



SCCOG TRIP 2022 SOLICITATION OVERVIEW

Kyle Casiglio – Planner I – SCCOG

Kate Rattan, AICP – Transportation Program Manager – SCCOG

TRANSPORTATION RURAL IMPROVEMENT PROGRAM (TRIP)

- **Municipalities fund 100% of non-construction costs (design, ROW, etc)**
- **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
- **CTDOT has \$5,000,000 in competitive funding available state-wide**
 - \$5,000,000 allocation per year for three years
 - Each municipality may submit one project to the COG, SCCOG can submit four to CTDOT
 - CTDOT may or may not solicit again within the three-year program, funding beyond year three is not certain.
- **Unfunded projects may be eligible for other funding sources including LOTCIP.**

Entity Eligibility

Bozrah

Franklin

Lebanon

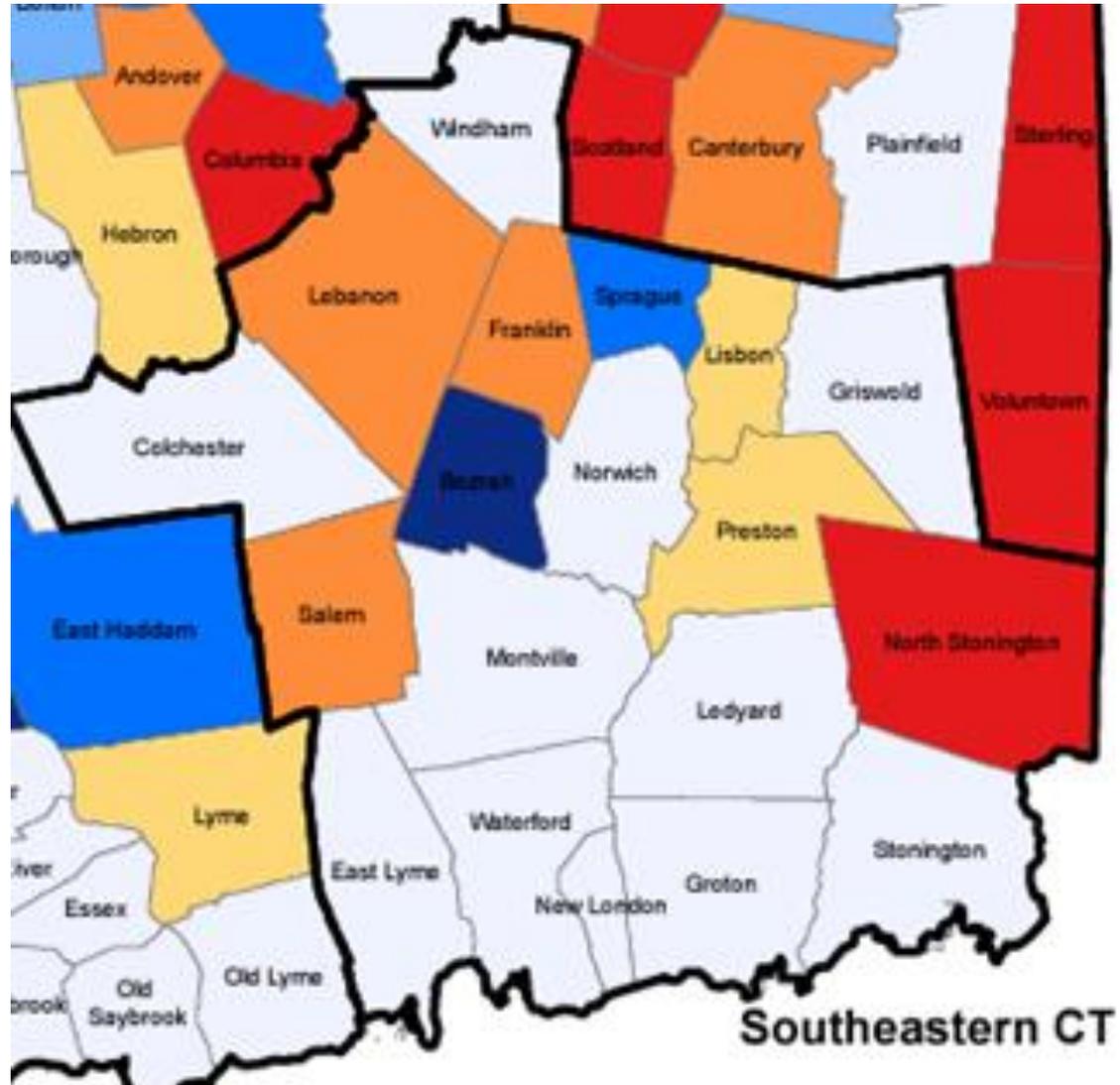
Lisbon

North Stonington

Preston

Salem

Sprague



PROJECT ELIGIBILITY

- Projects must exceed minimum estimated cost of \$300,000.
- While no cap has been set, funds are limited.
- Roadway must be classified as a rural minor collector or higher.
- Urban roadways and locally classified town roads are **not** eligible for TRIP grant improvements.
- Sidewalk and path projects may be located on any roadway, regardless of class.
- Refer to the [2022 CTDOT TRIP Guidelines](#) for full eligibility requirements



SOLICITATION SCHEDULE

Date	Activity
October 21, 2022	Solicitation Issued by SCCOG
October 28, 2022	Information Presentation by SCCOG
December 15, 2022	Draft Application Submission Due to SCCOG (4pm – email submission only)
January 9, 2023	Request for Revisions
January 27, 2023	Final Applications Due to SCCOG (4pm – email submission only)
February 7, 2023	Presentation of Project Scoring for Executive Committee Review/Prioritization
February 15, 2023	SCCOG Endorsement of Prioritized Project List
February 28, 2023	Submission of Priority List to CTDOT

- **Send All Application Documents to:**
Kyle Casiglio, Planner I, SCCOG, (kcasiglio@seccog.org)

QUESTIONS ON OVERVIEW





DRAFT APPLICATION SUBMITTAL AND REVIEW

Section 1: Project Type

Check all that apply

Note the additional data required for specific project types

- Roadway Geometric Improvement
