Interconnections
The Connecticut Light and Power Company dba Eversource Energy – Electric Transmission
56 Prospect Street
Hartford, CT 06103
(860) 728-4636
Carissa.sedlacek@eversource.com

Gas
Mr. Kenneth Ruel
Area Supervisor
Algonquin Gas Transmission Company dba Enbridge

252 Shunpike Road
Cromwell, CT 06416
(860) 894-1600 x1608
Kenneth.Ruel@enbridge.com

Gas
Mr. Kenneth Cook
Lead Engineer, Gas Project Engineering
Yankee Gas Services Company dba Eversource Energy – Gas
107 Selden Street, Mail Stop NUE2
Berlin, CT 06037
(860) 978-5465
Kenneth.cookiii@eversource.com

Railroad
Mr. Liam McQuat
Vice President, Engineering Services
Amtrak – National Railroad Passenger Corp.
30th Street Station, Box 41, 2955 Market Street
Philadelphia, PA 19104
NEJointProjects@Amtrak.com

Sanitary/Storm/Water
Mr. Carlos Vizcarrondo
Relocations Coordinator
Aquarion Water Company of Connecticut
600 Lindley Street
Bridgeport, CT 06606
(203) 337-5950
cvizcarrondo@aquarionwater.com

Sanitary/Storm/Water
Mr. Joseph Cansler
General Manager
Southeastern Connecticut Water Authority
1649 Route 12 – P.O. Box 415
Gales Ferry, CT 06335-0415
(860) 464-0232
j.cansler@waterauthority.org

Water
Mr. Shawn Lacey
Interim Town Manager – Police Chief
Town of Westerly
45 Broad Street
Westerly, RI 02891
(401) 348-2530
slacey@westerlyri.gov

Section (G) Traffic

1. Volumes

Turning Movement Volumes:

Due to the nature of the project, turning movement volumes were not collected for this project. As noted in the Project Description, this project proposes to have a new pedestrian/trail crossing of Hewitt Road at Route 1. This crossing will operate as a concurrent pedestrian signal, the same as the newly upgraded APS constructed in 2024. Thus the signal operation would not be impacted. Minor relocation of pedestrian equipment may be needed to make it accessible from the multi-use path.

Daily Traffic Volumes:

CTDOT traffic counts within the project area were reviewed to determine the existing daily traffic volumes within the project area based on the most recent counts available. Additional counts were also collected by the Town of Stonington at 16-20 Stonington Road, on Route 1 just southeast of Hewitt Road, in April and May 2025. A 1.0% annual growth rate was applied to these volumes over a 20-year period to forecast the daily traffic volumes in 2045. The existing and projected 2045 daily traffic volumes are provided in ***Tables 1 and 2*** below. They include the Town collected data and CTDOT traffic station data.

Table 1: Existing Daily Traffic Volumes

Location	Data Source	Average Daily Traffic
Route 1 at 16-20 Stonington Road	Town of Stonington	8,900
Route 1, northwest of Old Stonington Road (west junction)	CTDOT	7,600
Route 1, east of Cove Road	CTDOT	7,000

Table 2: 2045 Projected Daily Traffic Volumes

Location	Data Source	Average Daily Traffic
Route 1, southeast of Hewitt Road	Town of Stonington	10,700
Route 1, northwest of Old Stonington Road (west junction)	CTDOT	9,100
Route 1, east of Cove Road	CTDOT	8,400

2. Crash Experience

Crash records within the project area were compiled for the most recent three-year period available (January 2022 – December 2024) using the UConn Crash Data Repository website. Based on this data, 18 crashes were reported within the project area during the three-year analysis period. Seven of those crashes were reported at signalized intersections, and the remaining 11 crashes were reported on roadway segments throughout the corridor.

Six injury crashes were reported in the data. There were two suspected serious injuries, three suspected minor injuries, and one possible injury crash during the three-year analysis period. Front to rear crashes accounted for 50% (9 out of 18) crashes in the project area. Four reported crashes (22%) were the result of collisions between vehicles and obstacles on the side of the roadway (mailbox, traffic signs, and ditches) and occurred late at night or early in the morning in dark areas of the corridor.

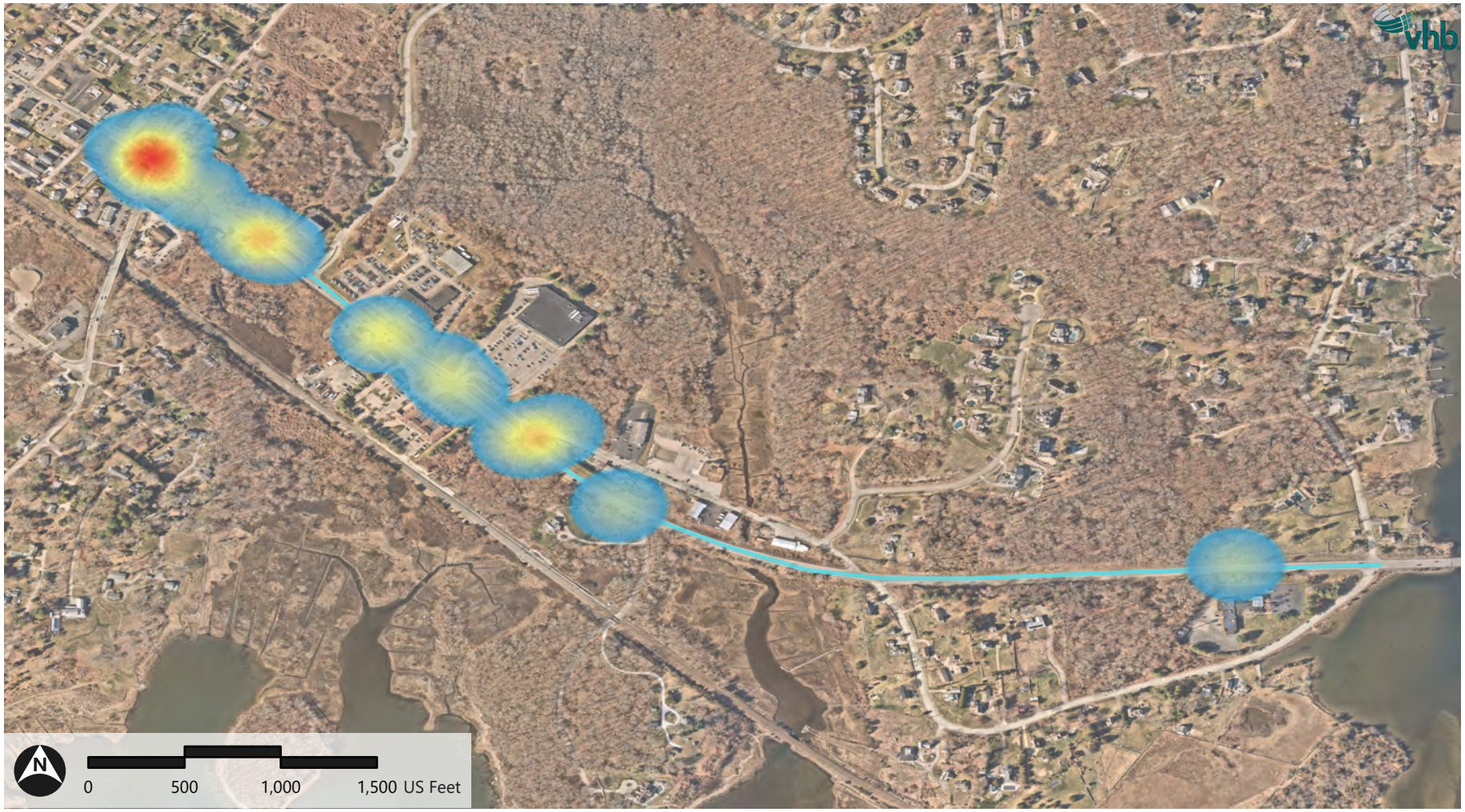
No bicycle or pedestrian crashes were reported during this analysis period.

A summary of the crash data is presented in ***Table 3.*** A heatmap showing crash frequencies within the project area is presented on ***Figure 1***.

Table 3: Crashes in Project Corridor

	Hewitt Road & Stonington-Westerly Road (US Route 1)	Big Y & Stonington-Westerly Road (US Route 1)	Rest of Corridor
Signalized/Unsignalized	Signalized	Signalized	
Year			
2022	0	1	4
2023	3	1	2
2024	2	0	5
Total	5	2	11
Collision Type			
Angle	1	0	1
Front to front	0	0	0
Front to rear	4	1	4
Rear to side	0	0	1
Sideswipe, same direction	0	1	1
Not Applicable	0	0	4
Other	0	0	0
Total	5	2	11
Severity			
Fatal Injury (K)	0	0	0
Suspected Serious Injury (A)	0	0	2
Suspected Minor Injury (B)	1	0	2
Possible Injury (C)	1	0	0
No Apparent Injury (O)	3	2	7
Not Reported/Unknown	0	0	0
Total	5	2	11
Time of day			
Weekday, 7:00 AM - 9:00 AM	0	0	0
Weekday, 4:00 – 6:00 PM	1	1	2
Saturday, 11:00 AM – 1:00 PM	0	0	0
Other time	4	1	9
Total	5	2	11
Season			
Dec – Feb	2	0	2
Mar – May	1	0	3
June – Aug	1	2	3
Sept – Nov	1	0	3
Total	5	2	11
Pavement Conditions			
Dry	4	2	9
Wet	1	0	2
Unknown	0	0	0
Total	5	2	11
Light Conditions			
Daylight	4	2	4
Dawn	0	0	0
Dusk	1	0	0
Dark-Not Lighted	0	0	3
Dark-Lighted	0	0	4
Unknown	0	0	0
Total	5	2	11
Non-Motorist (Bike, Pedestrian)	0	0	0

Figure 1: Crash Heatmap (2022-2024)
Stonington LOTCIP Application | Stonington, CT



Path: \\vhb.com\gis\proj\Wethersfield\43637.00\Project\Stonington_LOTCIP\Stonington_LOTCIP.aprx (ncampbell, 5/27/2025)

Legend

- Project Corridor
- Low Crash Activity
- High Crash Activity

Source: Crash data exported from the UConn Crash Data Repository

3. Traffic Signals

The record traffic signal plans at each intersection within the project area have been reviewed and are included as an attachment.

4. Speed Data

The posted speed limit on US Route 1 within the project area varies in the one mile section of the proposed project. It is 35 mph between Hewitt Road/Masons Island Road and the Big Y/80 Stonington Road traffic signal, 40 mph between the Big Y/80 Stonington Road traffic signal and Wilcox Road (west junction), and 45 mph from Wilcox Road (west junction) to Cove Road/Wilcox Road.

85th percentile speed data was available through the CTDOT Traffic Monitoring portal. The Town of Stonington also collected speed data at 16-20 Stonington Road in April and May 2025. The 85th percentile speeds along Route 1 within the project area are as follows:

<u>Route 1 at 16-20 Stonington Road (Town data)</u>
Northbound: 41.0 mph
Southbound: 42.0 mph

<u>Route 1, northwest of Old Stonington Road (west junction) (CTDOT data)</u>
Northbound: 49.3 mph
Southbound: 48.4 mph

<u>Route 1, east of Cove Road (CTDOT data)</u>
Northbound: 48.9 mph
Southbound: 47.5 mph

ATTACHMENT C

Photo Log



Route 1 – Sidewalk at Big Y (1)



Route 1 – Sidewalk at Big Y (2)



Route 1 at Old Stonington Road (West Junction) – sidewalk ramp



Route 1 at East of Old Stonington Road (West Junction)



Route 1 across from Latimer Point Road (looking east)



Route 1 east of Big Y intersection



Route 1 east of Big Y intersection with Bicyclist in foreground



Route 1 west of Big Y intersection – on south side of street, looking east



Route 1 west of Big Y intersection – on south side of street, looking west



Route 1 west of Big Y intersection – north side, looking west towards Hewiit Road



Route 1 west of Big Y intersection – north side, with bicyclist on sidewalk



Route 1 west of Mystic Cycle Center – sidewalk conditions



Route 1 at Historic Mystic sign, looking west towards Hewitt Road



Route 1 at end of sidewalk, approximately 375' from Hewitt Road



North side of Route 1 at Hewitt Road/Masons Island Road intersection

ATTACHMENT D

Bicycle and Pedestrian Travel Needs Assessment Form

CONNECTICUT DEPARTMENT OF TRANSPORTATION

BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT FORM (BPTNA)



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

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

Project Number(s):	137-TBD	Route(s):	Route 1
Project Name:	Stonington Bicycle Facility - US Route 1		
Municipality(s):	Stonington	Planning Region(s):	SCCOG

SECTION 1: APPLICABILITY

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

Does this project type provide reasonable opportunity to provide improvements for non-motorized access?	Yes ☑ No ☐
If no, why?	

SECTION 2: ASSESSMENT OF STUDY AREA

2.1 Study Area Map

Identify any non-motorized and/or transit generators located within the Study Area (Study Area is generally defined as approximately ½ mile radius from the project limits). Using the letters in the code column below, create a map from a location plan or aerial photograph indicating the location of existing or planned non-motorized or transit user generators identified below (for planned facilities, precede the letter with a P-).

Non-Motorized/Transit User Generators	Code
Residential Areas: Indicate any general areas of dense residential housing	**R**
Parks: Include areas that would attract people, whether officially designated as a park or not	**P**
Recreational Areas: Examples include athletic fields, dog parks	**RA**
Religious Facilities	**C**
Schools (including public and private schools, colleges, universities, daycare or other educational institution)	**S**
Health / Medical Facilities	**H**
Town Centers: typically would include areas where Town Halls, Libraries and other public facilities exist	**TC**
Shopping Centers: especially centers with businesses where non-motorized customers might be expected (restaurants, bookstores, drug stores, etc.)	**M**
Large Employment Businesses: Factories, large office buildings, hospitals, government offices	**E**
Bus Stops	**B**
Public Transit Facilities: train/bus stations, airports	**T**
Shared-use trail access / parking	**TA**
Other: other known facilities expected to generate or attract non-motorized users _____	**O**

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/DOT/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 ☐	There is a sidewalk gap on the north side of Route 1 east of Hewitt Road. Limited physical space for pedestrians on the east end of the corridor.
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 ☑	While no new major traffic generators are expected, once the facility is built an increase in use would be expected.
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 **cannot** be addressed in this project?	Yes ☐ No ☑	
f. * Is there a pattern of bicycle or pedestrian crashes within the project area? Crash information can be found by accessing the UCONN Crash Repository at (https://www.ctcrash.uconn.edu/).	Yes ☐ No ☑	

g. Does the project provide <u>unique or primary access</u> (defined as access which is not otherwise available within approximately one-half mile of the project) : • across a river, highway corridor or other natural and/or man-made barrier? • into or out of any of the bicycle and pedestrian generators listed above? • between communities?	Yes ☐ No ☑ Yes ☑ No ☐ Yes ☑ No ☐	Direct access to shopping center areas. Connects communities along Route 1 and west to Mystic.
h. Is the project located near or provide new access or connectivity to state parks, forests or CT Designated Greenways? Information on State Parks, Forests and Greenways can be found at: http://www.ct.gov/deep/cwp/view.asp?a=2707&q=323852 and http://www.ct.gov/deep/parkmaps If yes, please notify the Trails and Greenways Program Coordinator at the Department of Energy & Environmental Protection, State Parks Division, by sending a location and description of the project to: deep.stateparks@ct.gov. This is for notification and not intended to be a formal review and /or concurrence.	Yes ☐ No ☑	
i. In accordance to the Complete Streets Policy, the Department will include non-motorized users in traffic counts to the extent possible. Has the existing pedestrian and/or bicyclist usage patterns within the project limits, particularly at intersection and midblock crossings, been observed / collected?	Yes ☑ No ☐	Bicyclists and pedestrians observed in the field. Strava data used to understand bicycle traffic volumes.
j. Has there been any documented public concern or comments about non-motorized and/or transit needs in the area?	Yes ☑ No ☐	Public meeting held May of 2025, and request from Bike Stonington to town.
k. Are there any comprehensive regional or local planning documents (such as Complete Streets Plan, Sidewalk Plan, Plan of Conservation & Development, etc.) that address bicyclists, pedestrian or transit user conditions within or proximate to the project limits? (Can usually be found on applicable website) Contact the RPO Coordination or Intermodal Planning units in the Bureau of Policy and Planning if assistance is needed.	Yes ☑ No ☐	This route is identified on the Implementation Tiers layer of CTDOT's interactive bike map as well as SCCOG's complete street planned network.

