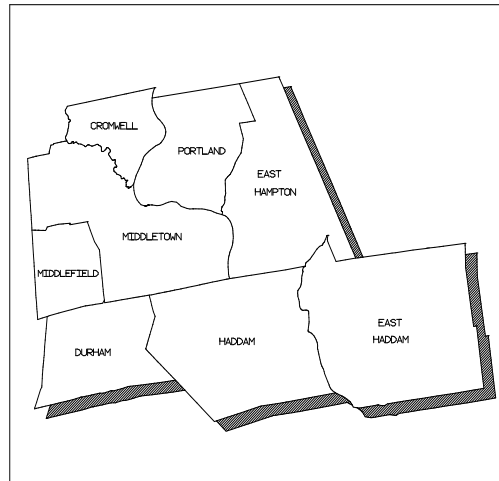


Midstate Regional Planning Agency

STP-Urban Project Selection Process & Project Rating Criteria



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I. Project Selection and Funding Process

Introduction

The Midstate Regional Planning Agency has been allocated Surface Transportation Program Urban (STP-U) funds under the Intermodal Surface Transportation Equity Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21) and, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The funds can be used for a variety of purposes on roads classified as higher than collectors based on the functional classification of roads network.

Total Funding

Federal STP-Urban funding is allocated to states and regions according to a federal distribution formula based on the population of urbanized areas. The Midstate region has traditionally received approximately \$750,000 per year in STP-Urban funding per year over the past few years. It is recommended that the MRPA Agency Board “over program” these funds to assure that the available funding is utilized within the region in a timely manner. The funding ratio for the program is 80% federal funds to be matched by 10% state and 10% local funds.

Project Eligibility

The STP-Urban program provides funds for projects generally not on the Interstate System or National Highway System since these usually utilize funding from other STP programs. The urban funds are intended to benefit roads classified as collectors and arterials. Local roadways such as subdivision streets are not eligible under this program. The eligibility guidelines for STP-Urban funds are flexible. Therefore funds can be used for a wide range of projects including, but not limited to roadway reconstruction, widening, transit, or ridesharing projects.

Regional Projects

MRPA is seeking to use STP-Urban funding for roadway improvement projects that will improve the physical condition of the regional roadway network or correct existing traffic problems relating to roadway congestion, safety, and geometry. Non-tradition improvement projects, such as transit, carpool, parking, enhancements, planning studies, and other similar projects will be considered by the Agency Board, but are generally funded under other specific STP programs.

Eligible Applicants

Eligible applicants include MRPA member municipalities within the urban boundary, MRPA, and the Middletown Transit District (MTD).

The Agency Board may at their discretion, authorize the use of STP-Urban funds in rural areas for the PE and ROW phases of a project if the STP-Urban funds are not completely programmed in a given fiscal year, and programming the funds will accelerate the CON phase of rural project.

Eligible Roadways

Projects on urban roadways classified as collectors or higher are eligible. These roads are listed and mapped in Appendix A. Projects on state highways are eligible but are generally funded

under other specific STP programs. Projects outside the urban boundary are also eligible but are generally funded under other specific STP programs.

Project Size and Cost

The proposed projects must at a minimum, have a total project cost of \$100,000 and it is expected that the majority of proposed projects will range between \$300,000 and \$1,000,000. Administrative costs associated with projects under \$100,000 are prohibitive, whereas large projects consume a disproportionate share of funds. The Agency Board may approve exceedingly large or small projects if the projects demonstrate exceptional worthiness and merit.

Project Solicitation

Projects will be solicited based on available funding levels relation to the obligated funding schedule. The obligation schedule is an active document where approved projects may move within fiscal years or obtain funding from other program sources. As a result of this ongoing process, projects will be reviewed and solicited on an ongoing basis to assure the over programming of funding in an effort utilize all available dollars.

Project Rating and Approval

Proposed projects will be reviewed by staff for eligibility and completion. Additional information, such as traffic data collection and field reviews may be performed by staff. Staff will also review the project with regards to deployment of the National Intelligent Transportation System (ITS) Architecture, as well as Environmental Justice (EJ). A proposed project matrix will be designed based on information taken from the application to facilitate the review by the Agency Board. Project sponsors will be invited to present the merits of their proposed projects to the Agency Board.