Provide additional information as required in section 5A
- Stand-Alone Sidewalk Construction
- Intersection Improvement
Provide additional information as required in section 5B
- Bicycle/Pedestrian Improvement, including Multi-Use Trail Facilities
- Bridge Rehabilitation/Replacement
Provide additional information as required in section 5C
- Major Drainage Improvement
Provide additional information as required in section 5D
- Pavement Structure Improvement
Provide additional information as required in section 5E
- Traffic Signal Replacement/Upgrade/New Installation/Coordination
Provide additional information as required in section 5F
- Roundabout
Provide additional information as required in section 5G
- Other (please specify):

Application Checklist

- Site Location Map
- Property Boundary Map
- Comprehensive Concept Plans
- Preliminary Engineering Plans (if available)
- Cost Estimate
- Proposed project schedule (estimate for final design completion, construction start and completion, etc.)
- Description of known potential impacts (or enhancements) relating, but not limited, to environmental, historical, natural, or social resources, as well as rights-of-way.
- CTDOT Completed Bicycle and Pedestrian Travel Needs Assessment Form
- Description of any public involvement conducted or support for the project.

 Prioritization Rubric

Public Support

- Stand-alone project study
 - POCD
 - Other local plans
 - Regional planning document
-
- Awarded projects will also see public support during the design process

Section 2 - Description of Project and Purpose and Need

Section 2 – Description of Project and Purpose and Need

Provide a detailed description of the proposed improvements as well as the purpose and need of the project. Please be as comprehensive as possible in the description of the planned activities. The purpose and need for the project should include the specific needs that will be satisfied and expected outcomes resulting from undertaking the project. It should also show how it relates to established goals and strategic plans for the community. An application that comprehensively demonstrates the following may receive maximum points for this section:

- Project description should be clear and detailed so that a reviewer can easily understand the limits and extent of the proposed improvements.
- Should be specific and clearly define what the intended purpose and need is within the context of the community and why this project is critical to achieving the purpose and need.
- Describe how this project can stimulate additional investment, leverage other resources, and/or fits into local or regional initiatives.
- Project is shown to complement local and/or regional plans such as Complete Streets, POCD or Regional Transportation Safety Plan.
- Project limits must be clear. As noted in Section 1, Applicant shall include a detailed project location plan (may be PDF, KML/Z or Shapefile)

- "Project Need" is an identified transportation deficiency
- "Project purpose" is a 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 and SCCOG and Municipal Planning Studies

Section 3 – Safety and Accessibility

UCONN Connecticut Crash Data Repository

Clear Selection | Saved Queries | Query History | Run Query

"Saved Queries" and "Query History" button functions have changed: instead of automatically redirecting you to the query results page, saved query criteria will auto-populate on this query page. Press "Run Query" to obtain your results.

Main Query Criteria:

Dataset
 CTDOT (1995-2014)
 USDJCCC(2015-)

Crash Date & Time Settings

Date Range:
From: 01/01/2019 To: 10/21/2022
Last Number of Years: 3 Years

Month Day & Time Range:
Selected Month: [] Limit
Selected Day: [] Limit
Selected Days of the Week: [] Limit
Selected Time: 12 midnight to 12 midnight Add Limit...

VIN
[]

Crash Severity
 Injury of any type (Serious, Minor, Possible) Fatal (KID) Property Damage Only

Fatal Case Status
 Under Investigation Complete

Trafficway Ownership
 Public Road Private Road Not Applicable Unknown

Trafficway Class
 Trafficway, On Road Trafficway, Not on Road On-trafficway Parking Lot Unknown

Police Agency
Any
Amtrak PD
Ansonia PD
Avon PD

Private Property Crashes
 Public Property Private Property

Crash Location

Town: []
Bathbuen
Bloomfield
Bolton
Borah
[]

CSP Group: []

County: []
Fairfield
Hartford
Litchfield
Middlesex

COG: []
CT Metropolitan
Capital Region
Lower CT Home
Naugatuck Valley

MPO: []
Capital Region
Central Naugatuck
Greater Bridge
Housatonic Valley

District: []
District 1
District 2
District 3
District 4

Town Class
Any
Unknown
Interstate
USRoute

Town: All Selected Towns
Route: []
Local Road Name: 6 - BODRAH ST EXT
Intersection: []
Milepost Start: [] **Milepost End:** []

Latitude: [] **Longitude:** []

- Provide data to support narrative
- www.ctcrash.uconn.edu - 3 years of data
- [CRSMS https://crsms.uconn.edu/login](https://crsms.uconn.edu/login)
- SCCOG Regional Transportation Safety Plan
- Local Studies, police reports, etc.

Section 4 - Cost Estimate

Master Bid Item List
that DOT has available
here:

[Contract Development](#)