SECTION 3: NON-MOTORIZED AND TRANSIT ACCOMMODATIONS

Identify any non-motorized and/or transit user accommodations/improvements that may be considered as part of this project. This section is provided as a list of countermeasures that may be appropriate and is not intended to dictate what features should be included in the project design. **[For State/District-wide or Division of Traffic Engineering projects with many locations answer this section by considering all sites as if they were one location]**

3.1 Pedestrian Facilities and Crossing Treatments		*3.2 Bike Facilities (Cont.)*	
a. New sidewalks	Yes ☑ N/A ☐	e. Signage and/or pavement markings	Yes ☑ N/A ☐
b. Pedestrian median crossing island	Yes ☐ N/A ☑	f. Bicycle parking, bike racks/lockers	Yes ☐ N/A ☑
c. Curb extension/bulb-outs	Yes ☐ N/A ☑	g. Trail Improvements, including parking	Yes ☐ N/A ☑
d. Reduced Corner Radius	Yes ☐ N/A ☑	h. Special height railings	Yes ☑ N/A ☐
e. Pedestrian bridge/tunnel	Yes ☐ N/A ☑	*3.3 Bike & Pedestrian Treatments*	
f. New or relocated unsignalized or mid-block crossing	Yes ☐ N/A ☑	a. Road diet	Yes ☐ N/A ☑
g. Enhanced illumination at pedestrian crossings	Yes ☐ N/A ☑	b. Narrowing travel lane width	Yes ☑ N/A ☐
h. Pedestrian signing and yield lines	Yes ☐ N/A ☑	c. Corridor-wide speed calming	Yes ☑ N/A ☐
i. Parking restrictions near crossings	Yes ☐ N/A ☑	*3.4 Transit Facilities*	
j. Pedestrian hybrid beacon [PHB; also known as the High intensity Activated crossWalK (HAWK)]	Yes ☐ N/A ☑	a. New or revised bus stops	Yes ☐ N/A ☑
		b. Bus shelters	Yes ☐ N/A ☑
k. Rectangular rapid flashing beacon (RRFB)	Yes ☐ N/A ☑	c. Standing pads	Yes ☐ N/A ☑
l. Pedestrian fencing on bridges	Yes ☐ N/A ☑	d. New or revised crossing for bus stop	Yes ☐ N/A ☑
		3.5 Streetscape Elements	
3.2 Bike Facilities		a. Landscaping, street trees, planters, buffer strips, etc.	Yes ☑ N/A ☐
a. Dedicated bike lane or cycle track	Yes ☑ N/A ☐	b. Decorative lighting	Yes ☐ N/A ☑
b. Shared-used lanes	Yes ☐ N/A ☑	c. Public seating or benches	Yes ☐ N/A ☑
c. Shared-used path	Yes ☑ N/A ☐	*3.6 Other (please specify):*	
d. Wider shoulders	Yes ☑ N/A ☐		

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

Prepared By: Joseph C. Balskus

Project Engineer - Print Name



Signature

Date: 6/6/25

Approved By: _____

Project Manager - Print Name

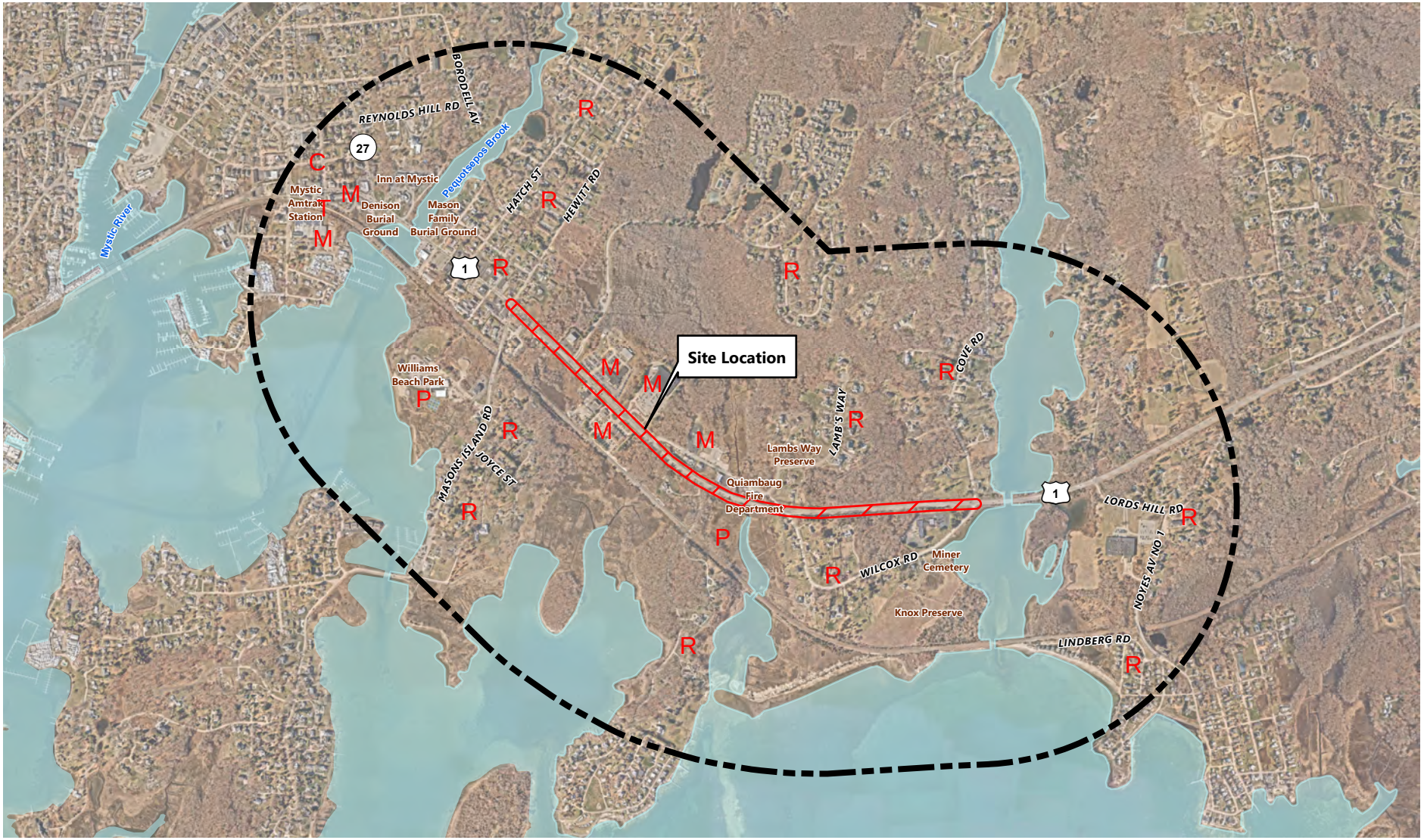
_____

Signature

Date _____

Figure 2: Bicycle/Pedestrian Needs Map

Stonington Bike Lane Project | Route 1, Stonington, CT



Legend

- Site Location
- Half Mile Radius
- Stream/River



N

0 750 1,500 Feet

Source: CT DOT, CT DEEP

Path: \\vhb.com\gis\proj\Wethersfield\43637.00\Project\Stonington_Bike_Facility_LOTCIP.aprx (SPelletier, 5/23/2025)

ATTACHMENT E

May 6, 2025 Public Meeting Minutes

MULTIMODAL PATHWAY COMMUNITY MEETING MINUTES

Date: May 6, 2025
Time: 6:00pm
Facilitator: Town of Stonington

In Attendance

Chris Greenlaw – Town Engineer, Stonington

Clifton Iler – Town Planner, Stonington

Molly Evak – Town Grants Administrator, Stonington

Danielle Chesebourgh – First Selectman, Stonington

Dan Amstutz - VBH, Project Engineering Consultant

42+ Community Members

Presentation

Ms. Molly Evak welcomed the community members, introduced the project consultant and Town Staff present. Ms. Evak gave a brief background on the Eastern Shoreline Path developed by the Southeastern Connecticut Council of Governments as part of the Southeast CT Bike and Pedestrian Plan. The Eastern Shoreline Path (ESP) is a continuous, bike-friendly route that stretches from the Rhode Island border in Pawcatuck to the Connecticut River in Old Lyme. The route primarily runs on road, with a few sections dedicated to trails.

Ms. Evak outlined the Stonington segment, which begins at the Mystic River Bridge, which connects with the Groton section. It follows Route 1 through downtown Mystic, passing the Amtrak train station. It continues on Route 1, turns right at Wequetquock onto Greenhaven Road, and then quickly turns onto Palmer Neck Road. The path then leads through the Barn Island Management Area, exiting onto Stewart Street. From Stewart, the route continues straight to Mary Hall Road, turns left onto River Road,

proceeds to Mechanic Street, and ultimately leads to Pawcatuck Village, concluding at the Rhode Island border in Westerly.

Ms. Evak explained the Town's progress in better understanding the steps needed to implement the ESP throughout Stonington. The first selectman's office engaged with the Board of Finance on how best to fund a project/concept, and worked with the POCD implementation committee's subcommittee on Complete Streets. The BOF suggested finding state and federal grant funding to implement in sections, and the POCD subcommittee suggested this segment due to its high use, feasibility, and reasonable price tag.

Ms. Evak explained that with assistance from VBH, the Town of Stonington applied for funding through the Local Transportation Capital Improvement Program (LOTCIP) for the section of the path between the Mason's Island intersection and Cove Road. The LOTCIP program is state-funded and provides financial support for transportation projects in urbanized areas. It serves as an alternative to federal transportation funds, offering municipalities a source of funding for various infrastructure improvements. The program is administered by the various Councils of Governments (COGs) throughout Connecticut. Eligible projects typically focus on roadways classified as urban collectors and may include the following types of work:

- Pavement rehabilitation and reconstruction

- Bridge rehabilitation and replacement

- Sidewalk and multi-use trail projects

- Intersection improvements and traffic signal upgrades

Ms. Evak concluded with telling the community members that the town has submitted a Pre-Application to the LOTCIP program, our Council of Government—SECOOG—has vetted and endorsed our project, and we have been invited to submit a full application—which is why we are here—to engage the public so the town and VBH can hear the public's thoughts, concerns, ideas, and comments on the current design concepts.

Mr. Chris Greenlaw spoke briefly on, what is a bike lane vs a stand-alone multimodal path, why this stretch of road was chosen, its feasibility and, the data that has been collected to date before handing it over the Dan Amstutz, VBH – engineering consultant, to present his slideshow presentation. (Attached)

Community Questions

- If everything goes to plan, when would this segment be up and running?
- Have there been any other cyclist studies or cyclist counts done on Cove Road?
- Community members concern is that on a nice Sunday, the number of cyclist increases and drivers typically go 40 miles an hour on Cove Road due to there being no stop sign.
- From a safety standpoint, have we thought about moving the bike path from route one off to the side roads like Wilcox/old Stonington Road instead of route one?
- Flooding - are there any drainage improvements planned with this pathway segment?
- A community member mentioned other funding possibilities to complete more segments of the eastern shoreline pathway throughout Stonington.
- The intersection of Mason's Island and Hewitt is unsafe. Drivers turn left west onto Mason's Island all the time without looking. How is this safe?
- Long-term plan is it all of route one?
- Suggestions from community member: do not implement doublewide sewer, look closely at and possibly move any stop signs on side streets out for better view.
- A street path instead of 90° angles is preferred concerning cyclists that are more active
- Engage by community on if they will actually use the dogleg sections
- Does the pathway need to be paved? If not, could we look at the potential of using more right of way access?
- Is there a potential of a crosswalk across route one by Cove Road/Wilcox Road?
- Please reiterate why this particular section due to it already being wide enough for cyclists.

Multimodal Pathway Community Meeting - Attendee Sign In
May 6, 2025

	Name	Address	Email Address
1	Pat & Amy Hambly		PATHAMBLY@COMCAST.NET
2	Rich Nasi		
3	Jason Hine	23 Denison Ave. Mystic	jasonh@theditty bag.com
4	Chris Johnson	37 Greenmanville Ave	cjohnsonstoningtan@gmail.com
5	Priscilla Wells	52 Denison Ave	PWells0112@Gmail.com
6	Allison Palmer	25 Stonington Rd	allison@mysticcyclecentre.com
7	Jenn Lacker	6 School St.	jennlacker@live.com
8	DON KLUBERDANZ	3 CANARY ST PAWCATUCK	djklubjr@aol.com
9	JIM STUART	11 OVERLOOK AVE, MYSTIC	JSTUART6282@GMAIL.COM
10	Bob Mohr	149 Whitehall Ave Mystic	BOBATVSL@AIM.COM
11	Brian Kent	11 High St Mystic	bkent@kentfrost.com
12	Sharon Barrett + Gary LaChance	2 Quarry Rd	Garylac2@gmail.com
13	DANA A. NEALE	20 KIDDS WAY, STONINGTON	
14	Dan Hall	62 Cove Rd, STONINGTON	dan@hallassociates.net

Multimodal Pathway Community Meeting - Attendee Sign In
May 6, 2025

	Name	Address	Email Address
15	Susan Fornara	47 Cove Rd.	lavenderdesign@snet.net
16	Chris Fornara	47 Cove Rd	cfornara12@gmail.com
17	Heather Boucher	73 South Broad Street	heatherandb21@gmail.com
18	Laura Ely	89 Wolf neck Rd Stonington	lauraely.chc@gmail.com
19	Jennifer Herbst	14 Coveside Ct Mystic	herbst.jennifer@gmail.com
20	Ben Tamsky	5 Edgemont St. Mystic	
21	Bill Sternberg	153 Elm ST Stonington	
22	Erin Carciera	84 Mason's Island Rd.	epcarc@hotmail.com
23	Bree Shinell	13 School St Mystic CT	
24	Carol Mann	25 Meadowbrook lane Mystic	csignemann@gmail.com
25	PAUL GEISE	20 ISLAND RD,	pgeise@gmail.com
26	Katrina Foss	20 Niles Rd Mystic	KFoss49@gmail.com
27	Amos Bromble	166 MAIN ST Westerly	Amos@bromblebikes.com
28	Shauna Lake	15 Washington St. Mystic	slake@snet.net

Multimodal Pathway Community Meeting - Attendee Sign In
May 6, 2025

	Name	Address	Email Address
29	Beth Kimmel		beth.kimmel@fandc.com
30	Grace Vandal	41 Bruggeman Pl Mystic	gracevandal@gmail.com
31	Cindy Oksanen	33 Kids Way Stonington	CAOKSANEN@gmail.com
32	Teresa Crosser	61 Old Stonington Rd	sewcrazy06378@gmail.com
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			

Stonington Route 1 Bike Facility Public Information Meeting, May 6, 2025

Sign in Sheet

		Name	Community Where You Live	Email (Optional)
33	~~41~~	Sharon Barrett	Mystic	
34	~~42~~	Laura Ely	Stonington	
35	~~43~~	Heather Boucher	Pawcatuck	
36	~~44~~	Mary Kay Long	Stonington	
37	~~45~~	Dennis Vinites	Stonington	
38	~~46~~	JUDITH ANNIK	Pawcatuck	jjannik@comcast.net
39	~~47~~	Deb Dodds	Stonington	
40	~~48~~	Nancy Nieuwenhuis	Mystic/Stonington	
41	~~49~~	Bree Shinnell	Mystic	bree.shinnell@gmail.com
42	~~50~~	Sara Lathrop	Mystic - Mason's Is	saralathrop8@gm
	51			

