SECOG LOTCIP 2026 Solicitation Virtual Information Meeting

July 22, 2026 | 11:00am – 12:00pm

Meet Your Team

SECOG

Amanda Kennedy, AICP – Executive Director

Kate Rattan, AICP – Director of Transportation

Tyler Frost – Transportation Planner

Tighe & Bond

Craig Yannes, PE, PTOE, RSP1 – Project Manager

Matt Stoutz, PE, PTOE, RSP1 – Technical Reviewer

Chris Dubuque, PE – Technical Reviewer

Roles in the Process

SECOG

- Coordinate review with Tighe & Bond
- Schedule one-on-one meetings between municipality and Tighe & Bond
- Provide recommendations to SECOG Board for project endorsement

Tighe & Bond

- Serve as liaison to support program administration.
- Assist municipalities in preparing competitive applications and identifying beneficial & eligible projects
- Coordinate and oversee subsurface investigations (if required)
- Clarify key program requirements and critical deadlines.
- Review applications for completeness

What is LOTCIP?

- **Municipalities fund 100% of design costs** (no use of federal funds)
- **LOTCIP funds cover construction phase costs**
  - 100% Eligible Construction Bid Costs
  - 10% Construction Contingency for costs of construction changes due to unforeseen circumstances
  - 10% Incidentals for municipal construction administration and observation
- **SECOG is seeking to identify $15 Million in projects**
  - $5.1 million allocation per year
  - Projects not selected during this solicitation may be considered in future funding years or under alternative sources

Eligible Project Examples

Roadway Reconstruction

Bridge Replacement

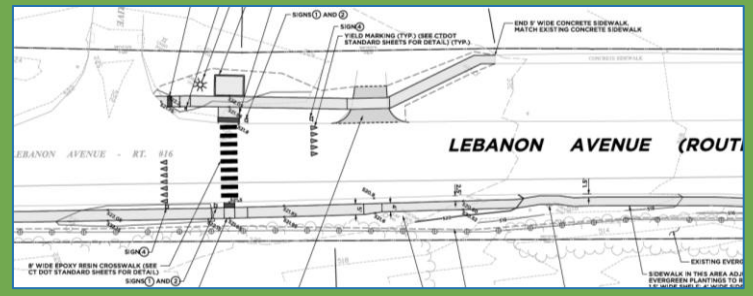
Pedestrian & Bicycle Facilities

LOTCIP Eligibility & Selection Process

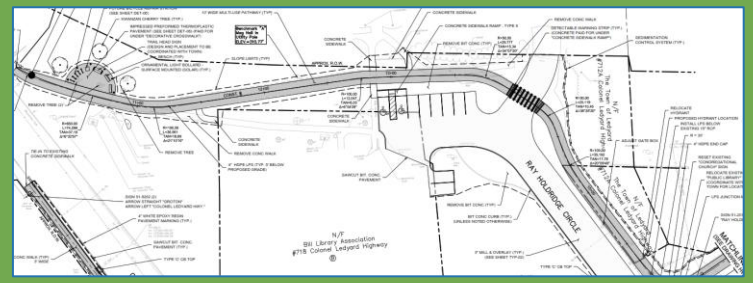
Eligibility

- Construction costs between $300k – $5M
- Located on urban collector roadways or higher (per CTDOT functional classification)
- Standalone sidewalks & bridge replacement (span >20’) eligible on all classification roadways
- Project Types: roadway upgrades, bridges, sidewalks, drainage, bike/ped improvements, traffic signals, etc.
- Ineligible: routine maintenance

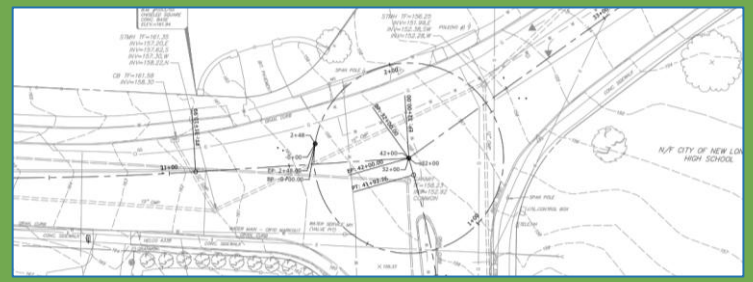
Colchester: Lebanon Avenue Sidewalks



Ledyard: Col Ledyard Highway Multi-Use Path

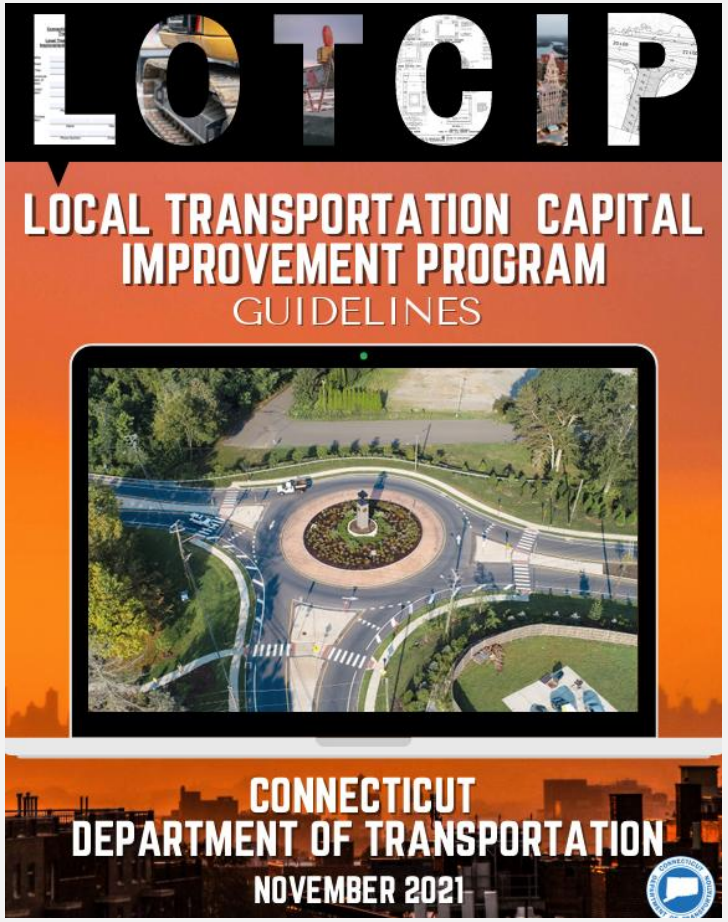


New London: Jefferson Avenue and Chester Street Roundabout



Successful Application Examples

Solicitation Highlights



Application Process:

- Phase I: Pre-Application (concept, purpose & need, cost range, plan sheet).
- Phase II: Full Application (detailed plans, refined costs, supporting documentation).

Key Dates:

- Pre-Application Submission Deadline: August 3, 2026
- One-on-one assistance: August 3–12, 2026
- Subsurface Request Deadline: August 12, 2026
- Phase II Draft Application Deadline: October 2, 2026
- Phase II Full Application Deadline: November 20, 2026

Detailed Solicitation Schedule

Date	Activity
July 15, 2026	Solicitation Issued by SECOG
July 22, 2026	Solicitation Overview Presentation by SECOG (11:00am – 12:00pm, via Teams)
August 3, 2026	**Phase I: Pre-Application Due (4pm – email submission only)**
August 3 to 12, 2026	Pre-Application Appointments with Tighe & Bond
August 12, 2026	**Subsurface Investigation Requests Due (4pm – email submission only)**
Aug./Sep. 2026	Subsurface Investigations Completed
October 2, 2026	**Phase II: Draft Full Application Due (4pm – email submission only)**
October 26, 2026	Review Comments provided to All Municipalities
November 20, 2026	**Phase II: Final Full Application Due (4pm – email submission only)**
January 2027	Endorsement of Projects by SECOG