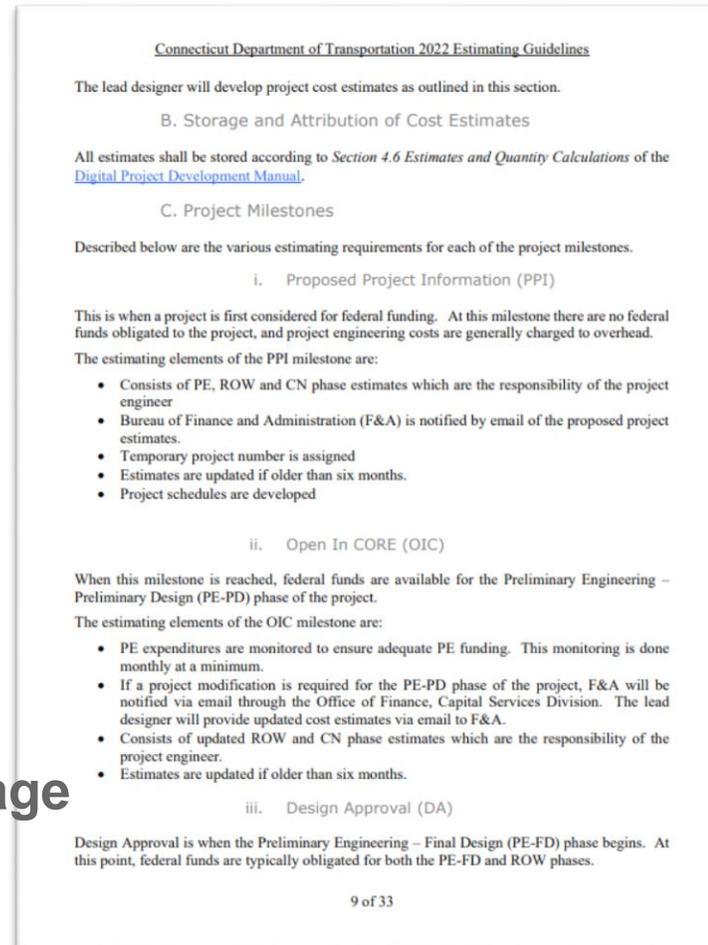
Good estimating limits
municipal liability

A	Major Items Subtotal			\$	-
B	Minor Items Subtotal	20	% of Line "A"	\$	-
C	Major and Minor Contract Items Subtotal (A + B)			\$	-
Other Item Allowances					
	Clearing and Grubbing	1	% of Line "C"	\$	-
	M & P of Traffic	4	% of Line "C"	\$	-
	Mobilization	7	% of Line "C"	\$	-
	Construction Staking	1	% of Line "C"	\$	-
D	Other Items Subtotal			\$	-
E	CONTRACT SUBTOTAL (C + D)			\$	-
Inflation Costs (Simple Method)					
	Date of Estimate	####			
	Anticipated Bid Date	####			
	Annual Inflation	5.0%			
F	Inflation Subtotal	5.0%	of Line "E"	\$	-
G	TOTAL CONTRACT COST ESTIMATE (E + F) (Rounded to nearest \$1000)			\$	-
LOTICIP Project Costs Summary					
	Contract Cost Estimate (Line "G")			\$	-
	Contingencies	10%		\$	-
	Incidentals	10%		\$	-
	ROW	LS			N/A
	Utilities	LS			N/A
TOTAL PROJECT COST				\$	-
CTDOT FUNDING COMMITMENT (DATE)				\$	-
				DIFFERENCE	#DIV/0!

Section 4 – Cost Estimate

4. TRIP Application Section 4 (Project Development & Cost Estimate)

- Include as much detail as feasible / major items
- Use Rounded Lump Sum and Approximate Unit Prices
- Refer to:
 - CTDOT 2022 Estimating Guidelines
 - CTDOT Master Bid Item List
 - Recent Municipal & CTDOT Bid Results
- Include Additional 20% for Minor Items/Contingency
- Include Inflation of 5%/year to Projected Construction Year(s)
- Sample cost estimate form can be found on the SCCOG webpage



Section 5 – supplemental information

5. TRIP Application Section 5 (Supplemental Improvement Type Information)

- Information requirements vary by improvement type
- Refer to TRIP Application for the required documents for each improvement type
- Failure to provide the requested information will not impact an application's eligibility but may affect the number of points awarded during scoring.

(A)

Roadway and Geometric Improvement

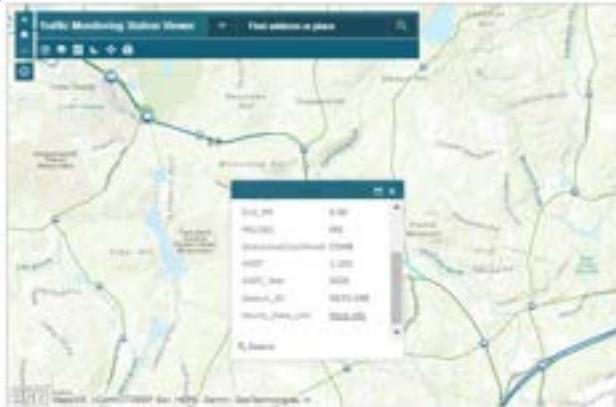
85% speed

Design Speed

AADT

Find these on DOT's website if applicable:

[Traffic Monitoring Volume and Classification Information Traffic Count Data \(ct.gov\)](#)



Status: **OK** East Combined West Class **Speed**

nSTO-098 - Combined - e/w [28]-Main Street - .31 mi North of

Collected during COVID-19 epoch

	30-Jun Tue	01-Jul Wed	02-Jul Thu
Town.....North Stonington		2	3
Station.....98		1	1
Location..... 41.440153, -71.881016		4	3
Posted Speed Limit.....25 MPH		2	3
2021-Local.....2018-Rural		5	5
Start Report.....30-Jun-2020 10:00AM		18	14
End Report.....02-Jul-2020 07:00AM		20	22
Annualized ADT.....1100		52	x
24-Hour Count... 1162 * G2(0.91) = 1057.4		76	x
Day 1.....+ 1163 * G2(0.93) = 2139.0	x	77	
UnRounded AADT.....2139.0 / 2 = 1069.5		68	
OK 2020 Tue 30-Jun -this report-...1100	79	98	86
OK 2017 Tue 19-Sep1200	104	88	
	01:00pm 88	89	
	02:00pm 76	74	
	03:00pm 67	101	
	04:00pm 110	85	
	05:00pm 75	83	
	06:00pm 74	80	
	07:00pm 55	66	
	08:00pm 44	42	
	09:00pm 23	18	
	10:00pm 6		
	11:00pm 6		
Totals	905	114	

(E) Pavement Structures

Pavement Cores are needed to determine if a pavement job will be sufficient for the 20-year bonding period for this program.

Truck percentages are available on the traffic AADT count station information under CLASS
Using bid item numbers ensured consistency
(3" curb or 4" curb?)

(F) and (G)

New signals require a warrant, capacity analysis, and SEAFORM

Rectangular Rapid Flashing Beacons, for midblock pedestrian crossings require a pedestrian crossing form.

Roundabout design

Pedestrian Safety Countermeasure Guidance at Marked Uncontrolled Crosswalks

The Table below should be used after an engineering study has been performed and determined that a marked uncontrolled crosswalk is appropriate. Countermeasures shown in the chart are not mandated or required, and should be based on engineering judgment.

Town: _____ # of Lanes/Crosswalk Length: _____ ADT: _____ Presence of Lighting: _____ Median Presence: _____
 Location: _____ Ped. Generator Nearby: _____ Posted Speed: _____ # of Pedestrians/Hour: _____ Sightline: _____

# of Lanes	Roadway Average Daily Traffic (ADT) and Posted Speed Limit*								
	1,500 < ADT < 9,000			9,000 < ADT < 15,000			ADT ≥ 15,000		
	≤ 30 MPH	35 MPH	≥ 40 MPH	≤ 30 MPH	35 MPH	≥ 40 MPH	≤ 30 MPH	35 MPH	≥ 40 MPH
2	A	A	C/D	A	A	C/D	A	A	D
3 (w/ raised median)**	A	A	C/D	A	C/D	C/D	A	C/D	D
3 (w/o median)	A	A	D	A	C/D	D	A	D	D
4+ (w/ raised median)**	A	A	D	A	C/D	D	C/D	D	D
4+ (w/o median)	A/B	B	B/D	B	B/C/D	B/D	B/C/D	B/D	B/D

Countermeasures (include A at a minimum):

A - [High-Visibility Crosswalk](#) with markings, signage (consider including [overhead lighting](#))

B - [Pedestrian Refuge Island](#)

C - [Rectangular Rapid Flashing Beacon](#) (RRFB) – Minimum crossing volume of 20 pedestrians/hour recommended; or 10 pedestrians/hour if there are a high number of vulnerable users, or if the reduced volume is met for three consecutive hours.