Stonington

Route 1 Bicycle Facility Public Meeting

May 6, 2025



Meeting Agenda

- Project Purpose & Overview
- Data Collection & Analysis
- Design Guidelines
- Bicycle Facility Concept
- Cost Estimate
- LOTCIP Application
- Next Steps
- Q&A







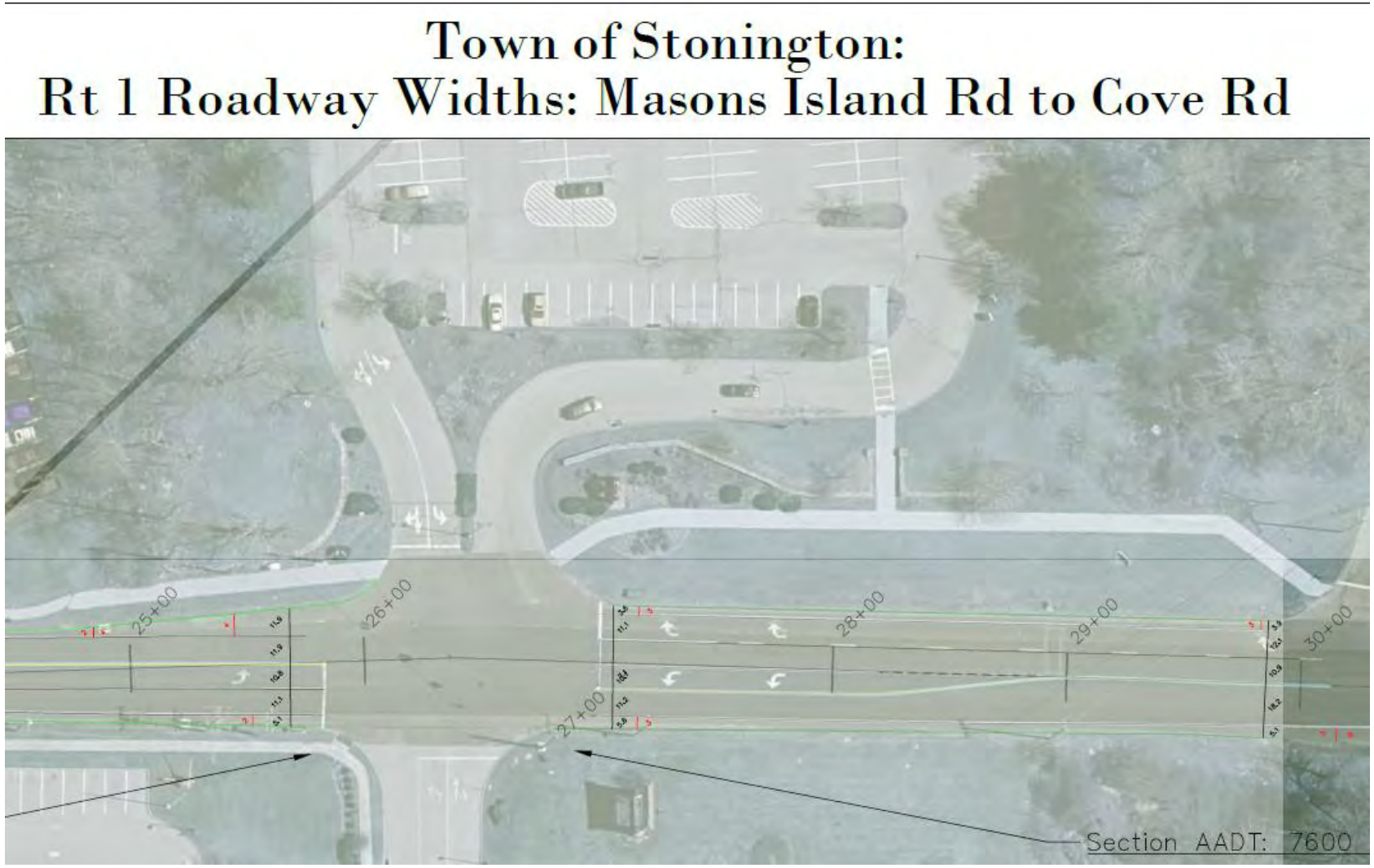
Project Purpose and Overview

- Develop bicycle facility for Route 1 between Masons Island Road/Hewitt Road and Cove Road/Wilcox Road
- Approximately one mile
- Make connections
  - Neighborhoods and residents
  - Businesses
  - Employment
  - Mystic



Data Collection

- Roadway characteristics
  - Traffic Volume
  - Traffic Speeds
  - Traffic classification
- Site Visit
- Bike Stonington Proposal
- Town Measurements
- Strava Data



Data Collection

- Two Through Lanes
- 7,000-10,000 vehicles per day
- Posted Speed Limits – 35 & 40 mph
  - Actual speeds 45-50 mph
- Truck traffic – 4% or less
- Strava Data
  - 21,525 cyclists since 2011
  - (1,538 per year)
- Traffic shoulder widths vary
  - Ranges from 3’-10’





Photo 1: Bicyclist riding eastbound near the Big Y intersection.



Photo 2: Sidewalk on the north side of US Route 1 east of Masons Island Road.



Photo 3: North side of US Route 1 looking east.



Photo 4: Intersection of Hewitt Road and US Route 1.

Bike Stonington Proposal



Bicycle Facility Design

- CTDOT Complete Streets Criteria
- FHWA Bikeway Selection Guide
- AASHTO Guide to Development of Bicycle Facilities, 5th Edition

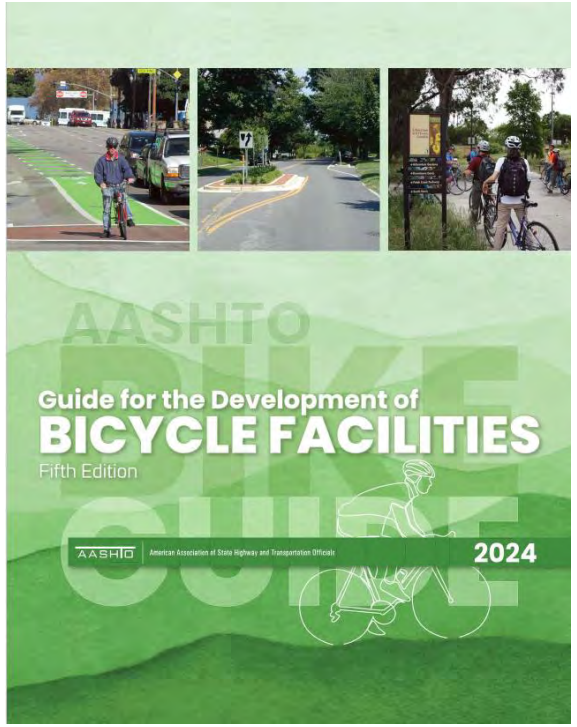
Exhibit 4
Minimum widths for Various Bicycle Facilities

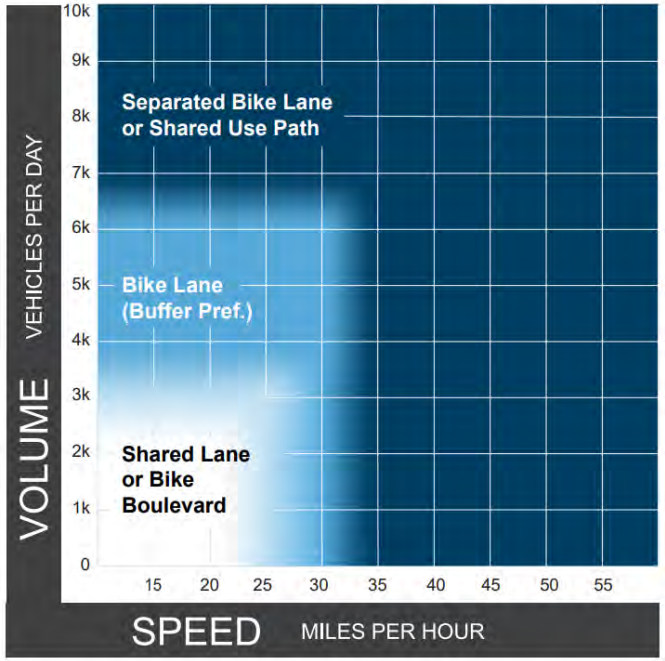
Bicycle Facility	Minimum Width (feet)
Paved Outside Shoulder	5
Bicycle Lane	5
Buffered Bicycle Lane *	5
Separated Bicycle Lane (one-way) *	5[1]
Separated Bicycle Lane (two-way) *	8[2]
Shared Use Path	10
Side path	10

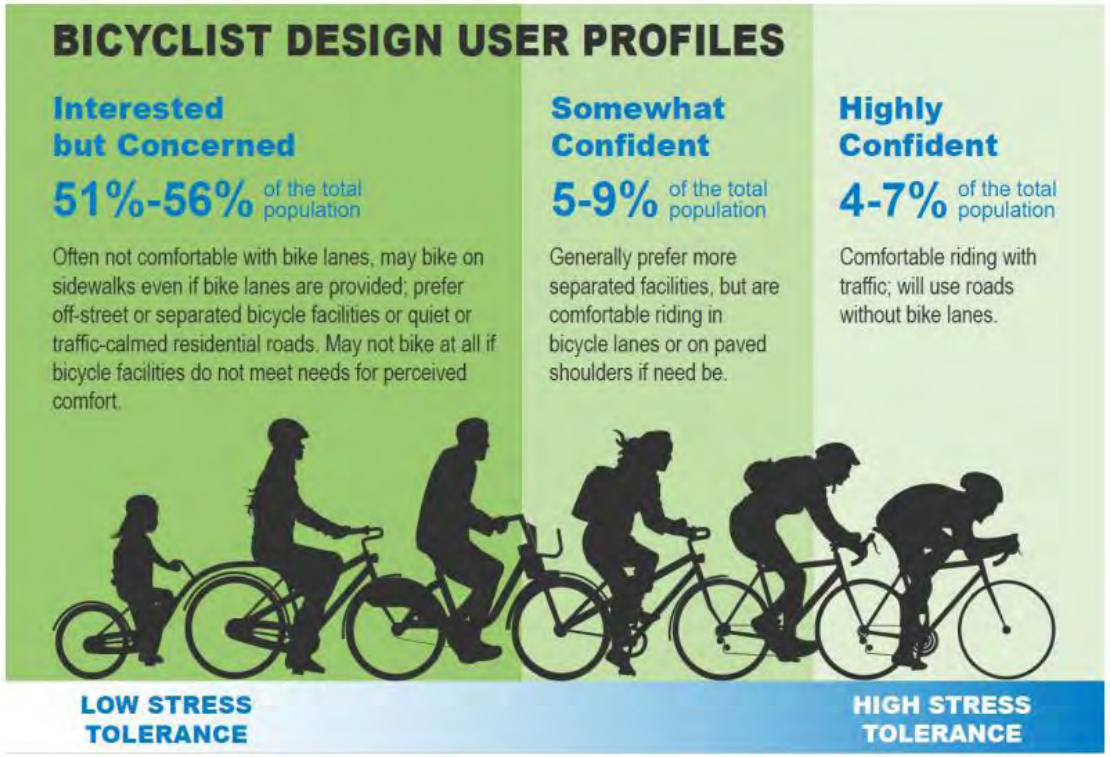
*Minimum width excludes buffer area (minimum buffer width = 2')

[1]A minimum width of 6' is required where the bicycle lane is constrained on both sides by curbs or other vertical barriers.

[2]A minimum width of 10' is required where the bicycle lane is constrained on both sides by curbs or other vertical barriers.



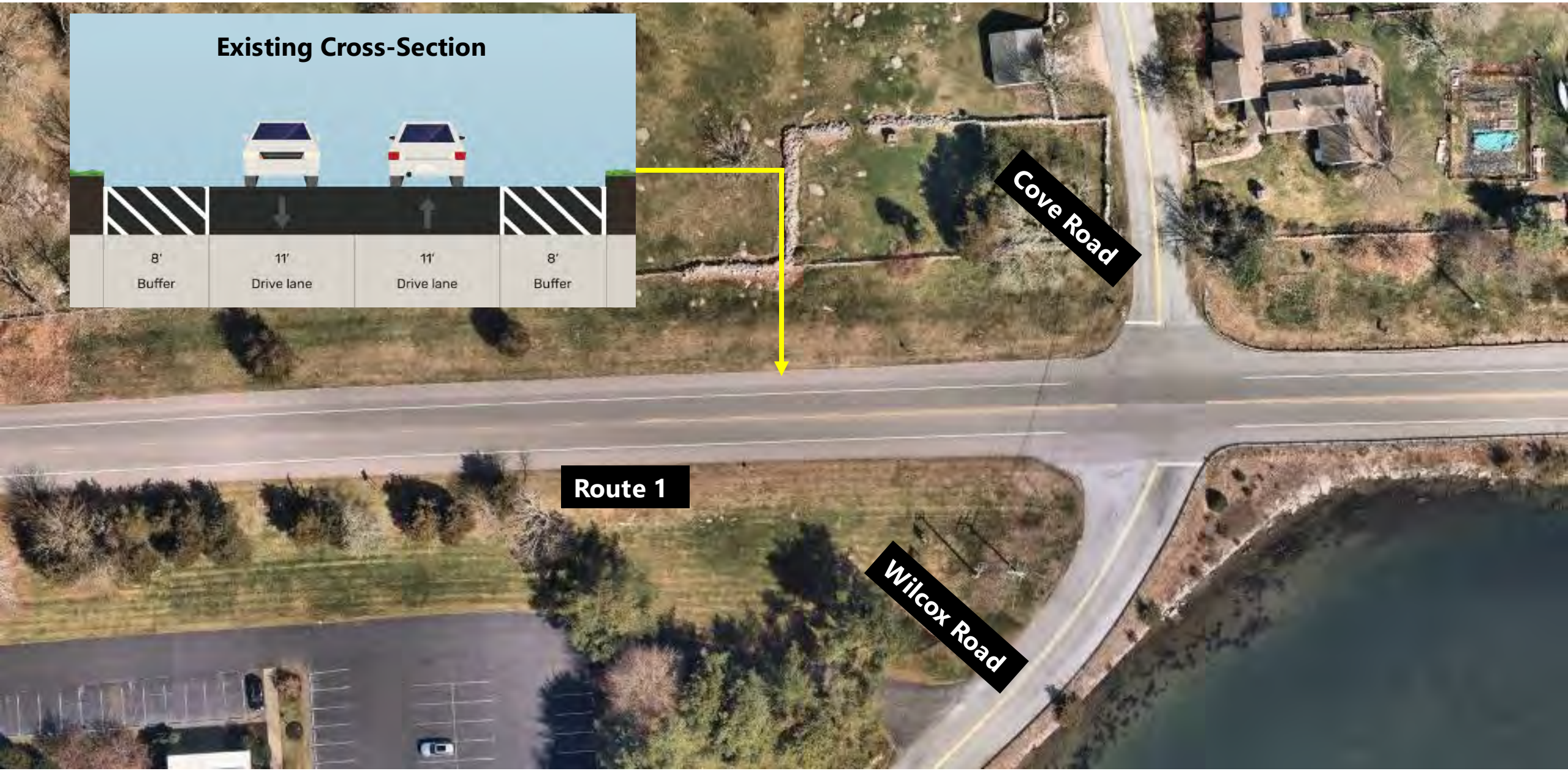




Bicycle Facility Concept

- Buffered bicycle lanes
- Multi-use paved trail




Existing Cross-Section
8'
Buffer
11'
Drive lane
11'
Drive lane
8'
Buffer
Cove Road
Route 1
Wilcox Road