Phase I

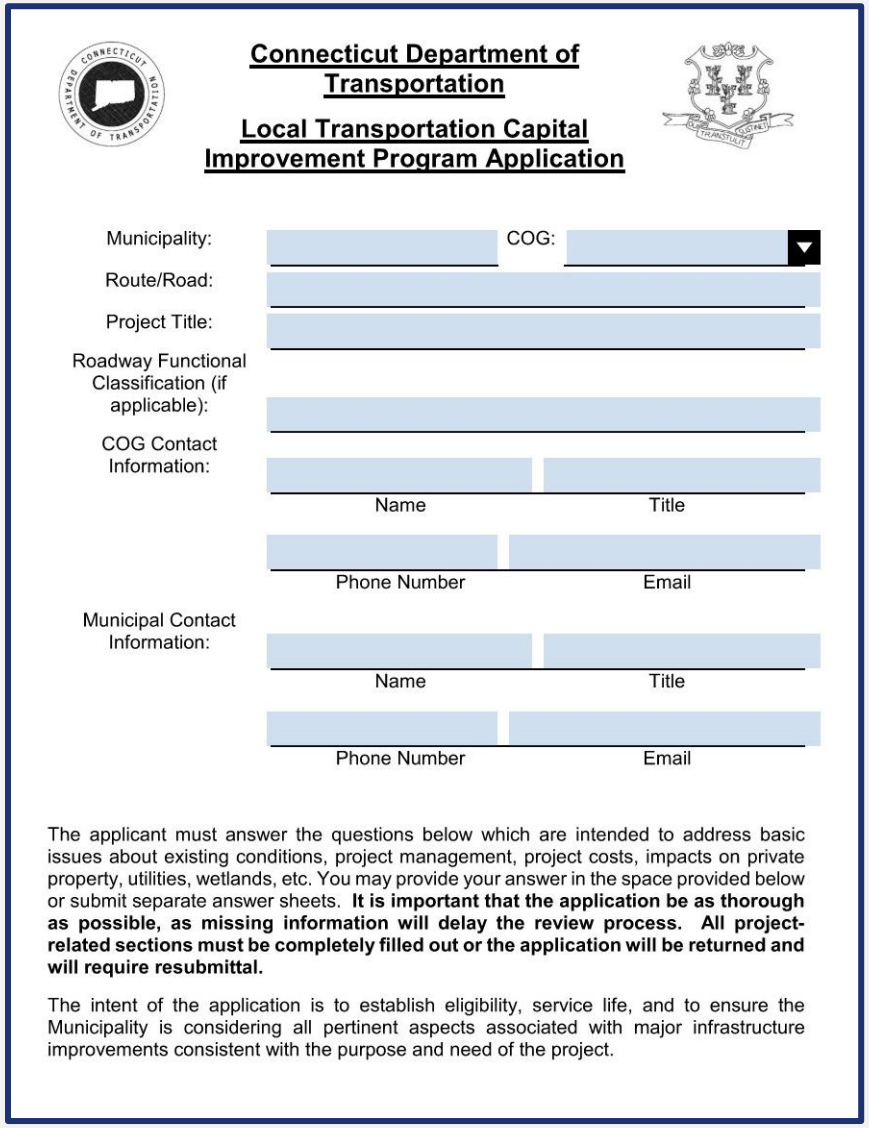
Pre-Application Submittal and Review

Due August 3, 2026

Email to Tyler Frost at tfrost@secogct.gov

Please provide 3 available time slots between 8/3 and 8/12 for Pre-Application Appointment

Phase I Pre-Application Requirements



Connecticut Department of Transportation

Local Transportation Capital Improvement Program Application

Municipality: COG:

Route/Road:

Project Title:

Roadway Functional Classification (if applicable):

COG Contact Information:

Name Title

Phone Number Email

Municipal Contact Information:

Name Title

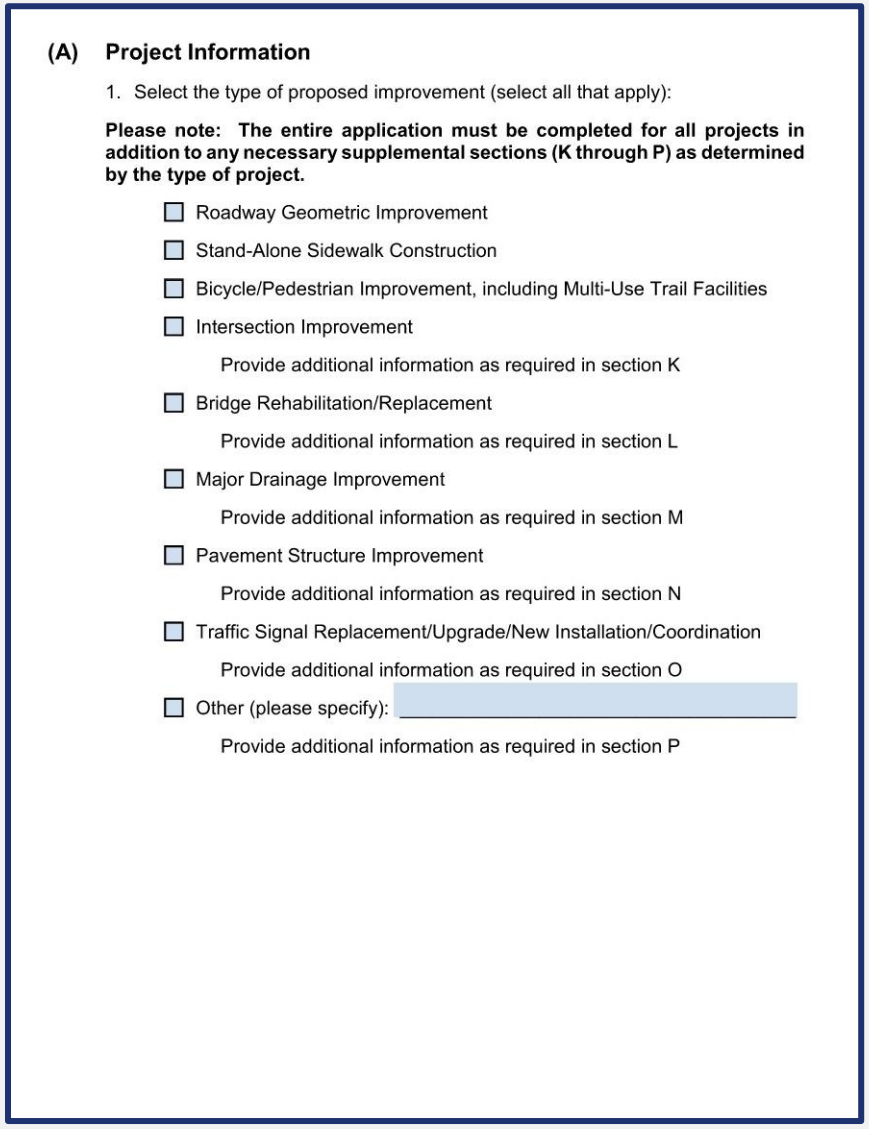
Phone Number Email

The applicant must answer the questions below which are intended to address basic issues about existing conditions, project management, project costs, impacts on private property, utilities, wetlands, etc. You may provide your answer in the space provided below or submit separate answer sheets. **It is important that the application be as thorough as possible, as missing information will delay the review process. All project-related sections must be completely filled out or the application will be returned and will require resubmittal.**

The intent of the application is to establish eligibility, service life, and to ensure the Municipality is considering all pertinent aspects associated with major infrastructure improvements consistent with the purpose and need of the project.

- **Application Cover Page**
- Section A (1): Project Type
- Section A (2): Purpose & Need
- Section A (3): Project Description
- Section A (4): Site Location Map (or Concept Plans)
- Order of Magnitude Cost Estimate
- Plan Study Reference Checklist

Section A (1): Project Type



(A) Project Information

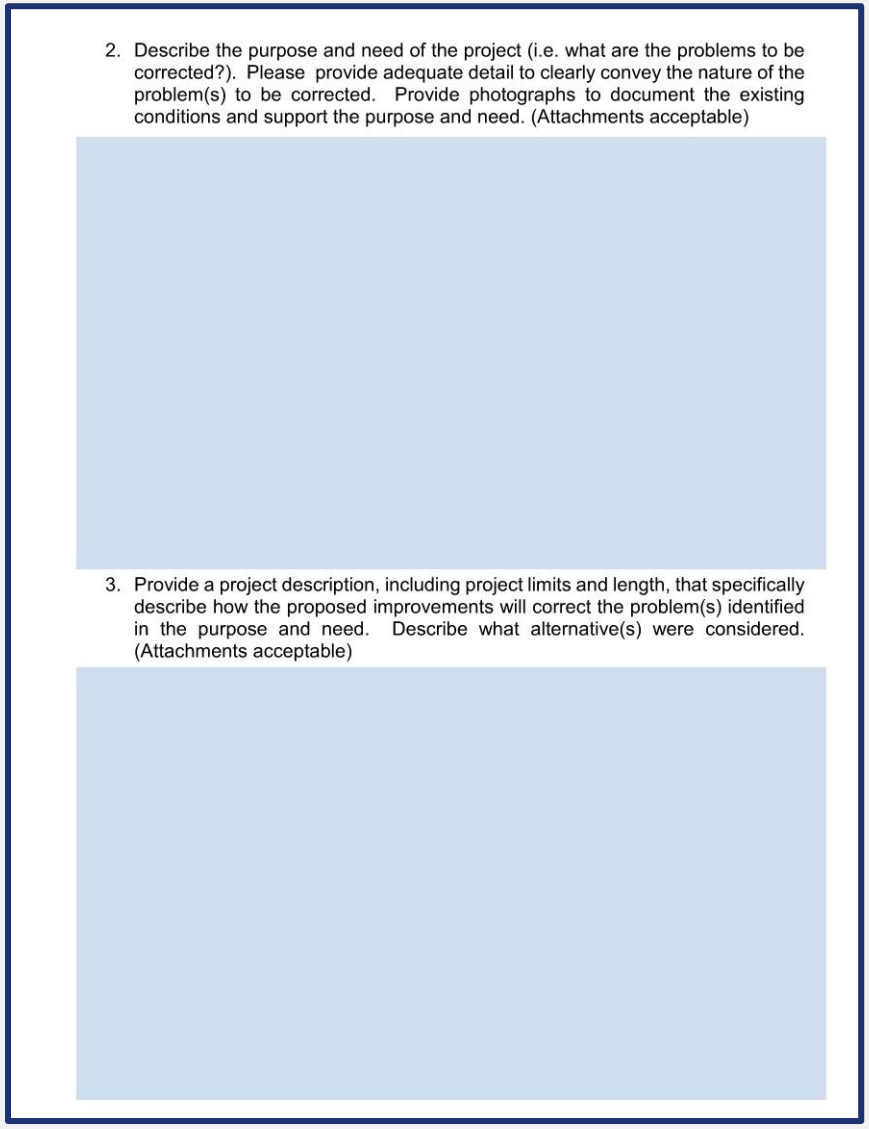
1. Select the type of proposed improvement (select all that apply):