D - [Pedestrian Hybrid Beacon](#) (PHB; previously HAWK) – Refer to MUTCD Figures 4F-1 and 4F-2 for minimum criteria conditions

Additional countermeasures (less commonly used):

[Curb Extensions](#)

[Road Diet](#) – Consider this countermeasure for all roadways with four or more lanes without a raised median; typically, Road Diets are considered for roadways with current and future ADT equal to or less than about 20,000 vehicles per day

[In-Street Pedestrian Crossing Sign](#) – Towns may request this countermeasure on State roads under encroachment permit

[Raised Crosswalk](#) – Not used on State roads but can be installed by municipalities on local roads

Crossing treatments are generally not installed at locations where the ADT is lower than 1,500 vehicles per day. Exceptions may be made at school and trail crossing locations where the peak hour vehicle traffic exceeds 10% of the ADT; school crossings are defined as locations where 10 or more student pedestrians are crossing per hour.

APPLICATION ITEMS

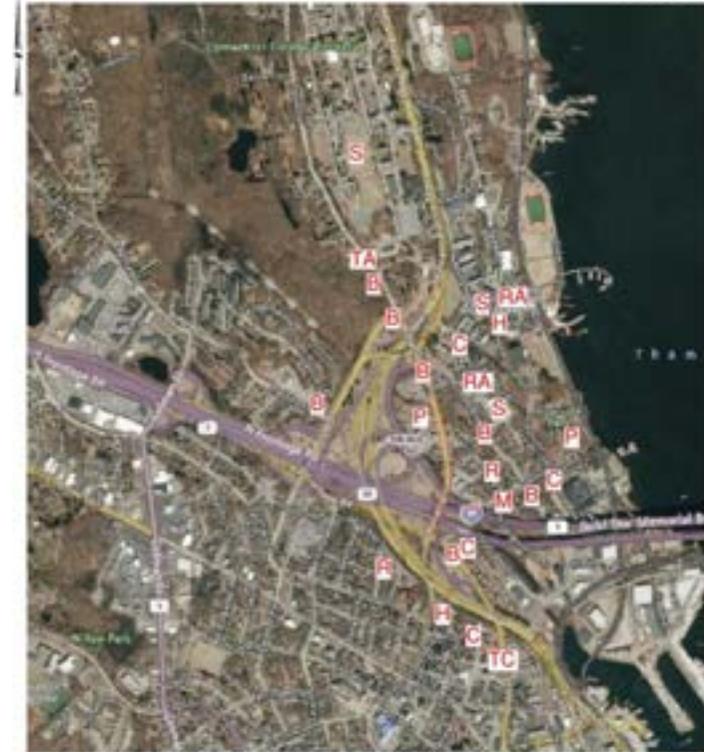
6. Site Location Plan

- 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



STUDY AREA MAP
WILLIAMS STREET IMPROVEMENT PROJECT
CITY OF NEW LONDON

- | | |
|---------------------------|-----------------------------------|
| R RESIDENTIAL AREA | TC TOWN CENTER |
| P PARK | SM SHOPPING CENTER |
| BA BUSINESS AREA | E RAIL STOP |
| C COLLEGE FACILITIES | T PUBLIC TRANSIT FACILITIES |
| S SCHOOLS | TA SHARED USE TRAIL ACCESSIBILITY |
| M MULTIMEDICAL FACILITIES | PROJECT LIMITS |



APPLICATION ITEMS

8. Concept plans including, at a minimum:

- ROW & Impacts
- Utility Impacts
- Drainage Needs
- Grading/Walls
- Traffic, Bicycle, & Pedestrian Safety
- Any Permitting Design Requirements