Proposed Cross-Section
5'
3'
11'
Drive lane
11'
Drive lane
3'
5'
BICYCLE LANE
BEGIN BICYCLE BUFFER ST. 65+32
BEGIN 5' BICYCLE LANE ST. 65+00
Cove Road
ROAD CLASS: MINOR ARTERIAL
SPEED LIMIT: 50MPH
ADT: 7,000
61+00
62+00
63+00
64+00
65+00
66+00
66+39
END 5' BICYCLE LANE ST. 65+00
END BICYCLE BUFFER ST. 65+32
Wilcox Road
BLE BUFFER STRIPING
5' BICYCLE LANE


Old Stonington Road
Route 1
Wilcox Road
Existing Cross-Section
8'
Buffer
11'
Drive lane
11'
Drive lane
8'
Buffer

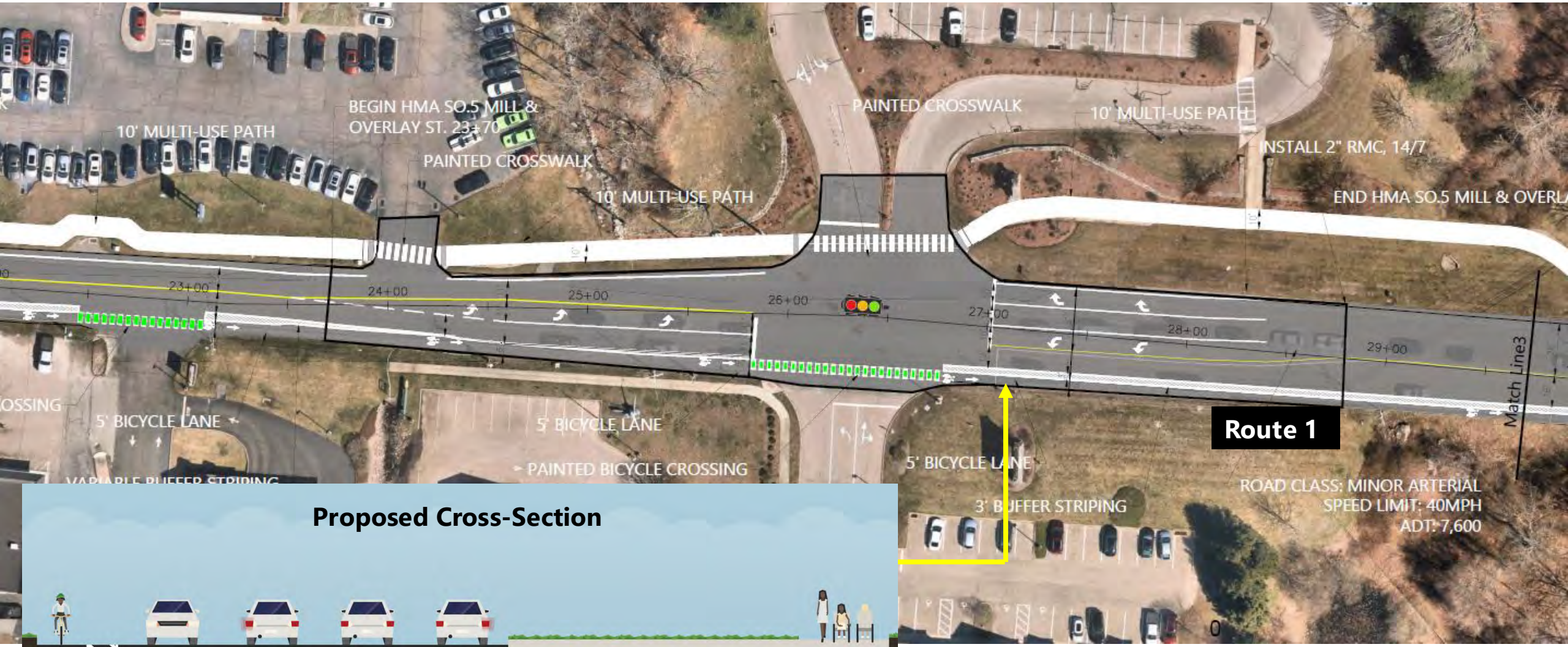

Old Stonington Road
5' BICYCLE LANE
3' BUFFER STRIPING
PAINTED BICYCLE CROSSING
Match Line2
43+00
44+00
45+00
5' BICYCLE LANE
VARIABLE BUFFER STRIPING
5' BICYCLE LANE
46+00
47+00
48+00
49+00
3' BUFFER STRIPING
5' BICYCLE LANE
Route 1
PAINTED BICYCLE CROSSING
VARIABLE BUFFER STRIPING
Nearmap
Wilcox Road
5' BICYCLE LANE
Proposed Cross-Section
5'
3'
11'
11'
3'
5'


Old Stonington Rd
Old Stonington Rd
Stonington Westerly Rd
Stonington
Route 1
Latimer Road
Existing Cross-Section
8'
Buffer
11'
Drive lane
11'
Drive lane
8'
Buffer

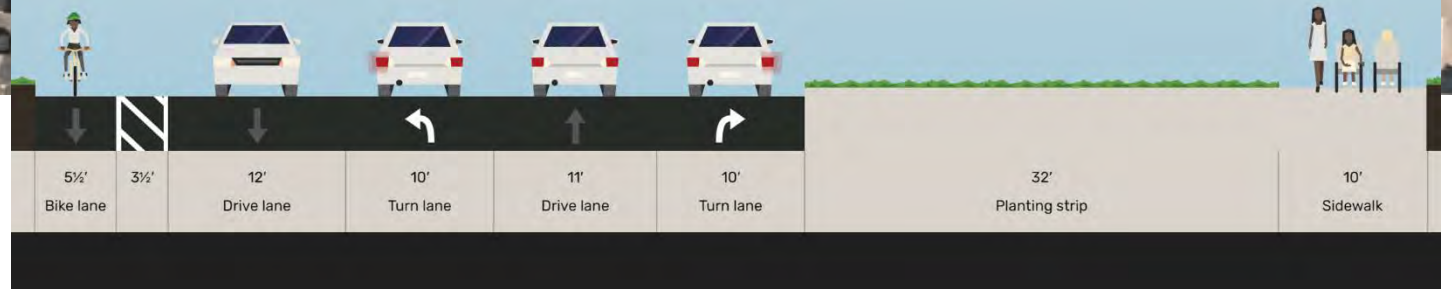

BEGIN 10' MULTI-USE PATH
Old Stonington Road
PAINTED BICYCLE CROSSING
END 5' BICYCLE LANE
END BICYCLE BUFFER
5' BICYCLE LANE
3' BUFFER STRIPING
5' BICYCLE LANE
Match Line3
30+00
31+00
32+00
33+00
34+00
35+00
36+00
37+00
5' BICYCLE LANE
STRIPING
Route 1
5' BICYCLE LANE
PAINTED BICYCLE CROSSING
Latimer Road
Proposed Cross-Section
5'
3'
11'
11'
3'
5'