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 K
- ☐ Bridge Rehabilitation/Replacement
  - Provide additional information as required in section L
- ☐ Major Drainage Improvement
  - Provide additional information as required in section M
- ☐ Pavement Structure Improvement
  - Provide additional information as required in section N
- ☐ Traffic Signal Replacement/Upgrade/New Installation/Coordination
  - Provide additional information as required in section O
- ☐ Other (please specify): _____
  - Provide additional information as required in section P

- Application Cover Page
- **Section A (1): Project Type**
- Section A (2): Purpose & Need
- Section A (3): Project Description
- Section A (4): Site Location Map (or Concept Plans)
- Order of Magnitude Cost Estimate
- Plan Study Reference Checklist

Section A (2 & 3): Purpose & Need/ Project Description



2. Describe the purpose and need of the project (i.e. what are the problems to be corrected?). Please provide adequate detail to clearly convey the nature of the problem(s) to be corrected. Provide photographs to document the existing conditions and support the purpose and need. (Attachments acceptable)

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

- Purpose & Need is the most important element of the pre-application process
- "Project Need" is an identified transportation deficiency or problem
  - Safety concerns (e.g., crashes, unsafe crossings)
  - Infrastructure condition (pavement, bridge, drainage issues)
  - Congestion, access limitations, mobility/equity gaps, environmental vulnerabilities, gaps in regional networks
- "Project Purpose" is the set of objectives that will be met to address the deficiency
  - Improve safety, restore pavement quality, enhance access, reduce flooding, expand multimodal options
- "Project Description" is a succinct project scope summary of the improvements that addresses the issues identified in the Purpose & Need, along with a summary of other alternatives that were considered
- See Purpose & Need Statement Guidance on SECOG's LOTCIP Webpage

Purpose & Need Example

LOTCIP Application – Purpose and Need: Sidewalk & Trail Connection

The Town currently lacks a safe and accessible pedestrian and bicycle connection between its town center and the regional commuter rail station located approximately 0.6 miles away along Route 82. This corridor, while heavily used by commuters, high school students, and residents of nearby low-income housing, has no sidewalks or marked crosswalks, forcing pedestrians to walk in the shoulder or travel lanes. Between 2018 and 2023, CTDOT crash records document three pedestrian-related incidents in this segment, underscoring the safety risk for vulnerable road users.

This route is identified as a priority corridor for non-motorized improvements in the SECOG Regional Bike and Pedestrian Plan (2022), which calls for enhanced connectivity to regional transit and walkable access to schools and job centers. The corridor also aligns with the Town's Complete Streets policy and supports broader equity and climate resilience goals by reducing automobile dependency.

The purpose of this project is to construct a continuous, ADA-compliant sidewalk and multi-use path that provides a safe, direct, and attractive connection between the town center and the commuter rail station. The project will improve access to transit, reduce pedestrian and bicycle conflicts with vehicles, and promote healthier, more sustainable modes of transportation.

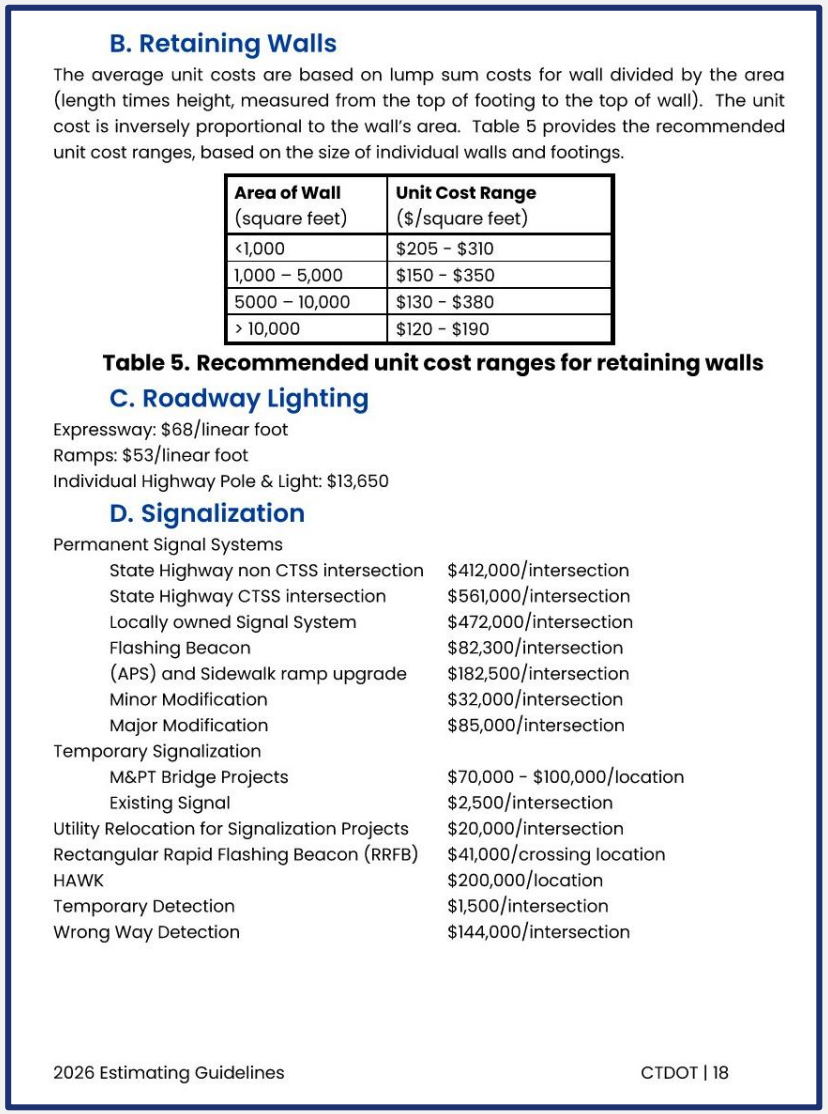
Example Highlights

- The pedestrian and bicycle connection between town center and rail station is heavily used and unsafe
- Explains why it was unsafe
- This problem was also identified in a regional plan
- The purpose is to provide a continuous, safe and direct connection

Section A (4): Site Location Map

- Aerial or Map Background
- Define Project Location/Area
- Routes and Roadway Names
- Proximate Key Developments/ Traffic Generators
- Coordinate Plan with requirements of the Bicycle & Pedestrian Travel Needs Assessment Form Study Area Map (Section 2.1)
- **Note: A conceptual plan can be provided, if available.**

Order of Magnitude Cost Estimate



B. Retaining Walls

The average unit costs are based on lump sum costs for wall divided by the area (length times height, measured from the top of footing to the top of wall). The unit cost is inversely proportional to the wall's area. Table 5 provides the recommended unit cost ranges, based on the size of individual walls and footings.

Area of Wall (square feet)	**Unit Cost Range** ($/square feet)
<1,000	$205 - $310
1,000 – 5,000	$150 - $350
5000 – 10,000	$130 - $380
> 10,000	$120 - $190

Table 5. Recommended unit cost ranges for retaining walls

C. Roadway Lighting

Expressway: $68/linear foot
Ramps: $53/linear foot
Individual Highway Pole & Light: $13,650

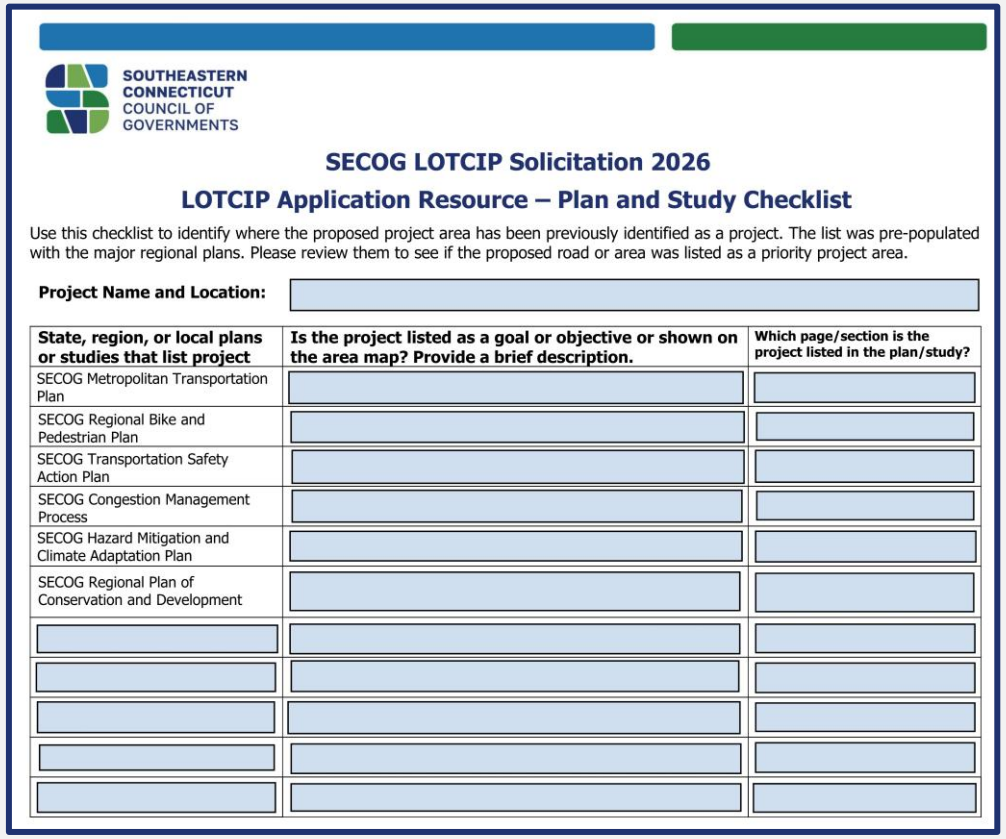
D. Signalization

Permanent Signal Systems	
State Highway non CTSS intersection	$412,000/intersection
State Highway CTSS intersection	$561,000/intersection
Locally owned Signal System	$472,000/intersection
Flashing Beacon	$82,300/intersection
(APS) and Sidewalk ramp upgrade	$182,500/intersection
Minor Modification	$32,000/intersection
Major Modification	$85,000/intersection
Temporary Signalization	
M&PT Bridge Projects	$70,000 - $100,000/location
Existing Signal	$2,500/intersection
Utility Relocation for Signalization Projects	$20,000/intersection
Rectangular Rapid Flashing Beacon (RRFB)	$41,000/crossing location
HAWK	$200,000/location
Temporary Detection	$1,500/intersection
Wrong Way Detection	$144,000/intersection

