



**Connecticut Department of
Transportation**



**Local Transportation Capital
Improvement Program Application**

Municipality:	Middlebury	COG: NVCOG
Route/Road:	Route 64	
Project Title:	Route 64 Corridor Study	
Roadway Functional Classification (if applicable):	Principal Arterial	
COG Contact Information:	Karen Svetz	Regional Transportation Engineer
	Name	Title
	(203) 489-0374	ksvetz@nvcogct.gov
	Phone Number	Email
Municipal Contact Information:	Daniel Norton	Director of Public Works
	Name	Title
	(203) 577-4170	dnorton@middlebury-ct.org
	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): Pedestrian Safety & Access Study

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)

The corridor features two travel lanes, with relatively narrow shoulders. At the Glenwood Avenue end of the corridor, the land use is primarily commercial with several restaurants, convenience stores, gas stations, banks, a fire department, and other small businesses. East of the Glenwood Avenue area commercial district the land use is residential. At Route 63, the road widens to provide turn lanes and continues a short distance before ending with a merge onto I-84 eastbound. There are three traffic signals: at Glenwood Avenue, at Memorial Drive and at Route 63.

The Middlebury Greenway parallels the corridor and provides a safe alternative travel mode for active transportation users. Access to the Greenway is from side streets that cross the trail with no direct access from Route 64. The Greenway bends towards the south before the intersection at Route 63 and Route 64, terminating at Route 64 just north of the interchange with I-84.

The primary concern is pedestrian and bicyclist safety and access, especially at the intersection at Route 63. There are only short and intermittent

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)

Route 64 is an east-west, state-owned and maintain highway. It is functionally classified as an urban principal arterial and connects Middlebury to Waterbury via I-84 and Woodbury at US Route 6. It also intersects with Route 188 and overlaps with Route 188 for a short distance. Route 188 connects Middlebury to Southbury and Oxford. The project limits extend from west of Glenwood Avenue to the intersection with Route 63, a distance of slightly longer than one mile (about 5,500 feet).

The planning study will conduct a comprehensive road safety audit and assess safety along the corridor and at key intersections. Of particular concern is pedestrian and bicyclist safety. A goal of the study is to determine the need to install pedestrian and bicycle features within the project area to improve and enhance mobility for all travelers. The Middlebury Greenway is a key asset within the corridor and provides an alternate mode of travel. Although it parallels Route 64 through the project area, it does not have good connections to neighborhoods along the north side of the highway. The study will investigate the lack of pedestrian connections and identify needed improvements, including installing better connections to adjacent businesses.

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?

-
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:

No.

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

If yes, describe the impacts:

The planning study focuses on the Route 64 corridor.

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

☒ No ☐ Yes

If yes, describe the proposed developments:

As part of the study, future land use developments will be determined.

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: _____

(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:

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.

<u>Overhead</u>	<u>Underground</u>
Electric - Eversource Energy	Sanitary Sewer - Town of Middlebury
Cable - Comcast	
Cable - Frontier	

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

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

Planning study so no construction impacts are anticipated.

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:

As part of the planning study, utility companies will be informed of the study and asked to offer comments.

(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

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

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

Review the existing traffic signal plans for projects involving signalized intersections

4. Speed Data

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:

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

A public information meeting will be held at the start of project initiation to inform the public about the planning study and solicit comments and suggestions. A project advisory committee (PAC) will be convened comprised of stakeholders and town representatives. Project status and progress reports will be made at Board of Selectmen meetings. The NVCOG will develop and maintain a project webpage that the town can provide links to.

(J) Cost Estimate

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: N/A

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:

Hugh.Hayward@ct.gov

Mr. Hugh H. Hayward, P.E.
Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

Prepared by: Mark Nielsen, Assistant Director-NVCOG


Date: 1-4-2023

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



Signature

(Stamp)


Reviewed/Recommended by: Edward St. John, First 

Date: 1/11/23

Name and Title of Municipal Chief Administrative Officer



Signature

Endorsed/Recommended by: Rick Dunne, Executive 

Date: 1-4-2023

Name and Title of COG Executive Director



Signature

Route 64 Corridor Study Project Location

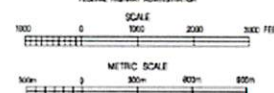
FUNCTIONAL CLASSIFICATION LEGEND	
URBANIZED AREA	
Principal Arterial	
Interstate	
Other Expressway	
Other	
Minor Arterial	
Collector	
Local	
RURAL AREA	
Principal Arterial	
Interstate	
Other Expressway	
Other	
Minor Arterial	
Major Collector	
Minor Collector	
Local	
Unimproved	