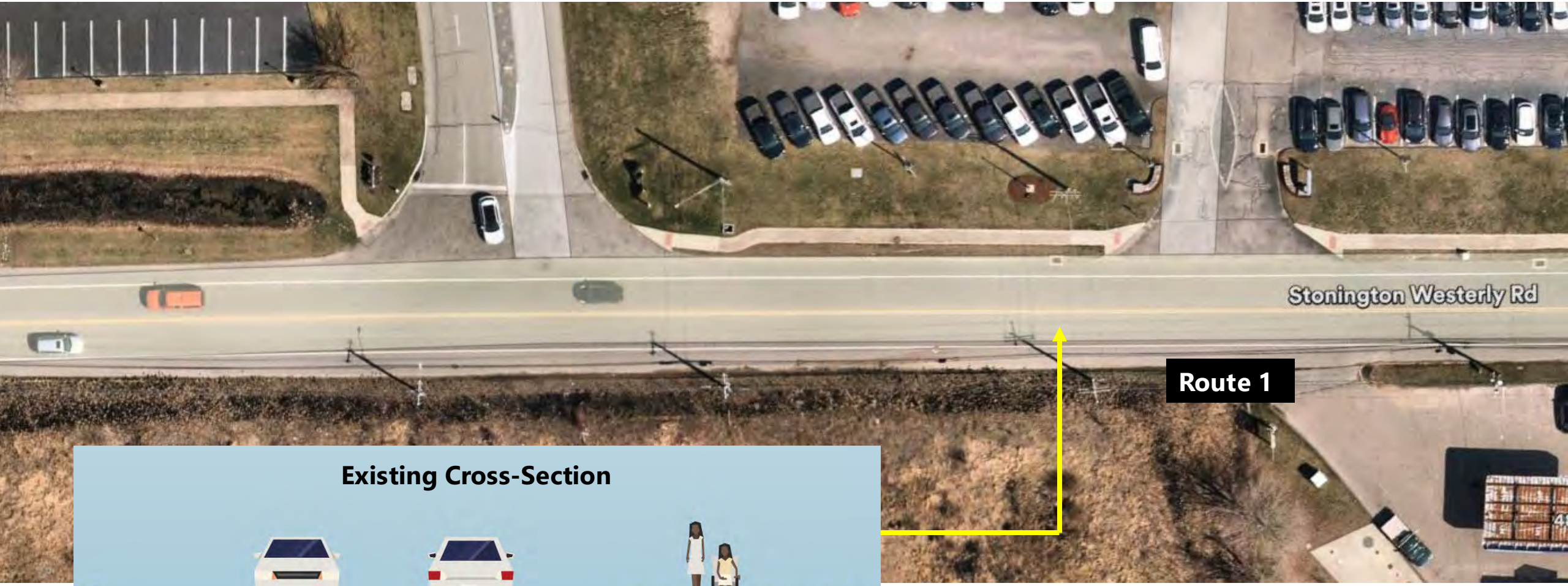


Existing Cross-Section

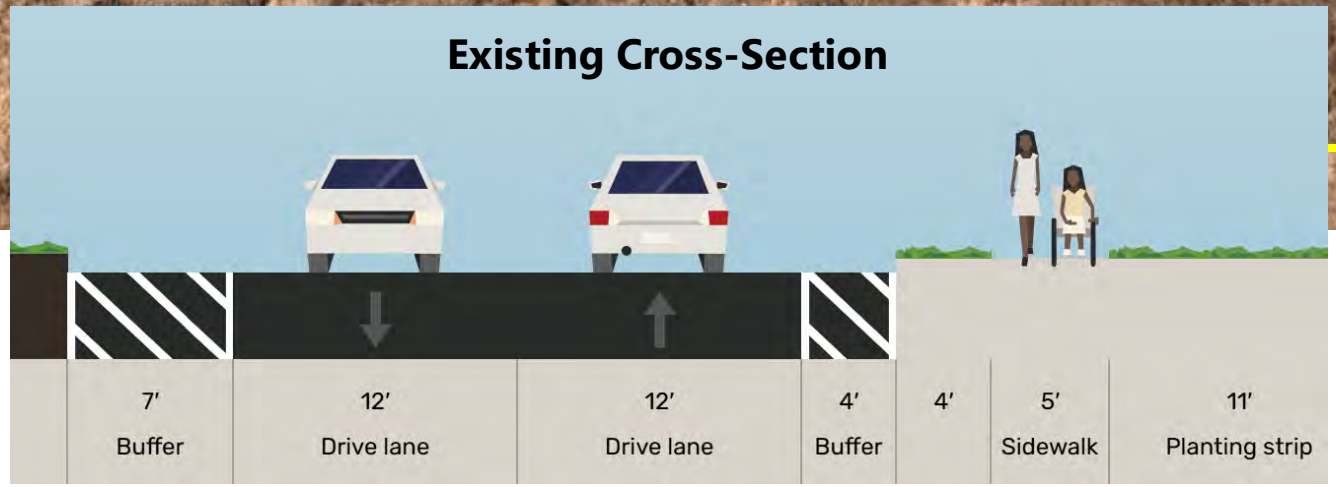


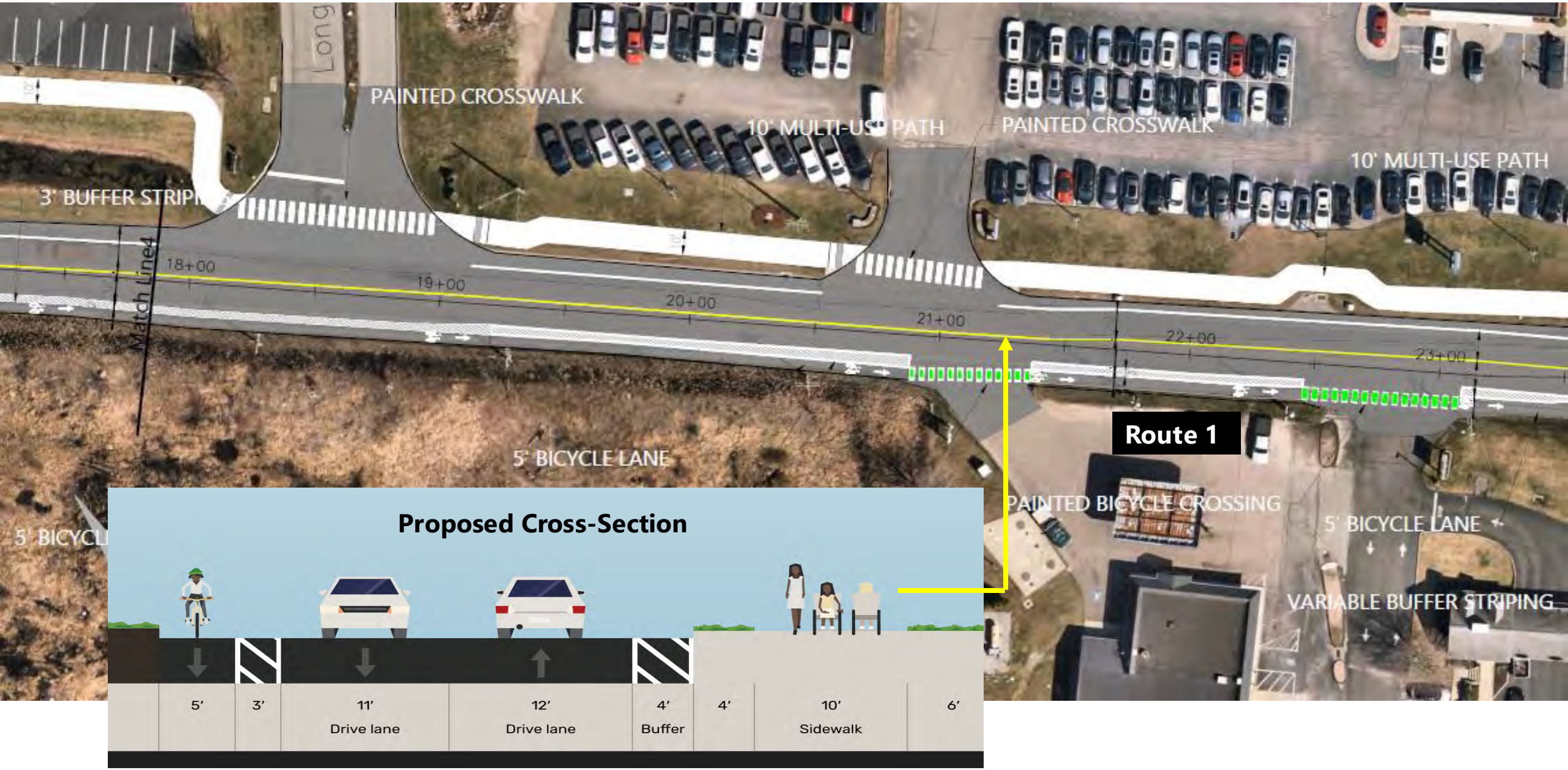
Proposed Cross-Section



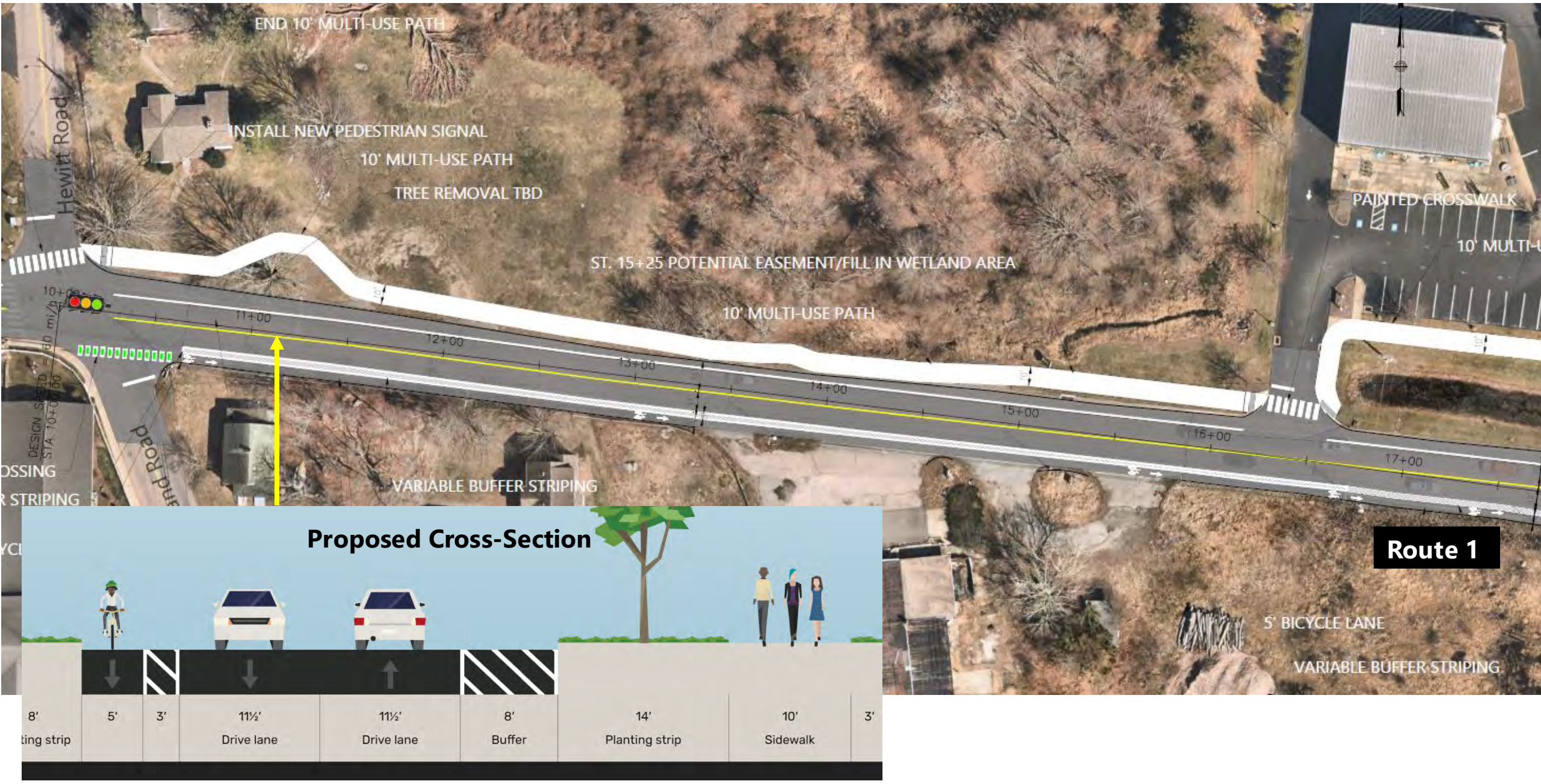


Existing Cross-Section




PAINTED CROSSWALK
10' MULTI-USE PATH
PAINTED CROSSWALK
10' MULTI-USE PATH
3' BUFFER STRIPING
Match Line4
18+00
19+00
20+00
21+00
22+00
23+00
5' BICYCLE LANE
Route 1
PAINTED BICYCLE CROSSING
5' BICYCLE LANE
VARIABLE BUFFER STRIPING
Proposed Cross-Section
5'
3'
11'
Drive lane
12'
Drive lane
4'
Buffer
4'
10'
Sidewalk
6'


ms Ave
Stonington Westerly Rd
Stonington Westerly Rd
Route 1
Existing Cross-Section
8'
Buffer
11½'
Drive lane
11½'
Drive lane
8'
Buffer
14'
Planting strip
13'
Planting strip


END 10' MULTI-USE PATH
INSTALL NEW PEDESTRIAN SIGNAL
10' MULTI-USE PATH
TREE REMOVAL TBD
Hewitt Road
PAINTED CROSSWALK
10' MULTI-U
ST. 15+25 POTENTIAL EASEMENT/FILL IN WETLAND AREA
10' MULTI-USE PATH
10+00
11+00
12+00
13+00
14+00
15+00
16+00
17+00
DESIGN SPEED = 60 mi/h
STA 10+00.00
VARIABLE BUFFER STRIPING
Proposed Cross-Section
8'
ting strip
5'
3'
11½'
Drive lane
11½'
Drive lane
8'
Buffer
14'
Planting strip
10'
Sidewalk
3'
Route 1
5' BICYCLE LANE
VARIABLE BUFFER STRIPING

Cost Estimate

- Conceptual, pre-engineering
- Construction cost only
- Estimated at $1.14 million

CONCEPT COST ESTIMATE

FOR THE CONSTRUCTION OF: Stonington US Route 1 Bicycle Facility

CITY OF: Stonington
PROJECT NO.: 43526.00
ESTIMATE BY: AS
CHECKED BY: WK

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
0202000	EARTH EXCAVATION	CY	800	$ 30.00	$ 24,000.00
0209001	FORMATION OF SUBGRADE	SY	2200	$ 4.00	$ 8,800.00
0213100	GRANULAR FILL	CY	450	$ 75.00	$ 33,750.00
0304002	PROCESSED AGGREGATE BASE	CY	400	$ 60.00	$ 24,000.00
0406171	HMA S0.5	TON	1100	$ 150.00	$ 165,000.00
0406236	MATERIAL FOR TACK COAT	GAL	350	$ 7.00	$ 2,450.00
0406999A	ASPHALT ADJUSTMENT COST	EST	1	$ 10,000.00	$ 10,000.00
0409001	FINE MILLING OF BITUMINOUS CONCRETE (0" TO 4")	SY	3500	$ 5.00	$ 17,500.00
0921005A	CONCRETE SIDEWALK RAMP	SF	1500	$ 50.00	$ 75,000.00
0921048	DETECTABLE WARNING SURFACE	SF	150	$ 60.00	$ 9,000.00
0944000	FURNISHING AND TOPSOIL	SY	1200	$ 7.00	$ 8,400.00
095005	TURF ESTABLISHMENT	SY	1200	$ 3.00	$ 3,600.00
0970006	TRAFFICPERSON (MUNICIPAL POLICE OFFICER)	EST	1	$ 125,000.00	$ 125,000.00
0970007	TRAFFICPERSON (UNIFORMED FLAGGER)	HR	1200	$ 55.00	$ 66,000.00
0976002	BARRICADE WARNING LIGHTS-HIGH INTENSITY	DAY	10	$ 3.00	$ 30.00
0977001	TRAFFIC CONE	EA	150	$ 40.00	$ 6,000.00
0978002	TRAFFIC DRUM	EA	20	$ 100.00	$ 2,000.00
0979003	CONSTRUCTION BARRICADE TYPE III	EA	10	$ 160.00	$ 1,600.00
0979004	CONSTRUCTION BARRICADE DETECTABLE	EA	10	$ 300.00	$ 3,000.00
1002203	TRAFFIC CONTROL FOUNDATION - PEDESTAL - TYPE I	EA	2	$ 950.00	$ 1,900.00
1008115	2" RIGID METAL CONDUIT IN TRENCH	LF	60	$ 30.00	$ 1,800.00
1008215	2" RIGID METAL CONDUIT UNDER ROADWAY	LF	60	$ 25.00	$ 1,500.00
1010011	CONCRETE HANDHOLE - TYPE I	EA	2	$ 1,500.00	$ 3,000.00
1102002A	8' ALUMINUM PEDESTAL	EA	2	$ 1,200.00	$ 2,400.00
1106003A	1 WAY PEDESTRIAN SIGNAL PEDESTAL MOUNTED	EA	2	$ 1,200.00	$ 2,400.00
1107011A	ACCESSIBLE PEDESTRIAN SIGNAL AND DETECTOR (TYPE A)	EA	2	$ 1,200.00	$ 2,400.00
1108163	MODIFY EXISTING CONTROLLER	EA	1	$ 3,000.00	$ 3,000.00
1113103	7 CONDUCTOR NO. 14 CABLE	LF	200	$ 4.50	$ 900.00
1209467A	THERMOPLASTIC LEGENDS, ARROWS AND MARKINGS	SF	1500	$ 9.00	$ 13,500.00
1210101	4" WHITE EPOXY PAVEMENT MARKINGS	LF	44000	$ 0.50	$ 22,000.00
1210102	4" YELLOW EPOXY RESIN PAVEMENT MARKINGS	LF	12000	$ 0.50	$ 6,000.00
1210105	EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS, AND LEGENDS	SF	1800	$ 8.00	$ 14,400.00
1220027	CONSTRUCTION SIGNS	SF	250	$ 25.00	$ 6,250.00
Major Items Subtotal					**$666,580.00**
Minor Items Subtotal			20%	of Line "A"	**$133,316.00**
Major and Minor Contract Items Subtotal (A + B)					**$799,896.00**
Other Item Allowances					
Clearing and Grubbing			1%	of Line "C"	**$7,999.00**
Maintenance and Protection of Traffic			4%	of Line "C"	**$31,996.00**
Mobilization			7%	of Line "C"	**$55,993.00**
Construction Surveying			1%	of Line "C"	**$7,999.00**
Other Items Subtotal					**$103,987.00**
CONTRACT SUBTOTAL (C + D)					**$903,883.00**
Inflation Costs (Simple Method)					
Date of Estimate			Jan-25		
Anticipated Bid Date			May-26		
Annual Inflation			4%		
Inflation Subtotal			5.2%	of Line "E"	**$47,002.00**
TOTAL CONTRACT COST ESTIMATE (E+F) (Rounded to nearest $1000)					**$951,000.00**
Project Costs Summary					
Contract Cost Estimate (Line "G")					**$951,000**
Contingencies			10%		**$95,100**
Incidentals			10%		**$95,100**
ROW			LS		**N/A**
Utilities			LS		**$0**
TOTAL PROJECT COST					**$1,141,200**

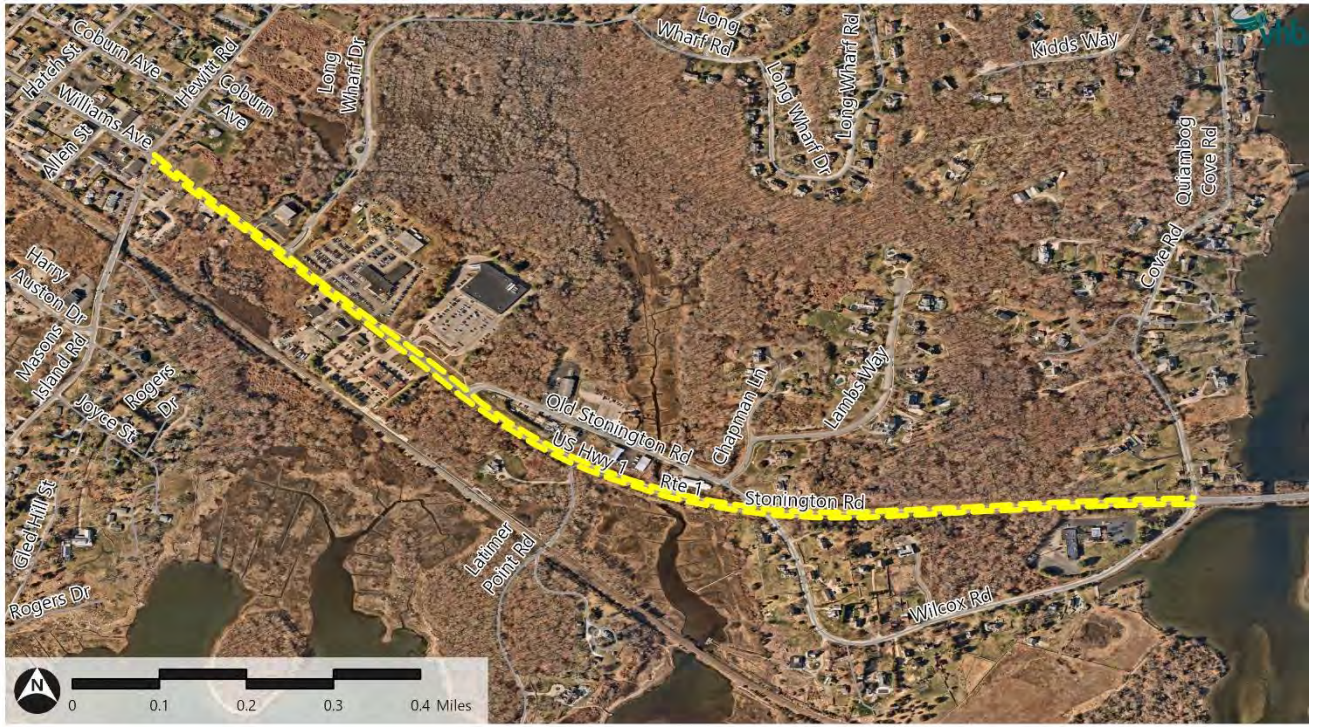
LOTCIP Funding

- State funding for transportation capital improvement projects
- Pre-Application approved by SECOG
- Deadline for full application – June 6



Potential Alternative

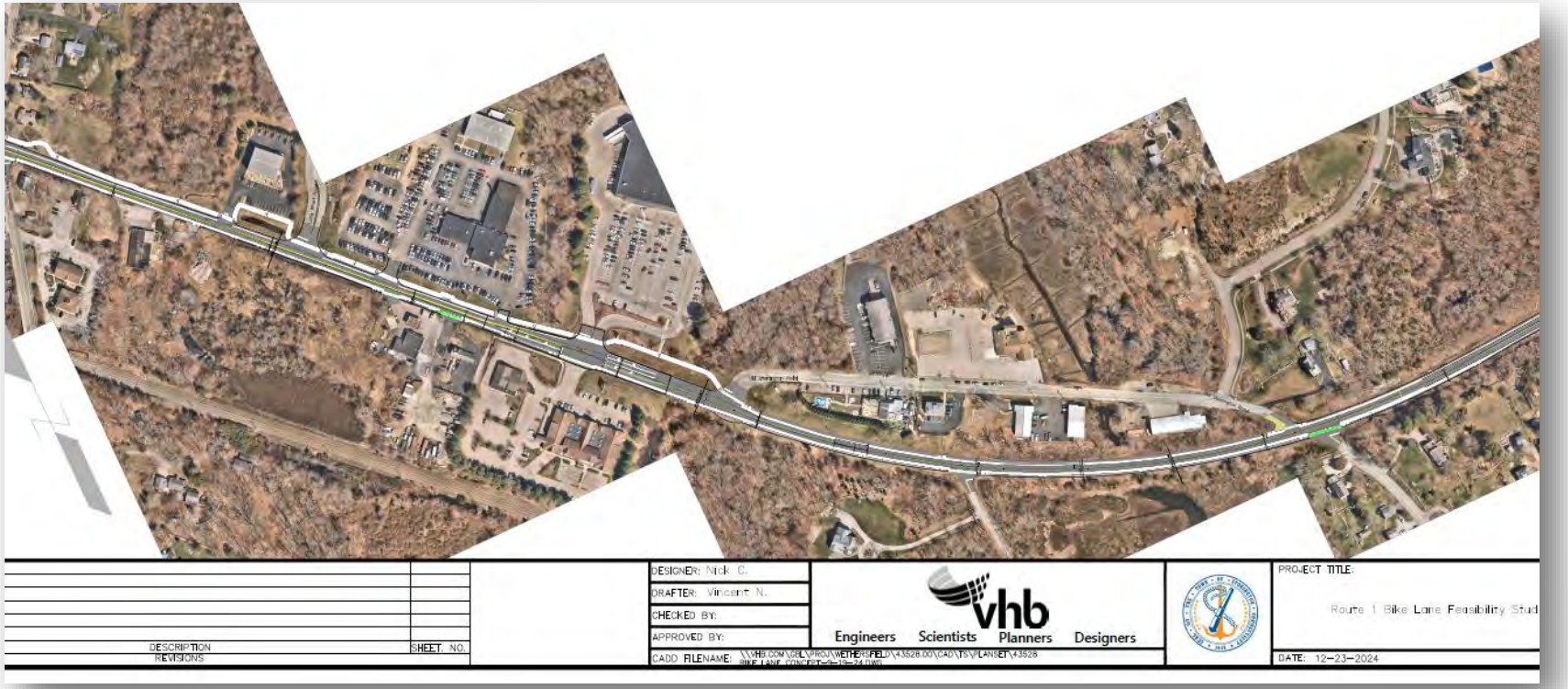
- Right-of-way/easements required for multi-use path
- Alternative: bicycle lanes only
  - May require minor widening to accommodate in constrained areas





Next Steps

- LOTCIP Application due June 6
- Survey
- Engineering Design





Stonington

Route 1 Bicycle Facility Public Meeting

Q&A



Thank you!