The Agency Board will then review and rank the proposed projects based on the available information. The list of projects in rank order, will be submitted to the Connecticut Department of Transportation (ConnDOT) to determine if projects can be funded through sources other than the STP-Urban program. The finalized list of STP-Urban projects will then be submitted to ConnDOT for review and approval of the project scope and cost estimate preparation. After a public informational meeting and municipal endorsement, ConnDOT's project concept unit will program the project based on available funds. Afterwards the projects will receive preliminary design approval, design approval, and be advertised for construction. Funding: Federal (80% Const., Design & R.O.W.), State (10% Const., Design & R.O.W.), Municipality (10% Const., Design & R.O.W.).

If lower ranked projects are progressing at a faster rate than higher ranked projects, then funding for these projects will be obligated so the regions available funds will be fully allocated in the year of appropriation. The MPO's in the Hartford Urbanized Area will meet at least once annually to coordinate their respective STP-Urban programs, so all the funds available to the urbanized area will also be fully allocated in the year of appropriation.

II. Project Rating Criteria

Any and all projects submitted under the STP-Urban program will be evaluated based on the following criteria. Using the project rating criteria noted in this section will help to maintain consistency in the rating process. It should be noted however, that much of the rating process is based on subjective judgments and no single set of criterion can be used to assess all the potential types of projects that may be submitted.

- 1) Regional Significance
- 2) Traffic Volumes/Transit Ridership
- 3) Traffic Improvements
- 4) Structural Improvements
- 5) Safety/Security Improvements
- 6) Vehicle Emissions Reduction
- 7) ITS Deployment
- 8) Environmental Justice
- 9) Project Readiness
- 10) Other Factors

1. Regional Significance

Regional significance measures the scale at which the project improves the movement of persons and goods. The projects are rated to indicate whether the proposed benefits are received on a statewide level, regional level, multi-town level, town level, or sub-town level. Projects are ranked higher as benefits are recognized on a larger scale.

Statewide benefits	5 points
Regional benefits	4 points
Multi-town benefits	3 points
Town benefits	2 points
Sub-town benefits	1 point

2. Traffic Volume/Transit Ridership

Traffic volume and transit ridership measures the number of persons that will directly benefit from the proposed project or improvement. Traffic volume should be compared using current average daily traffic (ADT) volumes performed by MRPA or the towns when the projects are submitted. If this data is unavailable, then ConnDOT counts taken closest to the proposed project locations during the most recent year should be used. Transit ridership should be compared using ridership per day. Projects are rated to favor those with higher traffic flows or transit ridership.

Traffic Volume		Transit Ridership	
ADT greater than 12,000	5 points	R/D greater than 250	5 points
ADT 9,000 to 11,999	4 points	R/D 200 to 249	4 points
ADT 6,000 to 8,999	3 points	R/D 150 to 199	3 points
ADT 3,000 to 5,999	2 points	R/D 100 to 149	2 points
ADT less than 2,999	1 point	R/D less than 99	1 points

3. Traffic Improvements

Traffic operational improvement ratings measure the extent that a proposed project or improvement will correct or lessen the severity a traffic problem. One point is given for each "yes" answer to each of the five following questions for a maximum total of five points.

- 1) Improve traffic flow - Will the project reduce congestion (travel time and delay, etc.)?
- 2) Improve bicycle and/or pedestrian flow - Will the project consider bicycle friendly and pedestrian friendly design practices (traffic signal orientation, design discontinuities, pole/sign placement, grading, etc.)?
- 3) Improve geometry - Will the project improve the existing geometry (lessen curve radii, increase sightline, decrease number of curb cuts, etc.)?
- 4) Improve integration of traffic modes - Will the project enhance intermodal connectivity for the movement of persons and goods (rail/truck freight connections, bus/auto connections, etc.)?
- 5) Improve traffic access - Will the project improve access to major traffic generators or activity nodes (major employers, commercial centers, large residential developments, etc.)?

4. Structural Improvements

Structural improvement ratings measure the extent that a proposed project or improvement will correct or lessen the severity physical structural problem of a roadway, bridge, or culvert. Towns should provide any available ratings such as a pavement condition index from their pavement management system or state ratings on bridges. Structures with the highest structural deficiency rating will be assigned higher priority.