2026 Estimating Guidelines CTDOT | 18

- Include as much detail as feasible to establish cost
- Breakdown of major items and use of LOTCIP Cost Estimate form is desirable; but an overall cost range is acceptable
- Use rounded lump sum and approximate unit prices
  - Refer to CTDOT 2026 Estimating Guidelines (Section 5)
  - Recent Municipal & CTDOT Bid Results
- Include additional 25% for minor items
- Include inflation of 5% per year to projected construction year

Plan Study Reference Checklist



SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

SECOG LOTCIP Solicitation 2026

LOTCIP Application Resource – Plan and Study Checklist

Use this checklist to identify where the proposed project area has been previously identified as a project. The list was pre-populated with the major regional plans. Please review them to see if the proposed road or area was listed as a priority project area.

Project Name and Location:

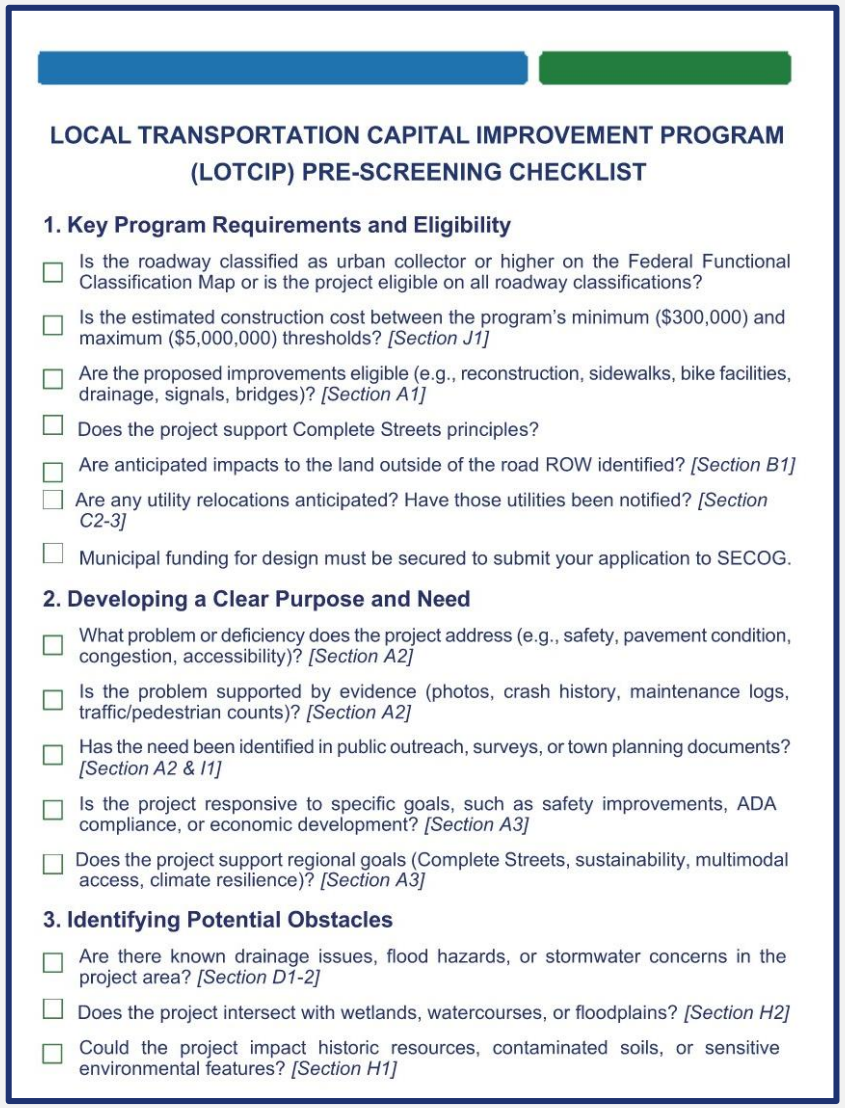
State, region, or local plans or studies that list project	Is the project listed as a goal or objective or shown on the area map? Provide a brief description.	Which page/section is the project listed in the plan/study?
SECOG Metropolitan Transportation Plan		
SECOG Regional Bike and Pedestrian Plan		
SECOG Transportation Safety Action Plan		
SECOG Congestion Management Process		
SECOG Hazard Mitigation and Climate Adaptation Plan		
SECOG Regional Plan of Conservation and Development		

- Is proposed project included in a SECOG or Local planning document?

  OR

- How does the proposed project achieve SECOG or Local plans goals & objectives
- Include link or attachment document (if not on SECOG core plan)
- Reference sections where relevant information is included

Pre-Application Checklist



LOCAL TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
(LOTCIP) PRE-SCREENING CHECKLIST

1. Key Program Requirements and Eligibility

- ☐ Is the roadway classified as urban collector or higher on the Federal Functional Classification Map or is the project eligible on all roadway classifications?
- ☐ Is the estimated construction cost between the program's minimum ($300,000) and maximum ($5,000,000) thresholds? *[Section J1]*
- ☐ Are the proposed improvements eligible (e.g., reconstruction, sidewalks, bike facilities, drainage, signals, bridges)? *[Section A1]*
- ☐ Does the project support Complete Streets principles?
- ☐ Are anticipated impacts to the land outside of the road ROW identified? *[Section B1]*
- ☐ Are any utility relocations anticipated? Have those utilities been notified? *[Section C2-3]*
- ☐ Municipal funding for design must be secured to submit your application to SECOG.

2. Developing a Clear Purpose and Need

- ☐ What problem or deficiency does the project address (e.g., safety, pavement condition, congestion, accessibility)? *[Section A2]*
- ☐ Is the problem supported by evidence (photos, crash history, maintenance logs, traffic/pedestrian counts)? *[Section A2]*
- ☐ Has the need been identified in public outreach, surveys, or town planning documents? *[Section A2 & I1]*
- ☐ Is the project responsive to specific goals, such as safety improvements, ADA compliance, or economic development? *[Section A3]*
- ☐ Does the project support regional goals (Complete Streets, sustainability, multimodal access, climate resilience)? *[Section A3]*

3. Identifying Potential Obstacles

- ☐ Are there known drainage issues, flood hazards, or stormwater concerns in the project area? *[Section D1-2]*
- ☐ Does the project intersect with wetlands, watercourses, or floodplains? *[Section H2]*
- ☐ Could the project impact historic resources, contaminated soils, or sensitive environmental features? *[Section H1]*

Why Use It:

- Helps confirm eligibility and strengthen applications before submission.

Checklist Highlights:

- **Purpose & Need –** problem supported by evidence, tied to municipal/regional goals.
- **Eligibility –** roadway classification, ownership, cost range, Complete Streets principles, design funding commitment.
- **Potential Obstacles –** drainage, wetlands, historic/environmental impacts, utilities, community concerns, permitting needs.
- **Resources for local/regional priorities –** POCD, CIP, MTP, STIP, RSAs, public works records, Complete Streets/Vision Zero plans.

Solicitation Ranking Criteria

- **Program Eligibility – Project Must Qualify**
  - Rural major collector and major arterial roadways
  - Urban major and minor collector and arterial roadways
  - Any sidewalk or multi-use trail project (not purely recreational trails)
  - Bridges on eligible roadways must have spans >20’
  - Refer to the CTDOT Functional Classification Map
- **Inclusion in SECOG Core Plans or Secondary/Corridor Specific Plans**
- **Inclusion in Municipal Core Plans or Other Plans**
- **PROWAG/Bicycle & Pedestrian Safety and Mobility Improvements**
- **Project Type**
  - Maximize the benefits to the transportation system – projects that efficiently address multiple issues will be looked at favorably