ATTACHMENT F

Cost Estimate

CONCEPT COST ESTIMATE

FOR THE CONSTRUCTION OF: Stonington US Route 1 Bicycle Facility

CITY OF: Stonington
PROJECT NO.: 43637.00
ESTIMATE BY: AS
CHECKED BY: EN

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
0202000	EARTH EXCAVATION	CY	800	$ 30.00	$ 24,000.00
0209001	FORMATION OF SUBGRADE	SY	2200	$ 4.00	$ 8,800.00
0213100	GRANULAR FILL	CY	450	$ 75.00	$ 33,750.00
0304002	PROCESSED AGGREGATE BASE	CY	400	$ 60.00	$ 24,000.00
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0944000	FURNISHING AND TOPSOIL	SY	1200	$ 7.00	$ 8,400.00
095005	TURF ESTABLISHMENT	SY	1200	$ 3.00	$ 3,600.00
0970006	TRAFFICPERSON (MUNICIPAL POLICE OFFICER)	EST	1	$ 125,000.00	$ 125,000.00
0970007	TRAFFICPERSON (UNIFORMED FLAGGER)	HR	1200	$ 55.00	$ 66,000.00
0976002	BARRICADE WARNING LIGHTS-HIGH INTENSITY	DAY	10	$ 3.00	$ 30.00
0977001	TRAFFIC CONE	EA	150	$ 40.00	$ 6,000.00
0978002	TRAFFIC DRUM	EA	20	$ 100.00	$ 2,000.00
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1008115	2" RIGID METAL CONDUIT IN TRENCH	LF	60	$ 30.00	$ 1,800.00
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1108163	MODIFY EXISTING CONTROLLER	EA	1	$ 3,000.00	$ 3,000.00
1113103	7 CONDUCTOR NO. 14 CABLE	LF	200	$ 4.50	$ 900.00
1209467A	THERMOPLASTIC LEGENDS, ARROWS AND MARKINGS	SF	1500	$ 9.00	$ 13,500.00
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1210102	4" YELLOW EPOXY RESIN PAVEMENT MARKINGS	LF	12000	$ 0.50	$ 6,000.00
1210105	EPOXY RESIN PAVEMENT MARKINGS, SYMBOLS, AND LEGENDS	SF	1800	$ 8.00	$ 14,400.00
1220027	CONSTRUCTION SIGNS	SF	250	$ 25.00	$ 6,250.00

A	**Major Items Subtotal**				**$666,580.00**
B	**Minor Items Subtotal**		20%	of Line "A"	**$133,316.00**
C	**Major and Minor Contract Items Subtotal (A + B)**				**$799,896.00**

Other Item Allowances

Clearing and Grubbing	1%	of Line "C"	**$7,999.00**
Maintenance and Protection of Traffic	4%	of Line "C"	**$31,996.00**
Mobilization	7%	of Line "C"	**$55,993.00**
Construction Surveying	1%	of Line "C"	**$7,999.00**

D	**Other Items Subtotal**				**$103,987.00**
E	**CONTRACT SUBTOTAL (C + D)**				**$903,883.00**

Inflation Costs (Simple Method)

	Date of Estimate		Jan-25		
	Anticipated Bid Date		May-26		
	Annual Inflation		4%		
F	**Inflation Subtotal**		5.2%	of Line "E"	**$47,002.00**
G	**TOTAL CONTRACT COST ESTIMATE (E+F)** (Rounded to nearest $1000)				**$951,000.00**

Project Costs Summary		
Contract Cost Estimate (Line "G")		**$951,000**
Contingencies	10%	**$95,100**
Incidentals	10%	**$95,100**
ROW	LS	**$200,000**
Utilities	LS	**$0**
TOTAL PROJECT COST		**$1,341,200**

ATTACHMENT G

CTDOT ROW Request Letter

TOWN OF STONINGTON
SELECTMAN'S OFFICE
DANIELLE CHESEBROUGH
FIRST SELECTMAN

152 Elm Street • Stonington, Connecticut 06378
(860) 535-5050

June 4, 2025

Mr. Vitalij Staroverov - Vitalij.Staroverov@ct.gov
Department of Transportation
Transportation Supervising Engineer
2800 Berlin Turnpike
P.O. Box 317546
Newington CT 06131-7546

Dear Mr. Staroverov,

RE: Request for Right of Way (ROW) Acquisition by DOT– Proposed LOTCIP Project

I am writing on behalf of the Town of Stonington regarding our application for a proposed LOTCIP project. This project as proposed will impact private property, which directly abuts a State asset (Route One) and its right-of-way (ROW).

Therefore, we request that the Connecticut Department of Transportation (DOT) Division of Rights of Way perform right of way tasks associated with the proposed LOTCIP project. The Town of Stonington is committed to the project, however does not have sufficient staff or the technical and legal capacity to perform the required work.

Please advise if DOT can assist with this work. Please note that a right-of-way cost estimate must be included in our complete LOTCIP application. We have included an early stage cost estimate in our application, as these funds will need to be drawn from the Council of Governments (COG) LOTCIP allocation.

If DOT cannot assist, please let us know at your earliest convenience as we will need to change the design plans for this project.

We appreciate your attention to this matter and look forward to your guidance and support as we proceed with this project.

Sincerely,

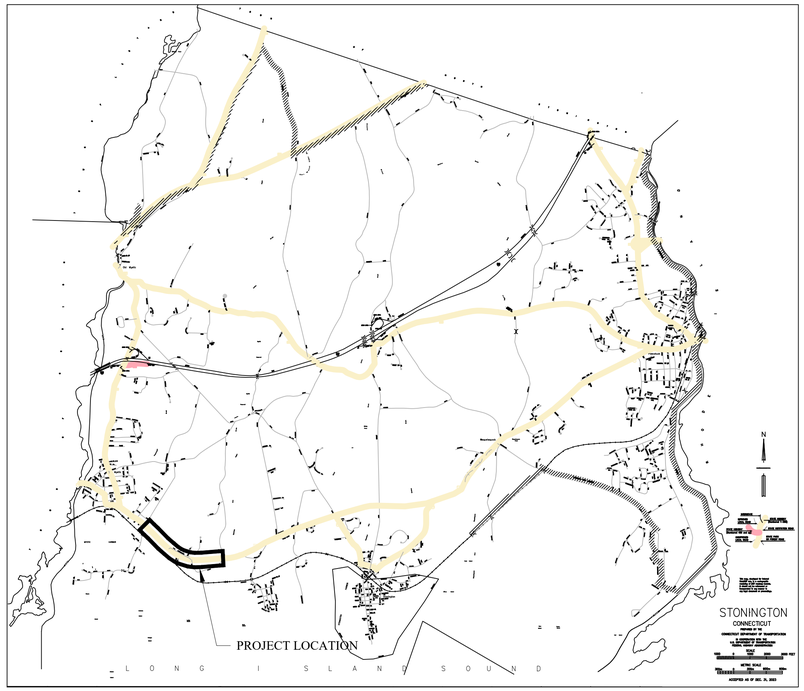


Danielle Chesebrough
First Selectman

ATTACHMENT H

Concept Plans

\\vhb.com\gbl\proj\Wethersfield\43528.00\cad\ts\planset\1 - TLS-43528.dwg



STONINGTON US ROUTE 1 BICYCLE FACILITY

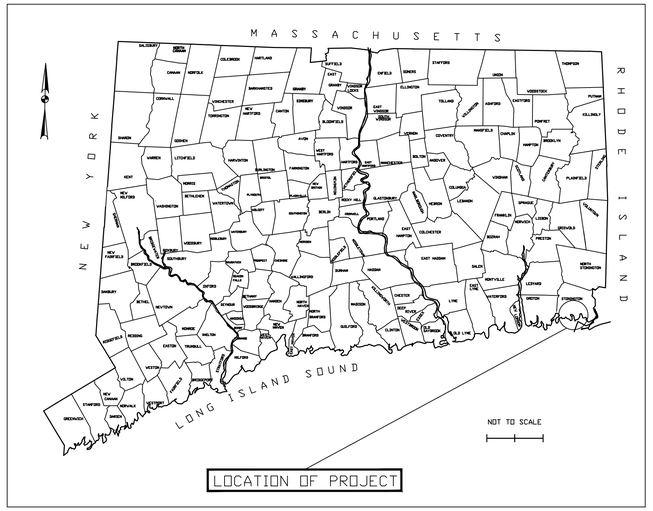
STONINGTON, CONNECTICUT

JUNE 2025

SITE PLAN

CONCEPT PLAN FOR REVIEW

SCALES AS NOTED



PROJECT ROADWAYS

US ROUTE 1
MINOR ARTERIAL
8,100 ADT

vhb 100 Great Meadow Road, Suite 200
Wethersfield, Connecticut 06109

SENIOR TRAFFIC ENGINEER

DATE

2024 STANDARD SPECIFICATIONS, FORM 819

\\vhb.com\gbl\proj\Wethersfield\43528.00\cad\ts\planset\43528 Bike Lane Concept-9-19-24.dwg





REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.

DESIGNER: Nick C.
DRAFTER: Vincent N.
CHECKED BY:
APPROVED BY:
CADD FILENAME: \\VHB.COM\GBL\PROJ\WETHERSFIELD\43528.00\CAD\TS\PLANSET\43528 BIKE LANE CONCEPT-9-19-24.DWG

vhb Engineers Scientists Planners Designers

PROJECT TITLE: Route 1 Bike Lane Feasibility Study
DATE: 12-23-2024

TOWN: Stonington CT
DRAWING TITLE: Route 1 Bike Lane Concept Plan

PROJECT NO.: 43528.00
DRAWING NO.:
SHEET NO.: 1 of 3

May 27, 2025

\\vhb.com\gbl\proj\Wethersfield\43528.00\cad\ts\planset\43528 Bike Lane Concept-9-19-24.dwg





REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.

DESIGNER: Nick C.
DRAFTER: Vincent N.
CHECKED BY:
APPROVED BY:
CADD FILENAME: \\VHB.COM\GBL\PROJ\WETHERSFIELD\43528.00\CAD\TS\PLANSET\43528 BIKE LANE CONCEPT-9-19-24.DWG

vhb Engineers Scientists Planners Designers

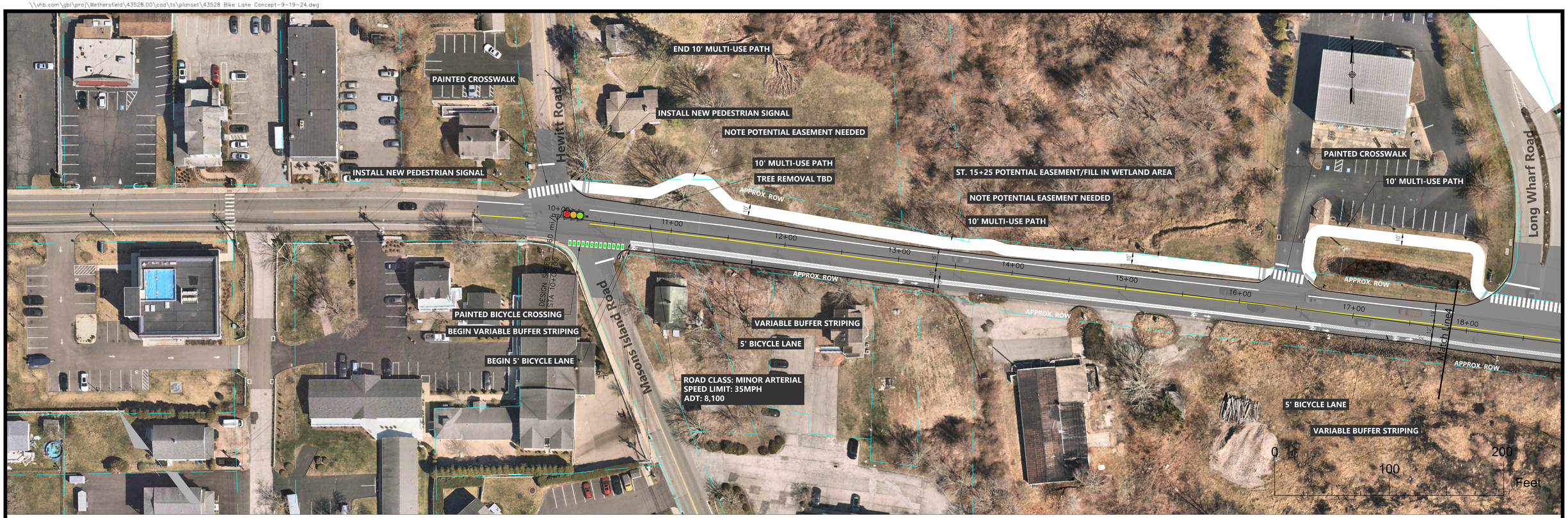
PROJECT TITLE: Route 1 Bike Lane Feasibility Study
DATE: 12-23-2024

TOWN: Stonington CT
DRAWING TITLE: Route 1 Bike Lane Concept Plan

PROJECT NO.: 43528.00
DRAWING NO.:
SHEET NO.: 2 of 3

May 27, 2025

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REV.	DATE	DESCRIPTION	SHEET. NO.
		REVISIONS	

DESIGNER: Nick C.
DRAFTER: Vincent N.
CHECKED BY:
APPROVED BY:
CADD FILENAME: \\VHB.COM\GBL\PROJ\WETHERSFIELD\43528.00\CAD\TS\PLANSET\43528 BIKE LANE CONCEPT-9-19-24.DWG

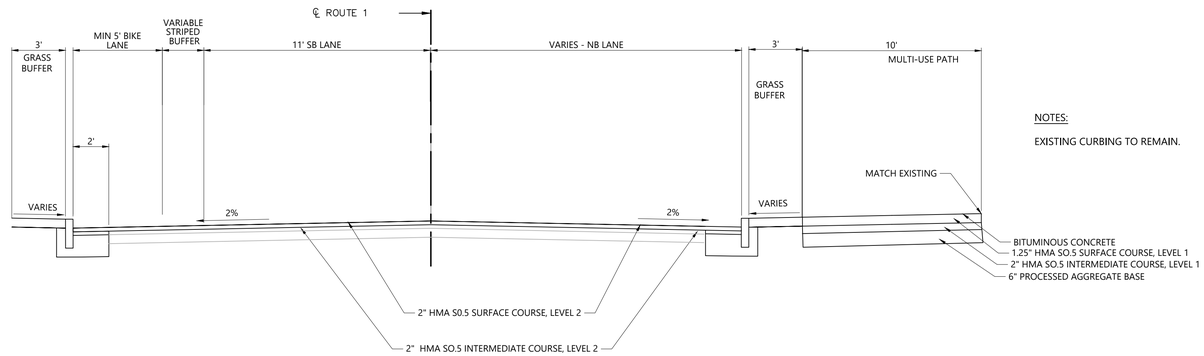
vhb Engineers Scientists Planners Designers

PROJECT TITLE: Route 1 Bike Lane Feasibility Study
DATE: 12-23-2024

TOWN: Stonington CT
DRAWING TITLE: Route 1 Bike Lane Concept Plan

PROJECT NO.: 43528.00
DRAWING NO.:
SHEET NO.: 3 of 3

May 27, 2025



NOTES:

EXISTING CURBING TO REMAIN.