**MIDDLEBURY
CONNECTICUT**

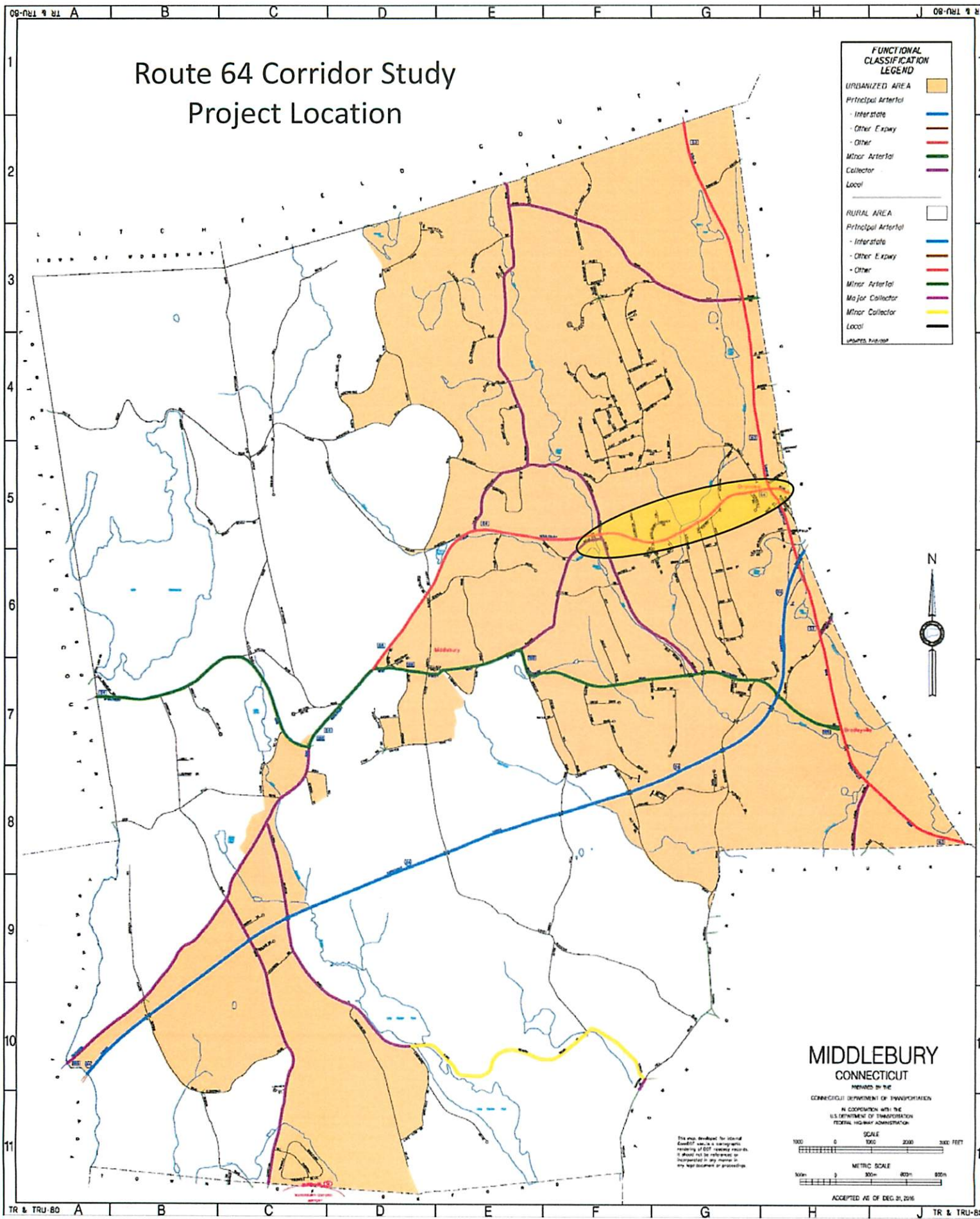
PREPARED BY THE
CONNECTICUT DEPARTMENT OF TRANSPORTATION

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

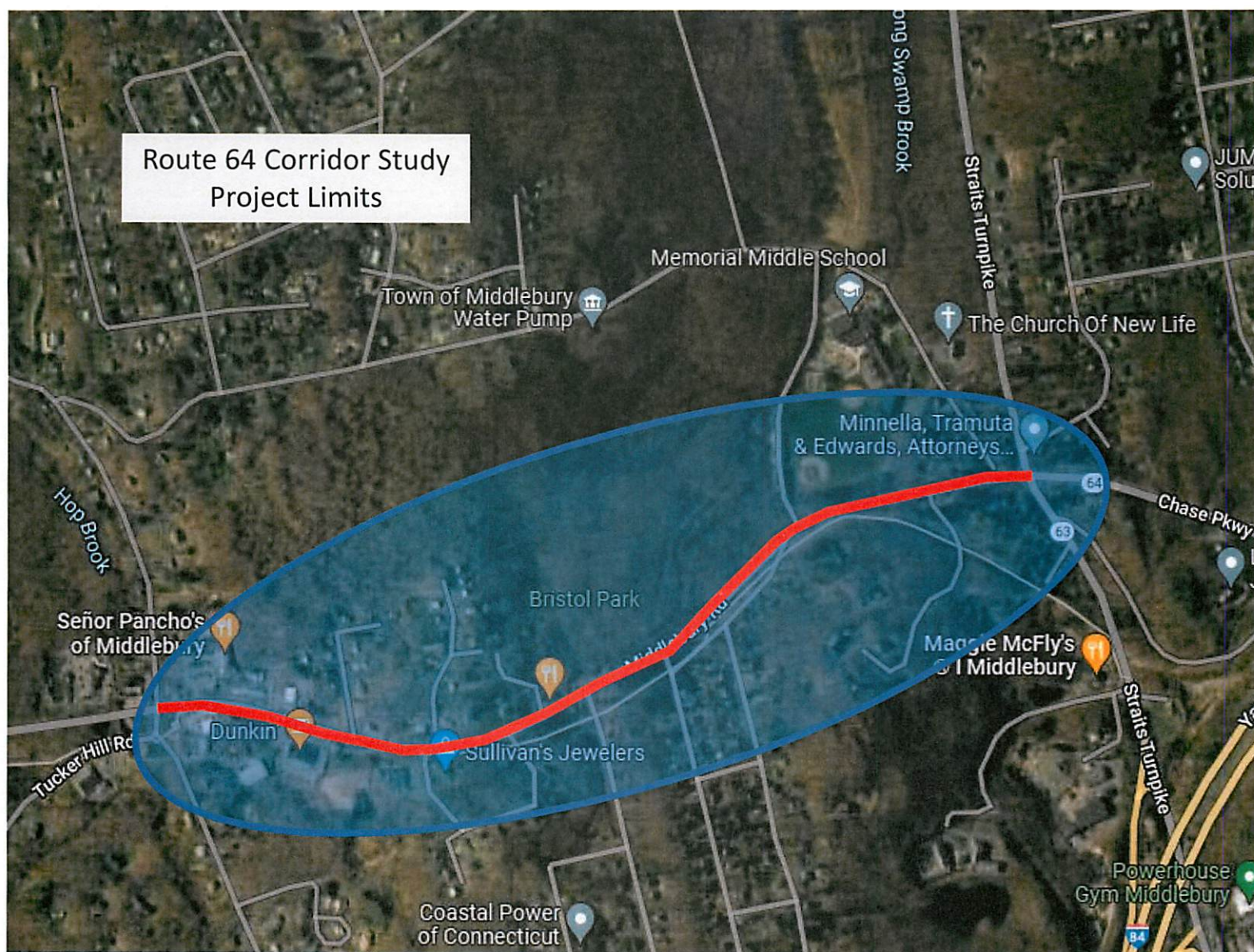


ACCEPTED AS OF DEC 31, 2016

This map is intended for internal
use only. It is a preliminary
drawing of the proposed project.
It should not be relied upon or
incorporated in any manner in
any report or proceeding.