Phase II

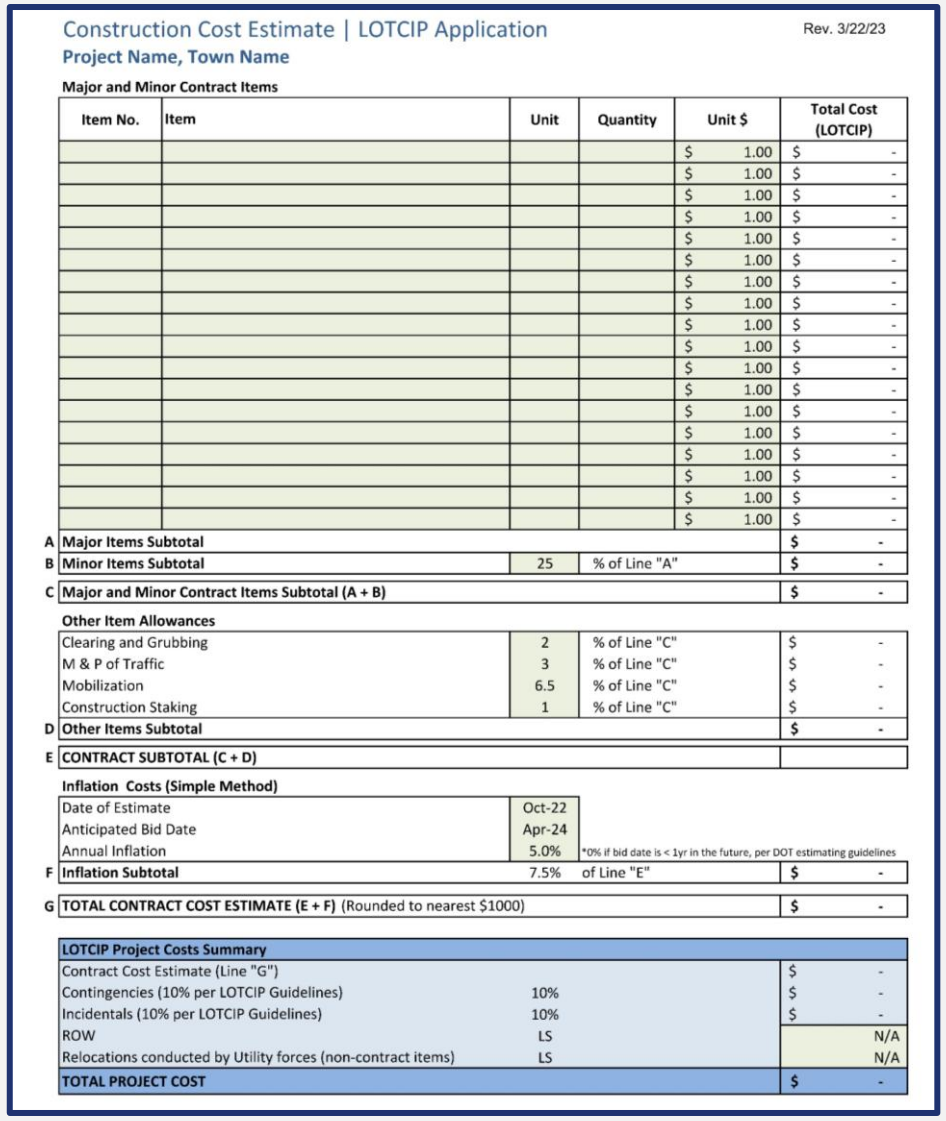
Full Application Submittal

Draft Due October 2, 2026

Final Due November 20, 2026

Email to Tyler Frost at tfrost@secogct.gov

Phase II: Full LOTCIP Application Items



Construction Cost Estimate | LOTCIP Application — Rev. 3/22/23

Project Name, Town Name

Major and Minor Contract Items

Item No.	Item	Unit	Quantity	Unit $	Total Cost (LOTCIP)
				$ 1.00	$ -
				$ 1.00	$ -
				$ 1.00	$ -
				$ 1.00	$ -
				$ 1.00	$ -
				$ 1.00	$ -
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				$ 1.00	$ -
				$ 1.00	$ -
				$ 1.00	$ -
				$ 1.00	$ -
A	**Major Items Subtotal**				$ -
B	**Minor Items Subtotal**	25	% of Line "A"		$ -
C	**Major and Minor Contract Items Subtotal (A + B)**				$ -

Other Item Allowances

Clearing and Grubbing	2	% of Line "C"	$ -
M & P of Traffic	3	% of Line "C"	$ -
Mobilization	6.5	% 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	Oct-22	
Anticipated Bid Date	Apr-24	
Annual Inflation	5.0%	*0% if bid date is < 1yr in the future, per DOT estimating guidelines
F **Inflation Subtotal**	7.5% of Line "E"	$ -
G **TOTAL CONTRACT COST ESTIMATE (E + F)** (Rounded to nearest $1000)		$ -

LOTCIP Project Costs Summary		
Contract Cost Estimate (Line "G")		$ -
Contingencies (10% per LOTCIP Guidelines)	10%	$ -
Incidentals (10% per LOTCIP Guidelines)	10%	$ -
ROW	LS	N/A
Relocations conducted by Utility forces (non-contract items)	LS	N/A
TOTAL PROJECT COST		$ -

- Complete CTDOT LOTCIP Application (Items A through J)
- Concept-Level Design Drawings
  - Detailed enough to illustrate project scope and associated costs and facilitate an in-depth review
- Detailed Cost Estimate Using CTDOT LOTCIP Template & Guidelines
  - Use rounded lump sum and approximate unit prices:
  - CTDOT 2026 Estimating Guidelines (Section 5)
  - Recent Municipal & CTDOT Bid Results
  - Include additional 25% for minor items
  - Include inflation of 5% per year to projected construction year
- **Note: Applications should indicate if an Encroachment Permit will be required, but CTDOT District 2 should not be contacted until after the solicitation process**

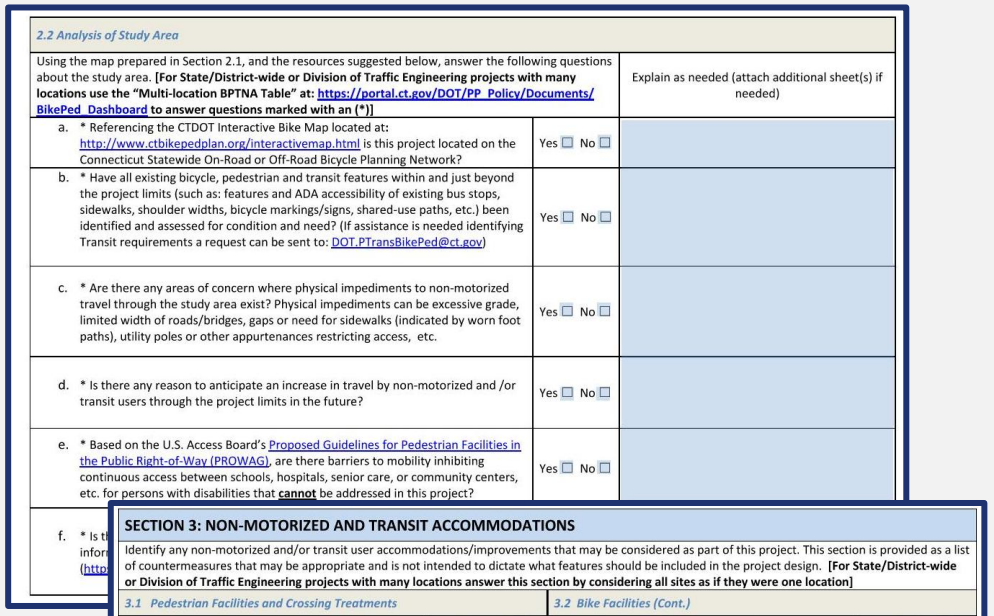
Phase II: Concept-Level Design Drawings & Additional Information

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.

- Concept plans must include, at a minimum, the elements outlined in Section A (4) in the LOTCIP application, and the following key items should be considered and included, where relevant:
  - ROW & Impacts
  - Utility Impacts
  - Drainage Needs
  - Grading/Walls
  - Environmental Resource Impacts
  - Traffic, Bicycle, & Pedestrian Access/Safety Enhancements
  - Consider Additional Project Elements to meet Permitting Design Requirements
- Provide additional information required based on project type (Sections K through Q)
- Check CTDOT Utility Providers Viewer for Utility Information
  https://ctdot.maps.arcgis.com/apps/dashboards/785a55becef145deb2d82616e0cb9140#

Phase II: Bicycle & Pedestrians



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 ☐	
d. * Is there any reason to anticipate an increase in travel by non-motorized and /or transit users through the project limits in the future?	Yes ☐ No ☐	
e. * Based on the U.S. Access Board's Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), are there barriers to mobility inhibiting continuous access between schools, hospitals, senior care, or community centers, etc. for persons with disabilities that **cannot** be addressed in this project?	Yes ☐ No ☐	
f. * Is t… infor… (http…		