PROPOSED US ROUTE 1 CROSS SECTION VIEW BETWEEN OLD STONINGTON ROAD AND LONG WHARF DRIVE MILL AND OVERLAY SECTION

NOT TO SCALE

CONCEPT DESIGN

REV.	DATE	DESCRIPTION REVISIONS	SHEET. NO.

NOT TO SCALE

DESIGNER: Nick C.
DRAFTER: Vincent N.
CHECKED BY:
APPROVED BY:
CADD FILENAME: \\VHB.COM\GBL\PROJ\WETHERSFIELD\43528.00\CAD\TS\PLANSET\TYP-CS.DWG

vhb Engineers Scientists Planners Designers

PROJECT TITLE: Route 1 Bike Lane Feasibility Study

DATE: 12-23-2024

TOWN: Stonington CT

DRAWING TITLE: Route 1 Bike Lane Concept Plan
TYPICAL SECTIONS

PROJECT NO.: 43528.00
DRAWING NO.: TYP-02
SHEET NO.: of 3

Jan 17, 2025

ATTACHMENT I

Existing Traffic Signal Plans

MOVEMENT DIAGRAM

	NTOR	PHASE 1	PHASE 2 PRE-EMPT 1	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
		5 1	2 5 1		P4 3 4 P4					
	FLASH	GRN CL CL	GRN CL CL	GRN CL CL	LPI GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL
FACE # 1	y	G G G	G Y R		R R R R					
2	y	R R R	G Y R		R R R R					
3	R	R R R	R R R		R G Y R					
4	R	R R R	R R R		R G Y R					
5	Y	◄ G ◄Y G G	G Y R		R R R R					
P4	OFF	DW	DW		WØ WØ DW					
INTERVALS MIN GRN		5	15		5					
WALK					4 (1) 3 (1)					
PED CLR					7 (2) ACCESSIBLE PEDESTRIAN SIGNAL					
VEH EXT			5.0		2.0					
MAX 1	5		28		15					
MAX 2	5		40		25					
YELLOW		3.0	3.4		3.3					
RED		1.0	3.5		2.6					
ADD INIT			1.5							
MAX INIT			28							
TBR					COUNTDOWN PEDESTRIAN SIGNAL					
TTR										
MIN GAP										
MODE	MAX RECALL		MIN RECALL	OFF	LOCK	OFF	OFF	OFF	OFF	OFF
INT START			THIS PHASE							

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D2	6' x 6'	3	PRESENCE
D2A	6' x 6'	3	PRESENCE
D4	6' x 6'	3	PRESENCE
D4A	6' x 6'	3	PRESENCE

SYSTEM LOC
MASTER

COORDINATION TYPE: NONE

PROGRAM FUNCTION	TIME	DAYS
FLASH	NONE	
MAX 1	ALL OTHER TIMES	
MAX 2	0600-0900	M-F
	1500-1800	

CYCLE	OFFSET SEC	OFFSET %

SIGN LEGEND

- (A) EXIST. SPAN MTD. 31-0823 (NTOR)
- (B) EXIST. 31-0830 (NTOR)
- (C) EXIST. 31-0802 (STOP HERE ON RED W/ LEFT ARROW)
- (D) EXIST. 31-1625 (TURNING VEHICLES (RIGHT ARROW) YIELD TO PEDESTRIANS)
- (E) EXIST. 31-1626 (TURNING VEHICLES (LEFT ARROW) YIELD TO PEDESTRIANS)

NOTES :

STATE TO MAINTAIN ALL STOP BARS AND ALL PAVEMENT MARKINGS ON U.S. ROUTE 1

TOWN OF STONINGTON TO MAINTAIN SIGNS AND ALL OTHER PAVEMENT MARKINGS ON HEWITT RD. AND MASONS ISLAND RD.

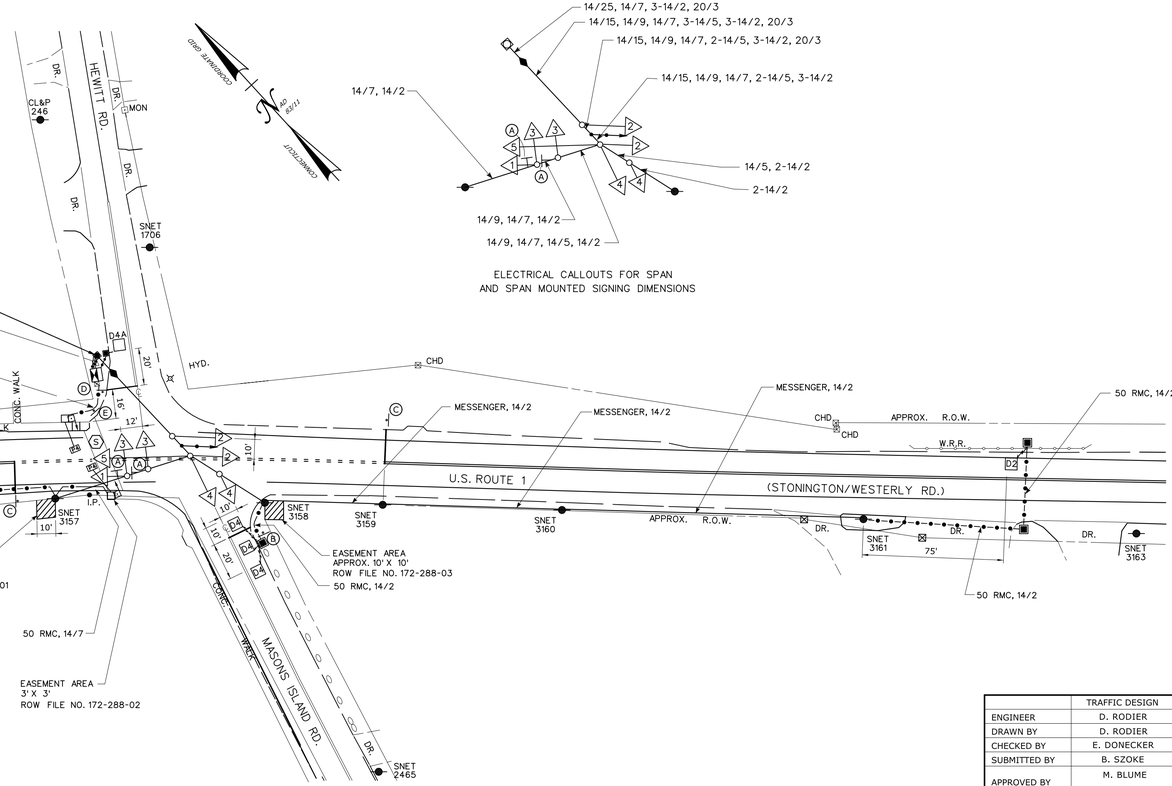
PRE-EMPTION EQUIPMENT OWNED AND MAINTAINED BY THE TOWN OF STONINGTON.

PERMANENT EASEMENT GRANTED TO THE STATE OF CONNECTICUT FOR THE INSTALLATION AND MAINTENANCE OF TRAFFIC SIGNAL EQUIPMENT.

(S) BAR TYPE CROSSWALK - STATE MAINTAINED

SPAN POLE INFORMATION

ID #	POLE LENGTH	BOLT CIRCLE	LOAD AT YIELD	YEAR INSTALLED
137-205-A	9000 mm	510 mm	34710 N	1997



ELECTRICAL CALLOUTS FOR SPAN AND SPAN MOUNTED SIGNING DIMENSIONS

TECHNICAL NOTES

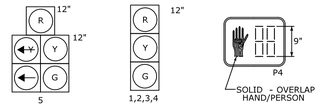
- STANDARD OVERLAP SKIP FEATURES APPLY
- PHASE 2 ON TO OMIT PHASE 1
- (1) PERCUSSIVE TONE ONLY DURING LPI AND PEDESTRIAN WALK INTERVAL.
- (2) COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL.
- (3) LPI AND CONCURRENT PED PHASE ONLY COMES IN WHEN ACTUATED BY PUSHBUTTON.

OFFICE RECORD

REV # 12 TIR # N/A SM # N/A SIGNAL REVISED: 1/11/2024

REPLACED CONTROLLER, REPLACED SIDE STREET GREEN WITH LPI AND CONCURRENT PHASING, COUNTDOWN HEADS, AND APS PUSHBUTTONS, ON EXISTING FOUNDATIONS UNDER PROJECT # 0172-0509. UPDATED PAVEMENT MARKINGS TO MATCH CURRENT FIELD CONDITIONS.

SIGNAL FACES



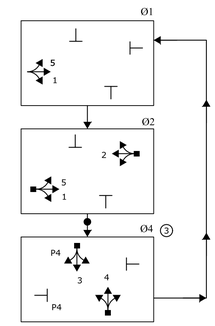
ALL INDICATIONS HAVE LED LAMPS

FACES 1,2 & 5 HAVE BACK PLATES WITH YELLOW RETROREFLECTIVE BORDER AND TUNNEL VISORS

PRE-EMPTION SETTINGS

	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	PARENT
HOLD GREEN	15
HOLD YELLOW	3.4
HOLD RED	3.5
HOLD PHASE	2
EXIT PHASE	4
EXIT CALL	NONE

PHASE SEQUENCE:



● = LPI (LPI ONLY COMES IN WHEN ACTUATED BY PUSHBUTTON)

	TRAFFIC DESIGN	ELECTRICAL DESIGN
ENGINEER	D. RODIER	M. ARIF
DRAWN BY	D. RODIER	M. ARIF
CHECKED BY	E. DONECKER	R. POLINENI
SUBMITTED BY	B. SZOKE	J. KULJIS
APPROVED BY	M. BLUME	L. CONROY
APPROVED DATE	9/14/2022	9/14/2022

REV # 12 INTERSECTION # 137-205

ENERGY BY - TOWN	ADDRESS #
MAINT LEVEL 1	SERVICE POLE - SNET 3158
	UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
R RED, Y YELLOW, G GREEN, ◄R RED ARROW, ◄Y YELLOW ARROW, ◄ GREEN ARROW, W/Ø WALK/ PED. CLR, D.W. DON'T WALK, FL. FLASHING

- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTAL MOUNTING
- PEDESTRIAN PUSH BUTTON & SIGN
- DIRECTIONAL ARW. FOR PUSH BUTTON
- TRAFFIC SIGNAL FACE
- PEDESTRIAN SIGNAL FACE
- DET. LEADS IN SAW CUT
- PROPOSED RMC (RIGID METAL CONDUIT)
- EXISTING RMC (RIGID METAL CONDUIT)
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- VIDEO DETECTION ZONE
- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- LOOP DETECTOR
- SD SYSTEM DETECTOR
- MAGNETIC DETECTOR
- OPTICAL DETECTOR
- VIDEO DETECTOR
- AUDIO DETECTOR
- SIDEWALK RAMP
- CABLE CLOSURE
- WIRELESS SENSOR
- WIRELESS RECEIVER
- WIRELESS TRANSMITTER
- GUY WIRE
- PROPOSED HANDHOLE
- EXISTING HANDHOLE

DATE PLOTTED : 2/1/2024 D:\Users\donecker\State of Connecticut\0172-0509 - Design\Traffic\As Built Plans\012_TR_ASSET_137-205.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 1 (WILLIAMS AVE. AND STONINGTON/WESTERLY RD.) AT MASONS ISLAND ROAD AND HEWITT ROAD

SCALE 1" = 40'

TOWN: **STONINGTON**

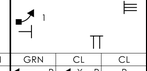
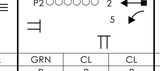
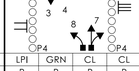
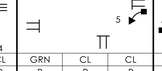
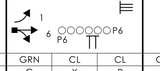
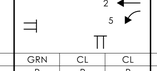
DRAWING TITLE: **TRAFFIC CONTROL SIGNAL PLAN**

PROJECT NO.

DRAWING NO.

SHEET NO.

MOVEMENT DIAGRAM

	NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8 PRE-EMPT 1	PHASE 9
	NONE									
	FLASH	GRN CL CL	GRN CL CL	GRN CL CL	LPI GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL
1	Y	R R R	R R R		R R R R	R R R	G Y R		R R R	
2	Y	R R R	G Y R		R R R R	R R R	R R R		G G G	
3	R	R R R	R R R		R G Y R	R R R	R R R		R R R	
4	R	R R R	R R R		R G Y R	R R R	R R R		R R R	
5	Y	R R R	G Y R		R R R R	R R R	R R R		G G G	
6	Y	R R R	R R R		R R R R	R R R	G Y R		R R R	
7	R	R R R	R R R		R G Y R	R R R	R R R		R R R	
8	R	R R R	R R R		R G Y R	R R R	R R R		R R R	
P2	OFF	DW	WØ DW		DW				DW	
P4	OFF	DW			WØ DW				DW	
P6	OFF	DW			DW		WØ DW		DW	
S2	OFF	OFF	YIELD		NTOR	OFF	OFF		OFF	
S4	OFF	OFF	NTOR		YIELD	OFF	OFF		OFF	
S4A	OFF	OFF	OFF		NTOR	OFF	NTOR		OFF	
S6	OFF	OFF	OFF		NTOR	OFF	YIELD		OFF	
	MIN GRN	5	15		5	5	15		15	
	WALK		7 (1)	ACCESSIBLE PEDESTRIAN SIGNAL	7 (1)					
	PED CLR		16 (2)		11 (2)					
	VEH EXT	1.5	2.5		1.5	1.5	2.5			
	MAX 1	15	35		26	15	35		15	
	MAX 2	15	35		26	15	35		15	
	YELLOW	3.0	4.5		3.0	3.0	4.5		4.5	
	RED	1.0	2.6		1.4	1.0	2.6		2.6	
	ADD INIT									
	MAX INIT									
	TBR									
	TTR									
	MIN GAP									
	MODE	NON-LOCK	MIN RECALL	OFF	NON-LOCK	NON-LOCK	MIN RECALL	OFF	ON/OMIT	OFF
	INIT START		THIS PHASE				THIS PHASE			

DETECTORS

IDENT	SIZE (WxL)	TYPE	MODE
D1	6' X 40'	360 VIDEO	PRESENCE
D2	12' X 147'	RADAR	PRESENCE
D4	SEE PLAN	360 VIDEO	PRESENCE
D4A	SEE PLAN	360 VIDEO	8" DELAY
D4B	6' X 40'	360 VIDEO	PRESENCE
D4C	8' X 40'	360 VIDEO	8" DELAY
D5	6' X 40'	360 VIDEO	PRESENCE
D6	6' X 147'	RADAR	PRESENCE
SD2	6' X 40'	360 VIDEO	PRESENCE
SD6	6' X 40'	360 VIDEO	PRESENCE

SYSTEM LOC | COORDINATION TYPE: NONE

MASTER	PROGRAM			CYCLE	OFFSET	
	FUNCTION	TIME	DAYS		SEC	%
	FLASH	NONE				
	MAX 1	ALL TIMES				
	MAX 2	FUTURE				

PRE-EMPTION SETTINGS	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	PARENT
HOLD GREEN	15
HOLD YELLOW	4.5
HOLD RED	2.6
HOLD PHASE	8
EXIT PHASE	2&6
EXIT CALL	NONE

SIGN LEGEND

(A) REPLACE SIGN 31-0282

(B) RELOCATED SIGN 31-0302

(C) RELOCATED SIGN 31-0282

ILLUMINATION LEGEND

LED LUMINAIRE - 12K LUMEN, TYPE II DIST., MULTI-VOLT, FULL-CUTOFF, 30' MOUNTING HEIGHT (U.O.N.)