Route 64 Corridor Study
Project Limits





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):	L0080-xxxx	Route(s):	Route 64
Project Name:	Route 64 Corridor Study		
Municipality(s):	Middlebury	Planning Region(s):	Naugatuck Valley

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 <u>project type</u> provide reasonable opportunity to provide improvements for non-motorized access?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
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
<u>Residential Areas:</u> Indicate any general areas of dense residential housing	R
<u>Parks:</u> Include areas that would attract people, whether officially designated as a park or not	P
<u>Recreational Areas:</u> Examples include athletic fields, dog parks	RA
<u>Religious Facilities</u>	C
<u>Schools (including public and private schools, colleges, universities, daycare or other educational institution)</u>	S
<u>Health / Medical Facilities</u>	H
<u>Town Centers:</u> typically would include areas where Town Halls, Libraries and other public facilities exist	TC
<u>Shopping Centers:</u> especially centers with businesses where non-motorized customers might be expected (restaurants, bookstores, drug stores, etc.)	M
<u>Large Employment Businesses:</u> Factories, large office buildings, hospitals, government offices	E
<u>Bus Stops</u>	B
<u>Public Transit Facilities:</u> train/bus stations, airports	T
<u>Shared-use trail access / parking</u>	TA
<u>Other:</u> 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 Table" at: https://www.ct.gov/dot/lib/dot/bptna-table_multiloc.docx 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 <input checked="" type="checkbox"/> No <input type="checkbox"/>	Middlebury Greenway is parallel to the study area.
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 <input type="checkbox"/> No <input checked="" type="checkbox"/>	The planning study will assess pedestrian features within the corridor and recommend improvements.
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 <input checked="" type="checkbox"/> No <input type="checkbox"/>	Narrow shoulder width, lack of sidewalks, limited access to the adjacent multi-use trail.
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 <input checked="" type="checkbox"/> No <input type="checkbox"/>	Adjacent residential, commercial and recreational land uses; proximity to the Middlebury Greenway.
e. * Based on the U.S. Access Board's Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) , are there barriers to mobility inhibiting continuous access between schools, hospitals, senior care, or community centers, etc. for persons with disabilities that <u>cannot</u> be addressed in this project?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
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 <input type="checkbox"/> No <input checked="" type="checkbox"/>	

<p>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) :</p> <ul style="list-style-type: none"> • 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? 	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	
<p>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:</p> <p>http://www.ct.gov/deep/cwp/view.asp?a=2707&q=323852 and http://www.ct.gov/deep/parkmaps</p> <p>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.</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	<p>Middlebury Greenway is adjacent to Route 64 through the study area.</p>
<p>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?</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>The corridor study will collect data on pedestrians and bicyclists traveling within the project area.</p>
<p>j. Has there been any documented public concern or comments about non-motorized and/or transit needs in the area?</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	<p>The First Selectman has voiced concerns regarding pedestrian safety in the corridor and at the intersection of Route 64 and Route 63, which will be widened as part of State Project No. 0080-0128.</p>
<p>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.</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	

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

a. New sidewalks	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
b. Pedestrian median crossing island	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
c. Curb extension/bulb-outs	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
d. Reduced Corner Radius	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
e. Pedestrian bridge/tunnel	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
f. New or relocated unsignalized or mid-block crossing	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
g. Enhanced illumination at pedestrian crossings	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
h. Pedestrian signing and yield lines	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
i. Parking restrictions near crossings	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
j. Pedestrian hybrid beacon [PHB; also known as the High intensity Activated crossWalk (HAWK)]	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
k. Rectangular rapid flashing beacon (RRFB)	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
l. Pedestrian fencing on bridges	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>

3.2 Bike Facilities

a. Dedicated bike lane or cycle track	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
b. Shared-used lanes	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
c. Shared-used path	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
d. Wider shoulders	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>

3.2 Bike Facilities (Cont.)

e. Signage and/or pavement markings	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
f. Bicycle parking, bike racks/lockers	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
g. Trail Improvements, including parking	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
h. Special height railings	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>

3.3 Bike & Pedestrian Treatments

a. Road diet	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
b. Narrowing travel lane width	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
c. Corridor-wide speed calming	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>

3.4 Transit Facilities

a. New or revised bus stops	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
b. Bus shelters	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
c. Standing pads	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
d. New or revised crossing for bus stop	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>

3.5 Streetscape Elements

a. Landscaping, street trees, planters, buffer strips, etc.	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
b. Decorative lighting	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
c. Public seating or benches	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>

3.6 Other (please specify):

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: _____
Project Engineer - Print Name

Signature

Date: _____

Approved By: _____
Project Manager - Print Name

Signature

Date _____

Study Area Map