SECTION 3: NON-MOTORIZED AND TRANSIT ACCOMMODATIONS

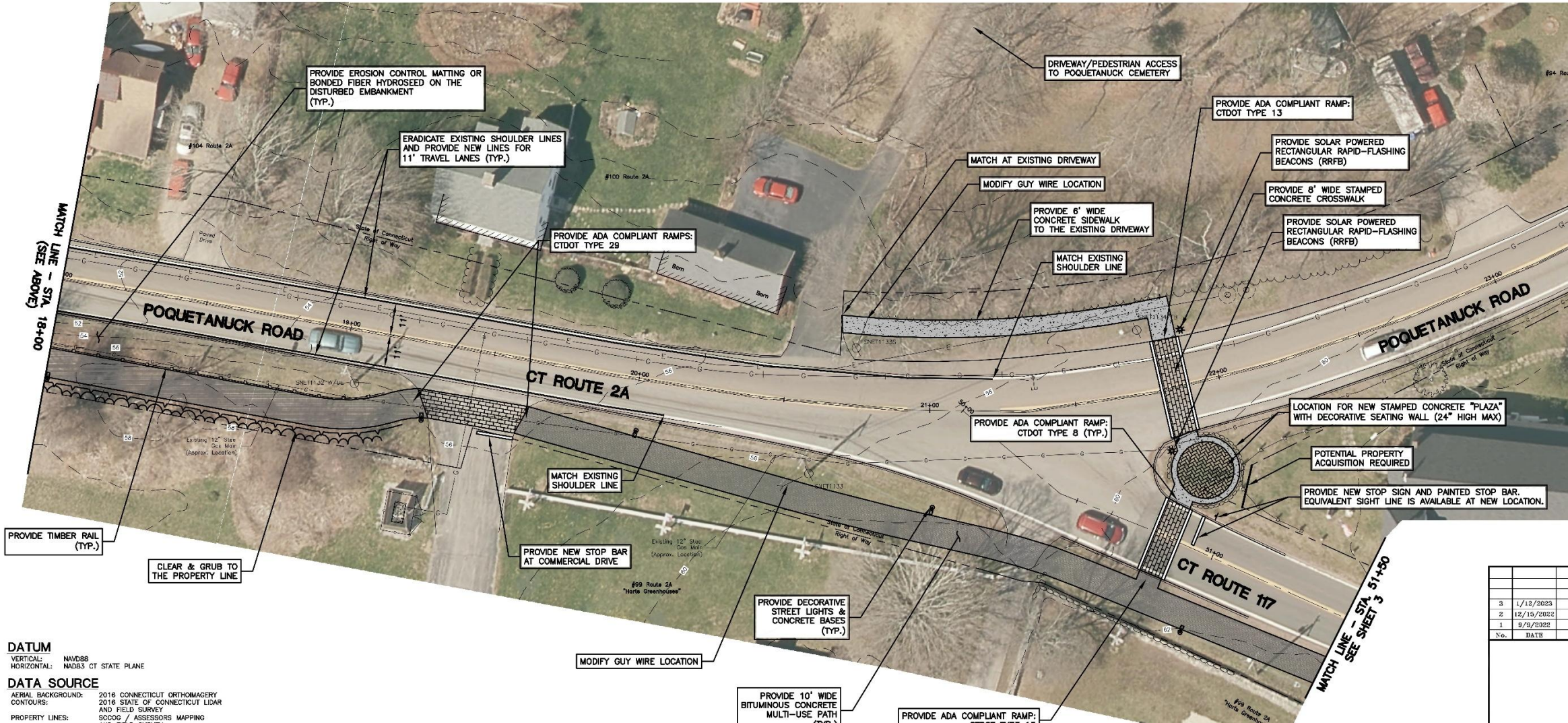
Identify any non-motorized and/or transit user accommodations/improvements that may be considered as part of this project. This section is provided as a list of countermeasures that may be appropriate and is not intended to dictate what features should be included in the project design. **[For State/District-wide 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 ☐		

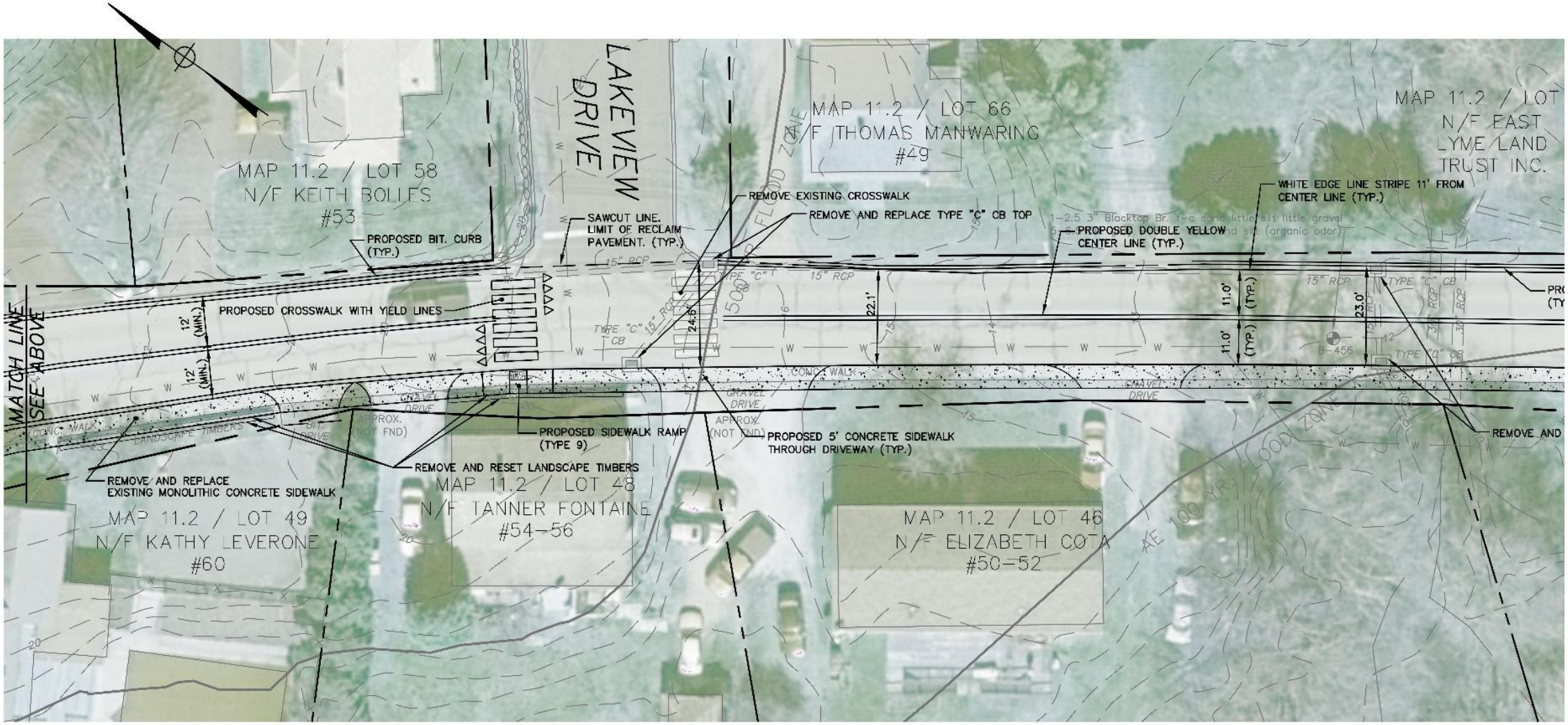
CTDOT Bicycle and Pedestrian Travel Needs Assessment Form (BPTNA)