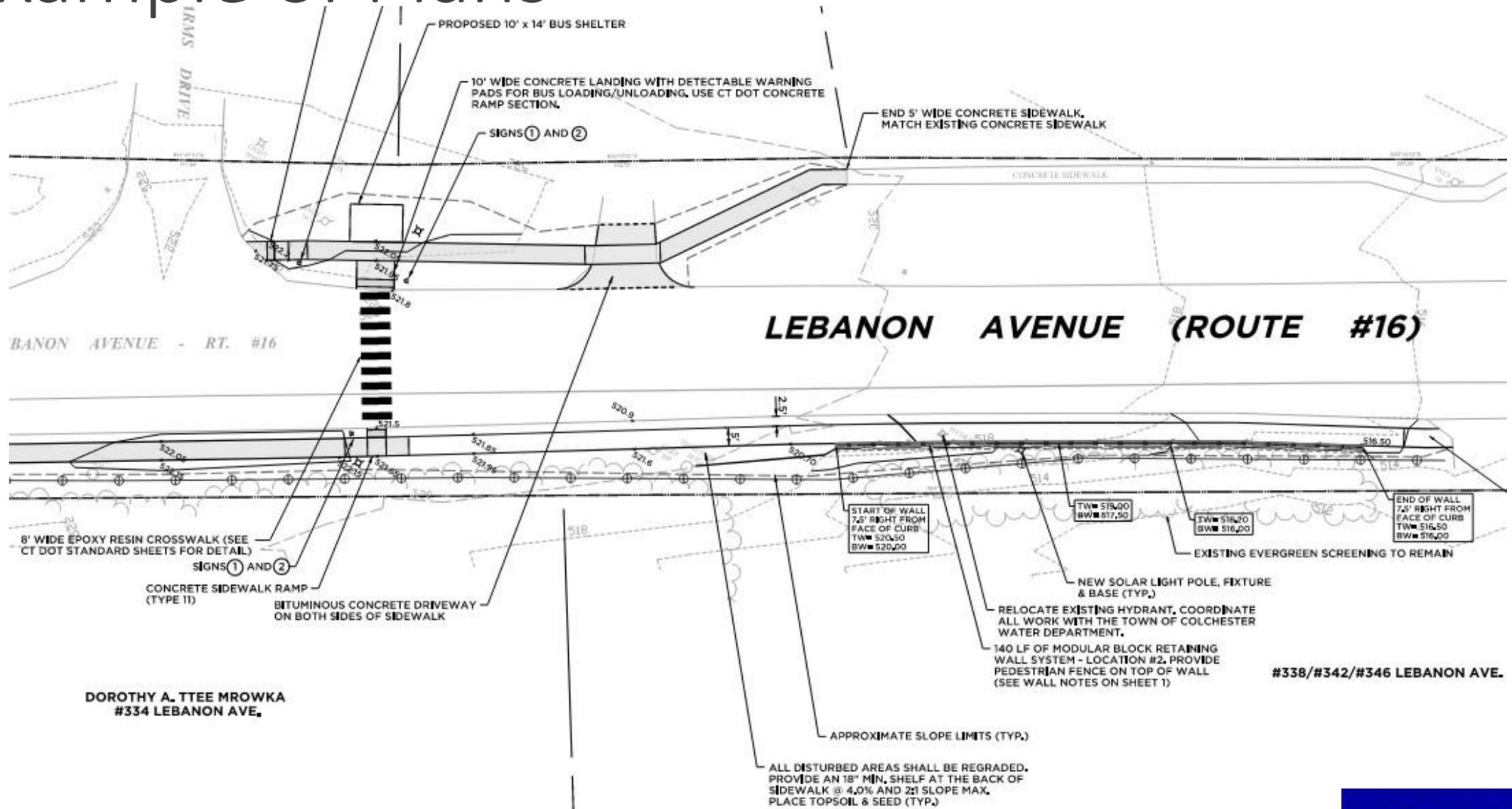
- Check “Utility Companies by Town List” and “Utility Company Contact List” (<https://portal.ct.gov/DOT/Utilities/Utilities>)
- Test Pits/Cores if section (E) is required
- Submissions with preliminary engineering plans will be more competitive.