LED LUMINAIRE - 18K LUMEN, TYPE III DIST., MULTI-VOLT, FULL-CUTOFF, 30' MOUNTING HEIGHT (U.O.N.)

ALUMINUM LIGHT STANDARD (TRANSFORMER BASE) AND FOUNDATION

NOTES:

STATE TO MAINTAIN SIGNS AND PAVEMENT MARKINGS ON U.S. ROUTE 1 AND ALL STOP BARS.

TOWN OF STONINGTON TO MAINTAIN SIGNS AND ALL OTHER PAVEMENT MARKINGS ON OLD STONINGTON ROAD.

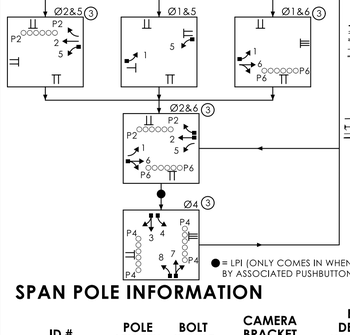
PROPERTY OWNERS TO MAINTAIN SIGNS AND ALL OTHER PAVEMENT MARKINGS ON PRIVATE DRIVES.

PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE TOWN OF STONINGTON.

ALL CROSSWALKS ARE BAR TYPE.

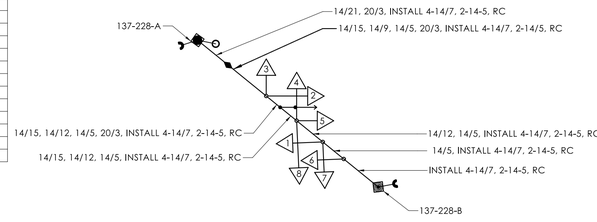
(W) 30" x 30" HANDHOLE.

PHASE DIAGRAM

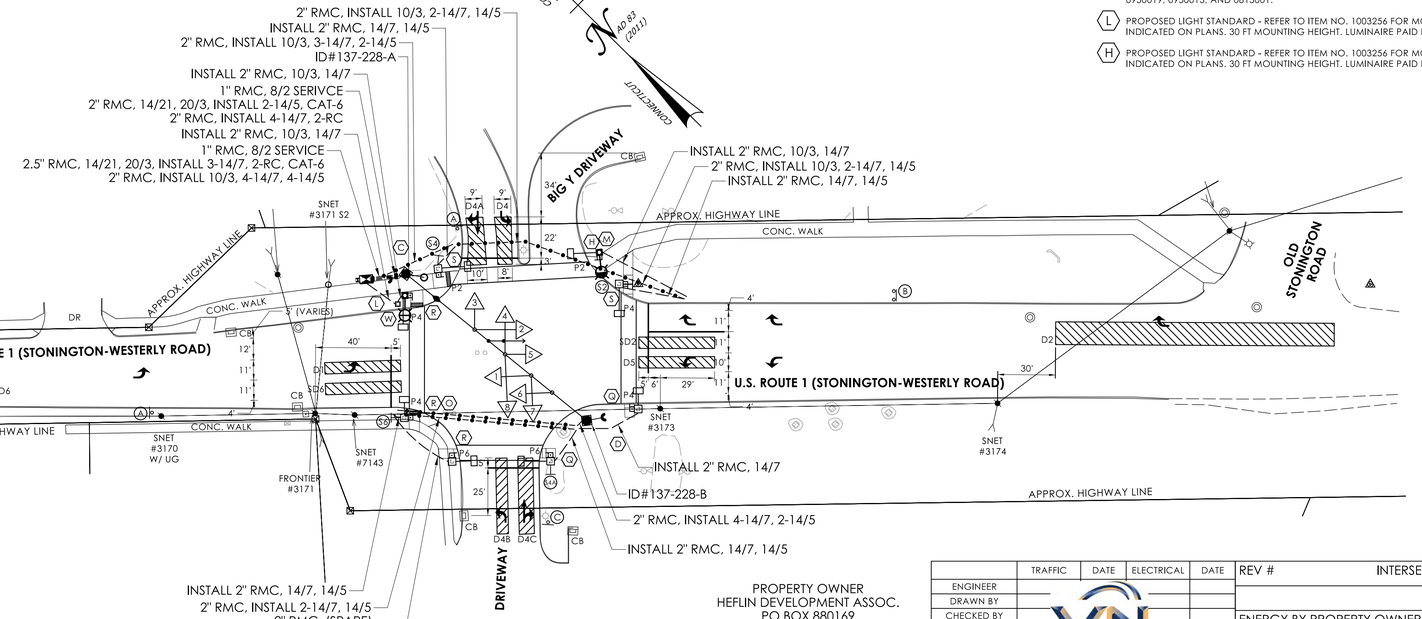


SPAN POLE INFORMATION

ID #	POLE LENGTH	BOLT CIRCLE	CAMERA BRACKET LENGTH	RADAR DETECTOR HORIZONTAL MOUNT	VERTICAL RISER FOR 360 DEGREE CAMERA	YEAR INSTALLED
137-228-A	30'	20"	-	3'	10'	1996
137-228-B	30'	20"	-	3'	-	1996



SPAN POLE ELECTRICAL

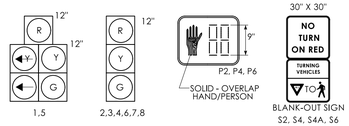


PROPERTY OWNER
HEFLIN DEVELOPMENT ASSOC.
PO BOX 880169
BOCA RATON, FL 33488

TECHNICAL NOTES

TECHNICAL NOTES	OFFICE RECORD
STANDARD OVERLAP SKIP FEATURES APPLY.	REV # TIR # SM # SIGNAL REVISED:
(1) PERCUSSIVE TONE ONLY DURING PEDESTRIAN WALK INTERVAL.	REMOVED FLASHING OPERATION, INSTALLED LPI CONCURRENT PEDESTRIAN PHASING, UPGRADED DETECTION
(2) COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL.	EQUIPMENT AND UPGRADED PEDESTRIAN SIGNAL EQUIPMENT UNDER STATE PROJECT NO. 0172-0525.
(3) CONCURRENT PED PHASE ONLY COMES IN WHEN ACTUATED BY ASSOCIATED PUSHBUTTON	
BLANK-OUT SIGNS TO ONLY BE ON WHEN ASSOCIATED PEDESTRIAN PHASE(S) ACTUATED.	

SIGNAL FACES



ALL INDICATIONS ARE LED.
FACES 2 & 5 HAVE TUNNEL VISORS.

PAVEMENT MARKING NOTES:

INSTALL NEW CROSSWALKS ACROSS ALL LEGS, AS SHOWN ON PLAN.

INSTALL NEW STOP BAR ON U.S. ROUTE 1 WEST LEG, AS SHOWN ON PLAN.

INSTALL NEW STOP BAR ON U.S. ROUTE 1 EAST LEG, AS SHOWN ON PLAN.

INSTALL NEW STOP BAR ON SOUTH LEG DRIVEWAY, AS SHOWN ON PLAN.

INSTALL NEW STOP BAR ON BIG Y DRIVEWAY NORTH LEG, AS SHOWN ON PLAN.

ERADICATE CONFLICTING WHITE EDGE LINE, STOP BARS, AND DOUBLE YELLOW LINES THAT EXTEND BEYOND THE NEW STOP BARS.

ERADICATE ALL PAVEMENT MARKINGS WITHIN 4' OF CROSSWALKS.

REPAINT PAVEMENT MARKING ARROWS ON U.S. ROUTE 1 WEST AND EAST LEGS.

CONSTRUCTION NOTES:

ALL TRAFFIC SIGNAL EQUIPMENT IS EXISTING EXCEPT AS NOTED.

STATE FORCES TO STAKE ALL R.O.W. PRIOR TO EXCAVATION UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

INSTALL PEDESTAL FOUNDATIONS ADJACENT TO LANDING AREA. PEDESTALS WITH BLANK-OUT SIGNS SHALL BE 12 FT TALL.

ANY PROPOSED REVISIONS TO THE LOCATION OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE DIVISION OF TRAFFIC ENGINEERING PRIOR TO INSTALLATION.

REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT PER SPECIAL PROVISION.

SEE SPECIAL PROVISION ITEM NO. 1116110A - BLANK-OUT SIGN.

THE LOCATION OF TRAFFIC SIGNAL FOUNDATIONS WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE VERIFIED PRIOR TO INSTALLATION TO PROVIDE A CLEAR PATH OF NOT LESS THAN 5 FEET. IF A MINIMUM 5 FOOT FREE PATH IS UNAVAILABLE, NOTIFY THE ENGINEER AND CONTACT THE DIVISION OF TRAFFIC ENGINEERING.

DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR THEIR DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH DETECTOR AND THE CONTROLLER CABINET.

COORDINATE WITH UTILITY COMPANY REPRESENTATIVES LISTED IN THE SPECIAL PROVISIONS, 1.07-LEGAL RELATIONS AND RESPONSIBILITIES.

MODIFY EXISTING CONTROLLER TO ACCOMMODATE CHANGES. SUPPLY 3 PAPER COPIES OF REVISED CABINET WIRING DIAGRAMS AND EMAIL A PDF COPY TO DOT.SIGNALLAB@CT.GOV. LEAVE ONE SET IN THE CONTROLLER CABINET.

MODIFY CONTROLLER FOUNDATION TO ACCEPT NEW CONDUIT. WORK TO BE PAID UNDER ITEM NO. 1002291 - MODIFICATION OF TRAFFIC CONTROL FOUNDATION.

INSTALL 20A CIRCUIT BREAKER IN CONTROLLER CABINET FOR CROSSWALK ILLUMINATION.

(C) INSTALL 360 DEGREE VIDEO CAMERA AND ADVANCE RADAR DETECTOR ON SPAN POLE ID #137-228-A.

(D) INSTALL ADVANCE RADAR DETECTOR ON SPAN POLE ID #137-228-B.

REMOVE EXISTING PEDESTRIAN PUSHBUTTON FROM SPAN 137-228-A. INSTALL A TOGGLE BOLT AND WASHER TO EFFECTIVELY SEAL EACH HOLE LEFT IN THE SPAN POLE WHERE ANY TRAFFIC SIGNAL EQUIPMENT HAS BEEN REMOVED.

(Q) INSTALL 5' X 5' CONCRETE LANDING AREA WITH DETECTABLE WARNING SURFACE.

(R) INSTALL TYPE 13 SIDEWALK RAMP PER GUIDE SHEET.

(S) INSTALL TYPE 16 SIDEWALK RAMP PER GUIDE SHEET.

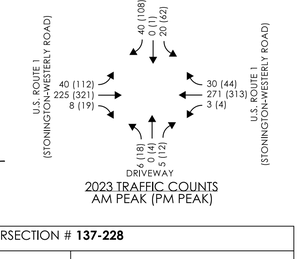
(M) MAINTAIN EXISTING SIDEWALK RAMP.

(W) INSTALL 30" X 30" HANDHOLE. ALL OTHERS TO BE TYPE II. UNLESS OTHERWISE NOTED.

(O) REMOVE EXISTING CONCRETE SIDEWALK RAMP, FURNISH AND PLACE TOPSOIL, ESTABLISH TURF, INSTALL EROSION CONTROL MATTING, AND APPROXIMATELY 12 FEET OF BITUMINOUS CURB. WORK TO BE PAID UNDER ITEM NOS. 0202513, 0944000, 0950019, 0950013, AND 0815001.

(L) PROPOSED LIGHT STANDARD - REFER TO ITEM NO. 1003256 FOR MORE INFO. 15' BRACKET ARM SHALL BE ORIENTATED AS INDICATED ON PLANS. 30 FT MOUNTING HEIGHT. LUMINAIRE PAID FOR UNDER ITEM NO. 1005668.01A.

(H) PROPOSED LIGHT STANDARD - REFER TO ITEM NO. 1003256 FOR MORE INFO. 15' BRACKET ARM SHALL BE ORIENTATED AS INDICATED ON PLANS. 30 FT MOUNTING HEIGHT. LUMINAIRE PAID FOR UNDER ITEM NO. 1005668.02A.



2023 TRAFFIC COUNTS
AM PEAK (PM PEAK)

VN ENGINEERS INC.
Traffic • Infrastructure • Planning
116 WASHINGTON AVENUE
NORTH HAVEN, CT 06473
203.234.7862

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

ENGINEERS

REV #	INTERSECTION # 137-228
ENERGY BY PROPERTY OWNER	ADDRESS #
MAINT LEVEL 5	SERVICE POLE - SNET #3171
	UNMETERED SERVICE

REVISION DESCRIPTION | DATE | REV.

LEGEND: FL. FLASHING; R RED; Y YELLOW; G GREEN; W/Ø WALK/ PED. CLR; D.W. DON'T WALK; RED ARROW; YELLOW ARROW; GREEN ARROW; PROPOSED RMC; EXISTING RMC; CABLE CLOSURE; VC VIDEO CAMERA CABLE; RC RADAR CABLE; DET. LEADS IN SAW CUT; PROPOSED SUPPORT STRUCTURE; EXISTING STEEL SPAN POLE; PROPOSED UTILITY POLE; EXISTING UTILITY POLE; EXISTING WOOD SPAN POLE; LRC LONG RANGE CABLE; PEDESTAL MOUNTING; PEDESTAL MOUNTED RRFB; PEDESTRIAN PUSH BUTTON & SIGN; DIRECTIONAL ARW. FOR PUSH BUTTON; PEDESTRIAN SIGNAL FACE; TRAFFIC SIGNAL FACE; PROPOSED HANDHOLE; EXISTING HANDHOLE; PROPOSED CONTROLLER; EXISTING CONTROLLER; AUXILIARY EQUIPMENT CABINET; OPTICAL DETECTOR; IP VIDEO DETECTOR; RADAR DETECTOR; THERMAL DETECTOR; AUDIO DETECTOR; 360° CAMERA ASSEMBLY; VIDEO THERMAL DETECTOR; EXISTING LUMINAIRE; DETECTION ZONE; LOOP DETECTOR; RADIO ANTENNA; POLE ANCHOR; EXISTING AUXILARY EQUIPMENT CABINET

CTDOT CONNECTICUT DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 1 (STONINGTON-WESTERLY ROAD) AT BIG Y DRIVEWAY AND PRIVATE DRIVE

TOWN(S): STONINGTON

DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

PROJECT NO.: 0172-0525

DRAWING NO.: TCS-17

SHEET NO.: 02.03.18

LASTED SAVED BY: KHuang FILE NAME: J:\C\C1023 CTDOT-2014 Oncall Traffic\042 - District 2 Signals\Drawings\Drawings - CTDOT DGN Setup\Traffic\Contract_Plans\TR_CP_0172_0525_SIGNAL_137_228.dgn

PLOTTED DATE: 5/14/2025