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

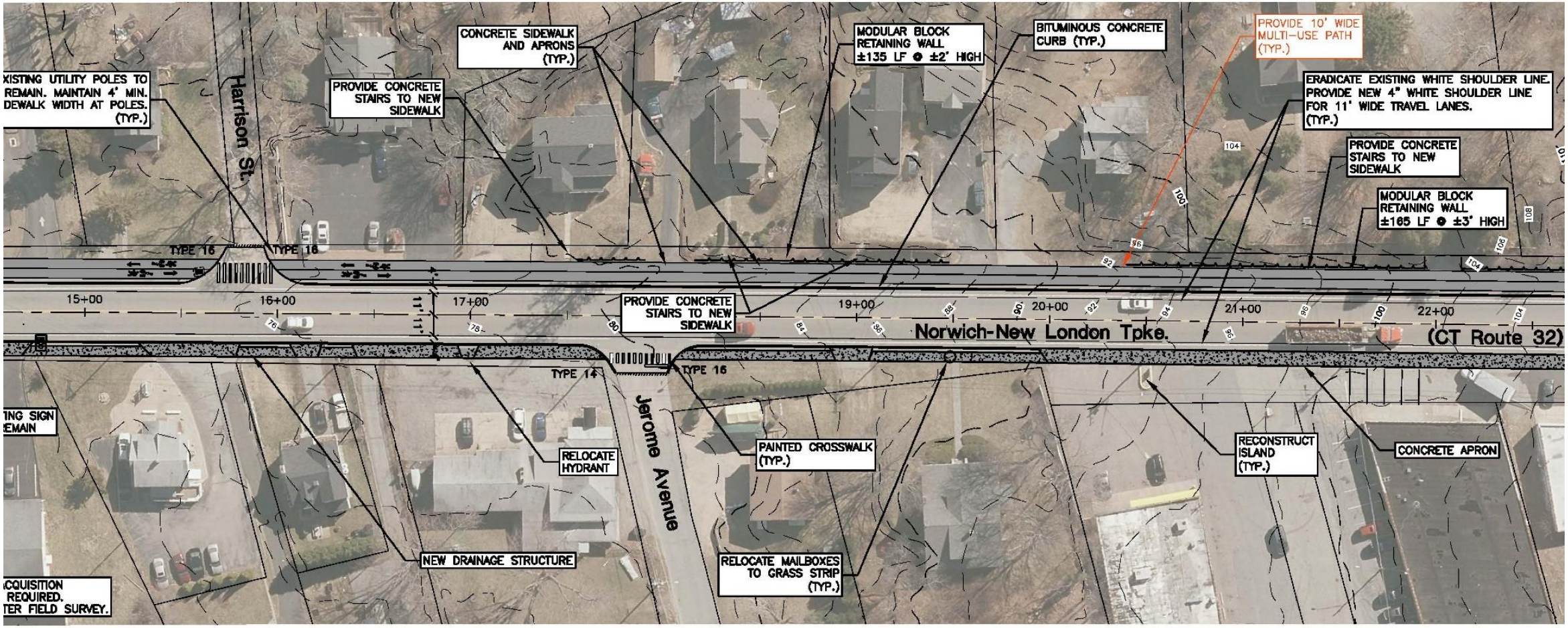
Sample Concept Drawings



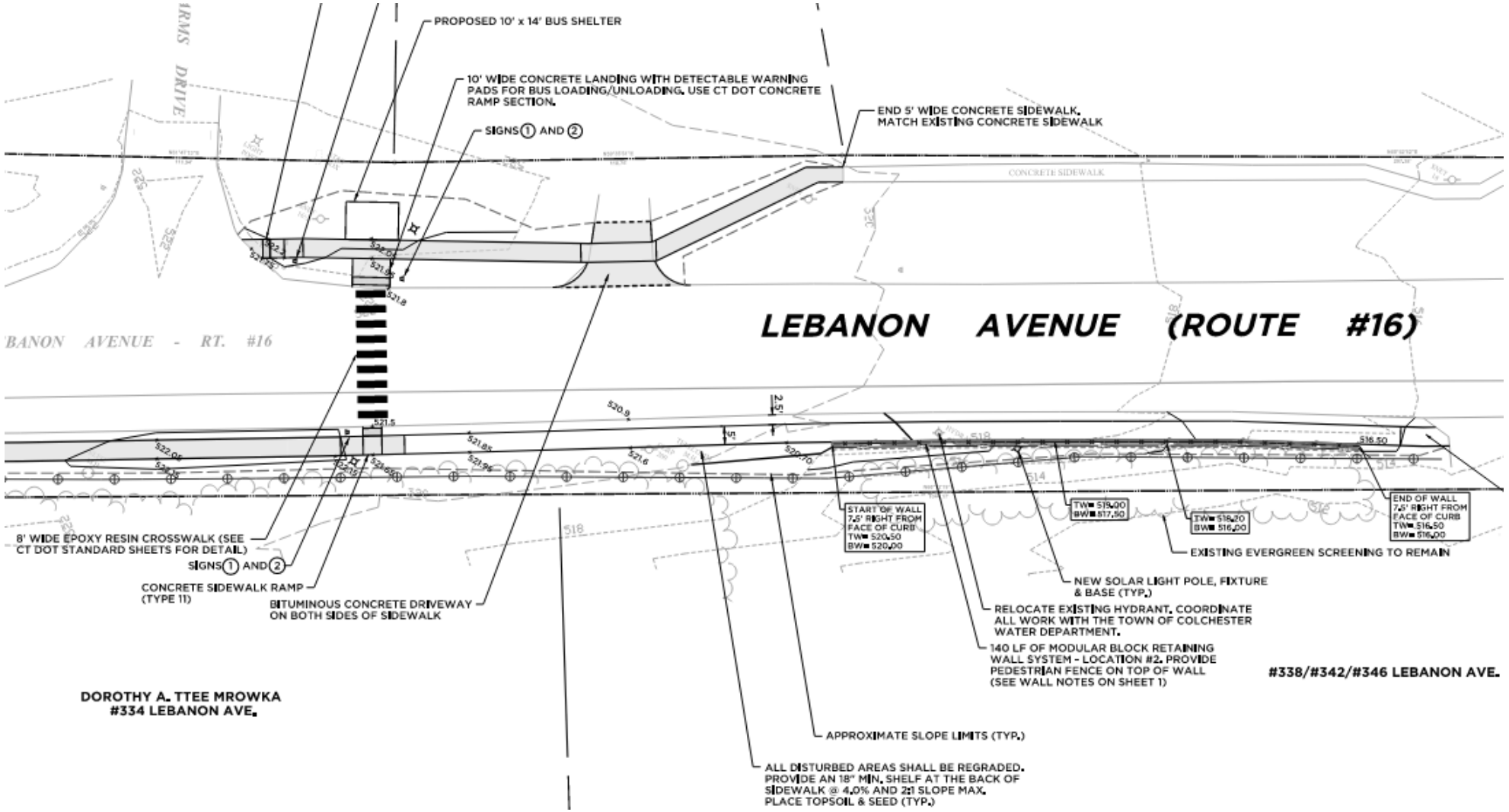
Sample Concept Drawings



Sample Concept Drawings

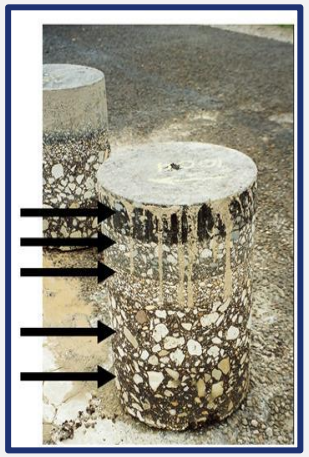


Sample Concept Drawings



Request for Subsurface Investigations

Source: Simco Drilling



Source: FHWA

- SECOG support available for subsurface investigations (Pavement Coring or Test Pits & Soil Sampling)
- Refer to LOTCIP Pavement Evaluation Checklist for requirements for investigations & pavement design
- Completed in August/ September – data to be delivered for review and analysis
- Requests are first come, first served
- **Submit requests by August 12**

LOTCIP Pavement Information Checklist

Checklist:

1. **Minimum level of information collected for all treatment categories:**
   - ☐ Latest ADT traffic volumes identified
   - ☐ Functional classification of the roadway section identified
   - ☐ Pavement surface age from existing records provided (if available)
   - ☐ Existing records checked for pavement depth and presence of granular base or subbase
   - ☐ Subgrade type identified using surficial mapping tools

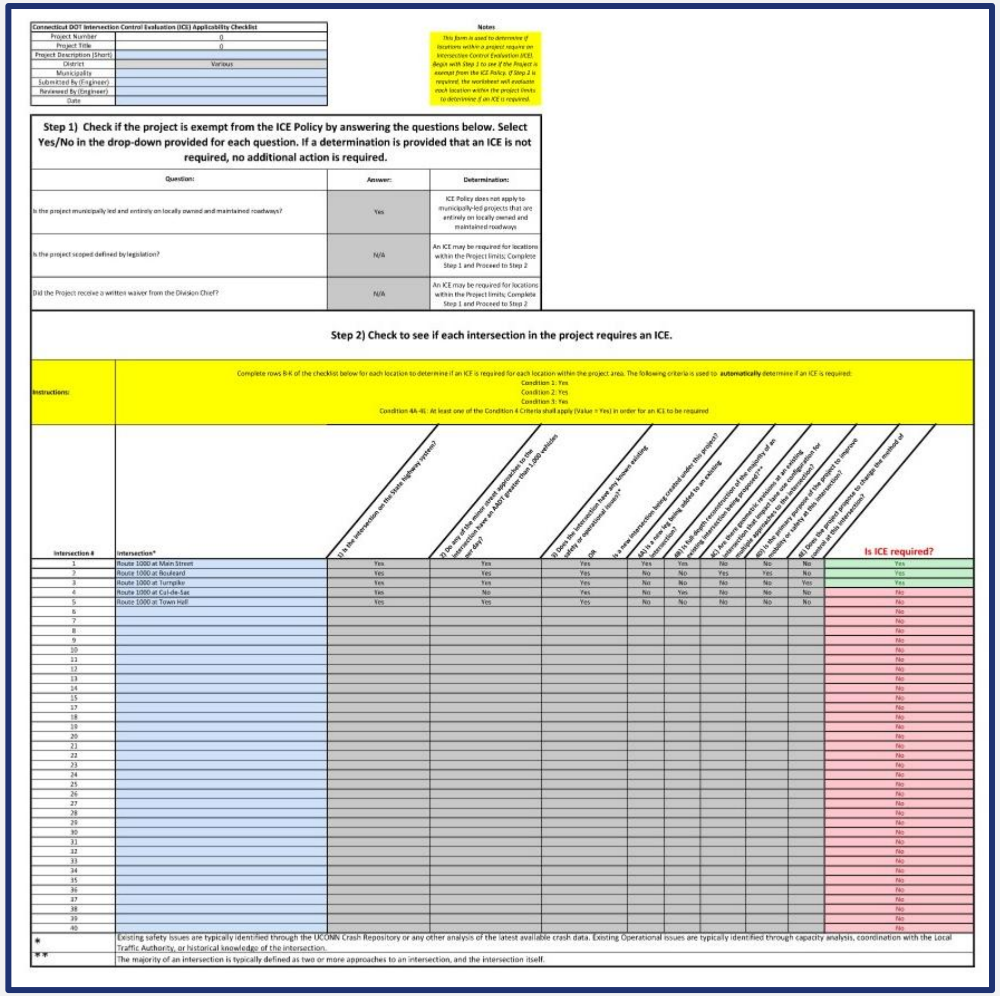
2. **Condition survey completed for the existing roadway using the "Pavement Evaluation Form for Local Roads Programs" on webpage:**
   - ☐ Distress information entered (type, severity, extent, and overall level)
   - ☐ Top three (3) primary distresses identified
   - ☐ Most suitable treatment category selected (refer to "Supporting Information for Local Roads Programs" on webpage)
   - ☐ Representative photos taken of pavement conditions within the project limits