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	
<input type="checkbox"/>		Project location
<input type="checkbox"/>		Limits of project
<input type="checkbox"/>	<input type="checkbox"/>	Approximate limits and extent of any pavement widening or realignment
<input type="checkbox"/>	<input type="checkbox"/>	Proposed number of lanes, widths, and arrangements
<input type="checkbox"/>	<input type="checkbox"/>	Approximate limits and extent of any anticipated ROW acquisitions (based on available ROW information from Assessors maps, GIS data, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	Structures (e.g., Retaining walls, bridges)
<input type="checkbox"/>	<input type="checkbox"/>	Watercourses
<input type="checkbox"/>	<input type="checkbox"/>	Typical Cross Section including lane and shoulder widths, pavement structure, etc.

The above LOTCIP requirements are not included in the TRIP application, however they are a good guideline for what should be included in your TRIP concept plans.

Example of Plans



SOLICITATION RANKING CRITERIA

- **Five Categories**
 - 1) Budget
 - 2) Public Benefit
 - 3) Rural Demographics
 - 4) Transportation Network/Connectivity Impact
 - 5) Readiness to Proceed
- **Please utilize the [SCCOG Fillable Rubric](#) to include bullets or narrative for the prioritization factors and associated application page numbers.**

SOLICITATION RANKING CRITERIA

BUDGET	Point allocation (max 10)
The application includes an accurate/all-inclusive cost estimate using template provided as noted in section 4 below.	5
If the project budget exceeds grant amount does the Municipality have the resources to complete the project with local funds?	5
Project Funding Score:	10

PUBLIC BENEFIT	Point allocation (max 30)
Does the Application describe how the proposed project will benefit the area within the community?	5
Does the proposed project improve congestion/air quality?	5
Is there a current deficiency in the project location?	5
Does the Application demonstrate public/community support, includes documentation of support?	5
Does the project address a specific safety concern or include improvements that will create a more suitable environment for a specific mode of travel?	10
Public Benefit Score:	30

SOLICITATION RANKING CRITERIA

RURAL DEMOGRAPHICS	Point allocation (max 10)
Percentage of rural area in applicant town. Points will be awarded on a sliding scale representing the percent of rural population within the project town over 50%. (I.e., 50% rural will be awarded 5 points and 100% rural will receive 10 points)	10
Rural Demographics Score:	10

- Bozrah – 7
- Franklin – 9
- Lebanon – 9
- Lisbon – 8
- North Stonington – 10
- Preston – 8
- Salem – 9
- Sprague - 6

SOLICITATION RANKING CRITERIA

TRANSPORATION NETWORK/CONNECTIVITY IMPACT	Point allocation (max 25)
Does the proposed project improve access for multiple modes including active transportation? Does it close a gap or provide/improve a first/last mile connection?	10
Does the proposed project improve access for disadvantaged communities.	5
Does the proposed project connect land uses (residential, transit node, school, park, library, community center, office/retail) for everyday use? Does it close or improve a gap?	5
Is the project part of a safety action plan or local strategic safety plan to improve vulnerable user safety?	5
Connectivity Score:	25

READINESS TO PROCEED	Point allocation (max 25)
Level of preliminary work complete: studies, preliminary concept, PD, FD	10
Right of Way secured, or none needed.	5
Utility/ other conflicts	5
Federal, State, and local permitting required for the project has been identified	5
Project's Readiness Score:	25



**December 15 – Drafts due to
SCCOG**

**January 9 – Revisions Requested
for Final Applications**

January 28th – Final Applications

QUESTIONS & DISCUSSION

Additional Links:

CTDOT TRIP

[2022 CTDOT TRIP Guidelines](#)

[2022 CTDOT TRIP Presentation](#)

[CTDOT TRIP Application](#)

[CTDOT Pedestrian and Bicycle Needs Form](#)

[CTDOT Roadway Classification and Characteristic Maps](#)

[CTDOT Cost Estimation Form](#)

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](#)

[Fillable Ranking Criteria Rubric](#)

Questions:

Kyle Casiglio, SCCOG Planner I at 860-889-2324 or

kcasiglio@seccog.org