3. **Information provided as required for selected treatment category (refer to requirements in Appendix P of LOTCIP guidelines):**
   - ☐ **Preservation**
     - ☐ Need for surface preparation identified (type of repair and extent)
   - ☐ **Minor Rehabilitation**
     - ☐ Pavement coring
       - ☐ Cores taken every 500-feet
       - ☐ Cores measured for total depth and depth between layers
     - ☐ Soils
       - ☐ One (1) split spoon sample or one (1) test pit taken every ½ mile
       - ☐ General description of base/subbase composition from visual inspection
   - ☐ **Major Rehabilitation**
     - ☐ Pavement coring
       - ☐ Cores taken every 1000-feet
       - ☐ Cores measured for total depth
     - ☐ Soils
       - ☐ Test pits taken every 1000-feet between cores to depth of 36 inches
       - ☐ Test pits measured for pavement depth, base/subbase depth, and depth to subgrade
       - ☐ Particle size distribution/sieve analysis performed (for FDR treatment only)
         - ☐ Blended gradation completed; see "Full Depth Reclamation Tool" at link above
         - ☐ Asphalt proportion less than 50% of total blend at proposed depth
     - ☐ General description of base/subbase composition from visual inspection (for other treatments in this category, including Peel and Pave)
     - ☐ Subgrade type identified using visual inspection (where encountered)
   - ☐ **Full Depth Reconstruction**
     - ☐ Minimum information collected and condition evaluation performed as detailed above – no specific additional requirements

4. **Pavement design performed according to AASHTO 1993 guide (use of CTDOT design tools on webpage is strongly encouraged):**
   - ☐ General information accurately filled out on "Introduction and Legend" sheet for both tools
   - ☐ ESAL Calculator Tool
     - ☐ ADT entered from latest available data or traffic study
   - ☐ Flexible Pavement Design Tool
     - ☐ Accumulated ESALs transferred from the ESAL Calculator Tool
     - ☐ Target cell is highlighted green and equals 0.00 (equation solved)
     - ☐ Adequacy cell is highlighted green and indicates "Yes" (provided SN > required SN)

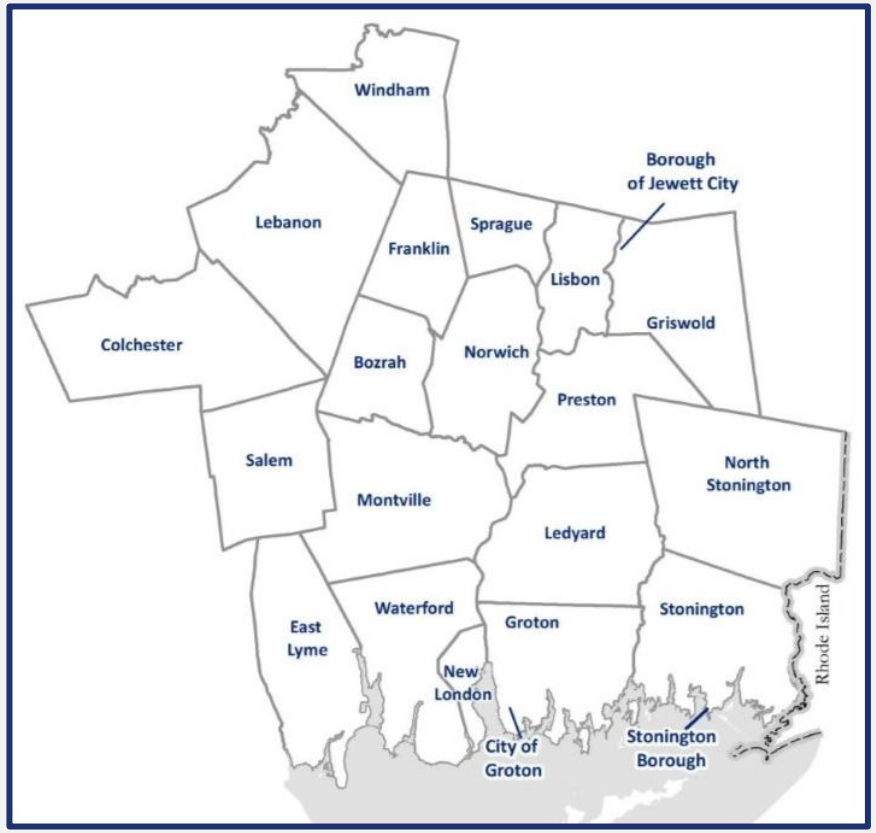
https://portal.ct.gov/dot/-/media/dot/pavement/lotcip-pavement-information-checklist.pdf?rev=17a69a224e09480db1228014f8237293

Intersection Control Evaluation (ICE)



- **Purpose: Objectively screen intersection control types and identify optimal intersection control**
  - Examples: signalized, roundabout, stop-controlled, other alternative treatments
  - ICE Guidelines
- **Complete ICE Applicability Checklist**
  - Complete this for all intersection improvements
  - Complete early in project
- **Complete ICE Form (if required)**
  - Needs to be submitted for any intersection(s) requiring ICE Analysis

Additional Links



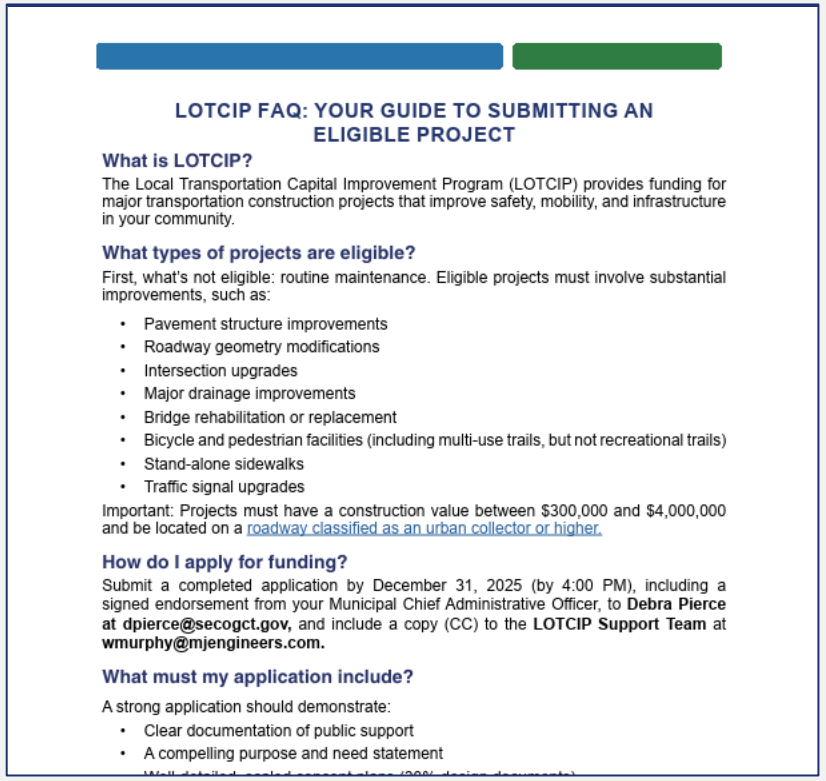
CTDOT Publications

- CTDOT LOTCIP Program Page
- 2021 CTDOT LOTCIP Guidelines
- CTDOT LOTCIP Application
- CTDOT Bicycle and Pedestrian Travel Needs Assessment Form
- CTDOT LOTCIP Cost Estimate Template (see Sample Cost Estimate Form link)
- CTDOT LOTCIP Pavement Evaluation Checklist
- CTDOT Complete Streets Design Criteria (ECD 2024-4)
- CTDOT Intersection Control Evaluation Tools (see links on right side)

SECOG Publications

- SECOG Metropolitan Transportation Plan
- SECOG Regional Bike & Pedestrian Plan
- SECOG Safety Action Plan
- SECOG Congestion Management Process
- SECOG Hazard Mitigation & Climate Adaptation Plan
- Chelsea Harbor/Downtown Norwich Mobility Study
- Route 161 Corridor Study
- Route 32 Corridor Study
- Route 2 Bicycle Facility Planning Study
- Joint Land Use Studies

LOTCIP FAQs & Common Pitfalls



LOTCIP FAQ: YOUR GUIDE TO SUBMITTING AN ELIGIBLE PROJECT

What is LOTCIP?

The Local Transportation Capital Improvement Program (LOTCIP) provides funding for major transportation construction projects that improve safety, mobility, and infrastructure in your community.

What types of projects are eligible?

First, what's not eligible: routine maintenance. Eligible projects must involve substantial improvements, such as:

- Pavement structure improvements
- Roadway geometry modifications
- Intersection upgrades
- Major drainage improvements
- Bridge rehabilitation or replacement
- Bicycle and pedestrian facilities (including multi-use trails, but not recreational trails)
- Stand-alone sidewalks
- Traffic signal upgrades

Important: Projects must have a construction value between $300,000 and $4,000,000 and be located on a roadway classified as an urban collector or higher.

How do I apply for funding?

Submit a completed application by December 31, 2025 (by 4:00 PM), including a signed endorsement from your Municipal Chief Administrative Officer, to **Debra Pierce at dpierce@secogct.gov,** and include a copy (CC) to the **LOTCIP Support Team** at **wmurphy@mjengineers.com.**

What must my application include?

A strong application should demonstrate:

- Clear documentation of public support
- A compelling purpose and need statement

Do's & Don'ts:

☑ Confirm eligibility early, engage COG staff, provide accurate estimates, document ROW & utilities, get endorsement early.

☒ Submit maintenance-only work, use generic language, ignore environmental/permit issues, rush submission, overlook local support.

Construction Estimate Checklist:

- Verified quantities, up-to-date cost data, ADA features, drainage, traffic control, contingencies, ROW issues.
- Must align with LOTCIP program thresholds.

Thank You For Your Time

Any Questions?

Send Future Questions / Submissions to:

Tyler Frost at SECOG, tfrost@secogct.gov

Craig Yannes at Tighe & Bond, cdyannes@tighebond.com