Pavement Condition

Failing (base rehabilitation)	5 points
Poor (structural improvement)	4 points
Fair (preventative maintenance)	3 points
Good (routine maintenance)	2 points
Excellent (do nothing)	1 point

One point - An additional point is awarded if the project remedies problems relating to surface or sub-surface drainage systems deficiencies, such as icing or ponding on roadways or water in the roadway base.

One point - An additional point is awarded project remedies problems relating to bridge condition deficiencies or hydraulic capacity, such as deck or super structure repairs, or flooding adequacy.

5. Safety/Security Improvements

Safety/security improvements assist in the measurement of the number of accidents which could potentially be reduced by the proposed project. Projects are ranked higher at locations where there are a greater number of accidents over a specific 3-year time period. MRPA staff should also check ConnDOT's 3-year Traffic Accident Surveillance Report (TASR) to check if the proposed project area intersects a state roadway to obtain additional accident data. Projects are rated to favor those in higher accident location areas.

Accidents greater than 13	5 points
Accidents 10 to 12	4 points
Accidents 7 to 9	3 points
Accidents 4 to 6	2 points
Accidents less than 3	1 point

One point - An additional point is awarded if the project brings structures up to federal national security standards, such as bridge clearances or weight capacities.

6. Vehicle Emissions Reductions

The vehicle emissions rating recognizes the extent that vehicle emissions and vehicle miles traveled will be affected by the proposed project. One point is given to projects that demonstrate a positive impact of trip distribution or vehicle miles traveled therefore reducing delay, fuel usage, and emissions, or do not significantly increase roadway capacity.

Factors that may positively affect trip distribution include car or vanpools, employer commute options, intersection improvements that allow traffic to flow more freely such as computerized signal systems, and other similar projects. Intersection geometric improvements, short left turn or climbing lanes, and similar small scale projects do not significantly increase capacity so are not factored into this rating. Projects that significantly increase capacity would be converting a two lane road into a four lane highway.

7. ITS Deployment

The ITS deployment rating measures the extent that ITS technologies are deployed in a proposed project. Any technologies that are deployed must comply with the National ITS Architecture. Compliance with the Regional ITS Architecture and Project Architectures, once they have been defined, is also required in order to deploy integrated ITS projects. Currently one point is given for each ITS technology deployed for up to a maximum total of five points.

ITS technologies associated with the National ITS Architecture include technologies used for communications such as vehicle to vehicle communications, mobile communications, wire line, communications, and dedicated short range communications. They also include technologies associated with the nineteen subsystems as found in the National ITS Architecture and listed below.

Remote traveler support, personal information access, traffic management, emergency management, toll administration, commercial vehicle administration, information service providers, emissions management, transit management, fleet and freight management, archived data management, vehicles, transit vehicles, commercial vehicles, emergency vehicles, roadways, toll collections, parking management, and commercial vehicle checks.

8. Environmental Justice

One principal of EJ is to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental, social, and economic impacts on minority and low income populations. One step in the EJ process is to investigate the relationship between the proposed project and minority and low income populations.

At this step in the EJ process the location of the proposed improvement will be mapped against the minority and low income populations and adverse effects examined. One point will be subtracted for each adverse effect that is identified. Adverse effects may include, but are not limited to; health effects (impairment, illness, death), environmental effects (air, noise, water pollution, soil contamination, aesthetics), social effects (disruption of community cohesion, availability of facilities and services), and economic effects (employment, congestion, denial, reduction or delay of benefits). These potential effects will be looked at in greater detail as the project and public participation process progress.

9. Project Readiness

Project readiness is a measure of the current status of the project. It takes approximately 2 years or more from the time project is approved under the STP-Urban program to the completion of final design before right of way or construction advertising. The closer a project is to construction and funding is in place the higher the project is ranked. One point is given for each "yes" answer to each of the five following questions for a maximum total of five points.

- 1) Is the STP-Urban application complete?
- 2) Are preliminary plans and cost estimates available?
- 3) Can the town perform necessary ROW acquisitions, or will there involve a relocation?
- 4) Is the project ready for construction?
- 5) Is the local match already in place?

10. Other Factors

The purpose of this rating category is to allow the Agency Board the opportunity to award points for project benefits not previously considered using criterion one through nine. The following list provides example of other factors that may be considered by the board. It is intended to provide example of other factors to consider and is not all-inclusive. One half point is given for potential other factors which benefit a proposed project.

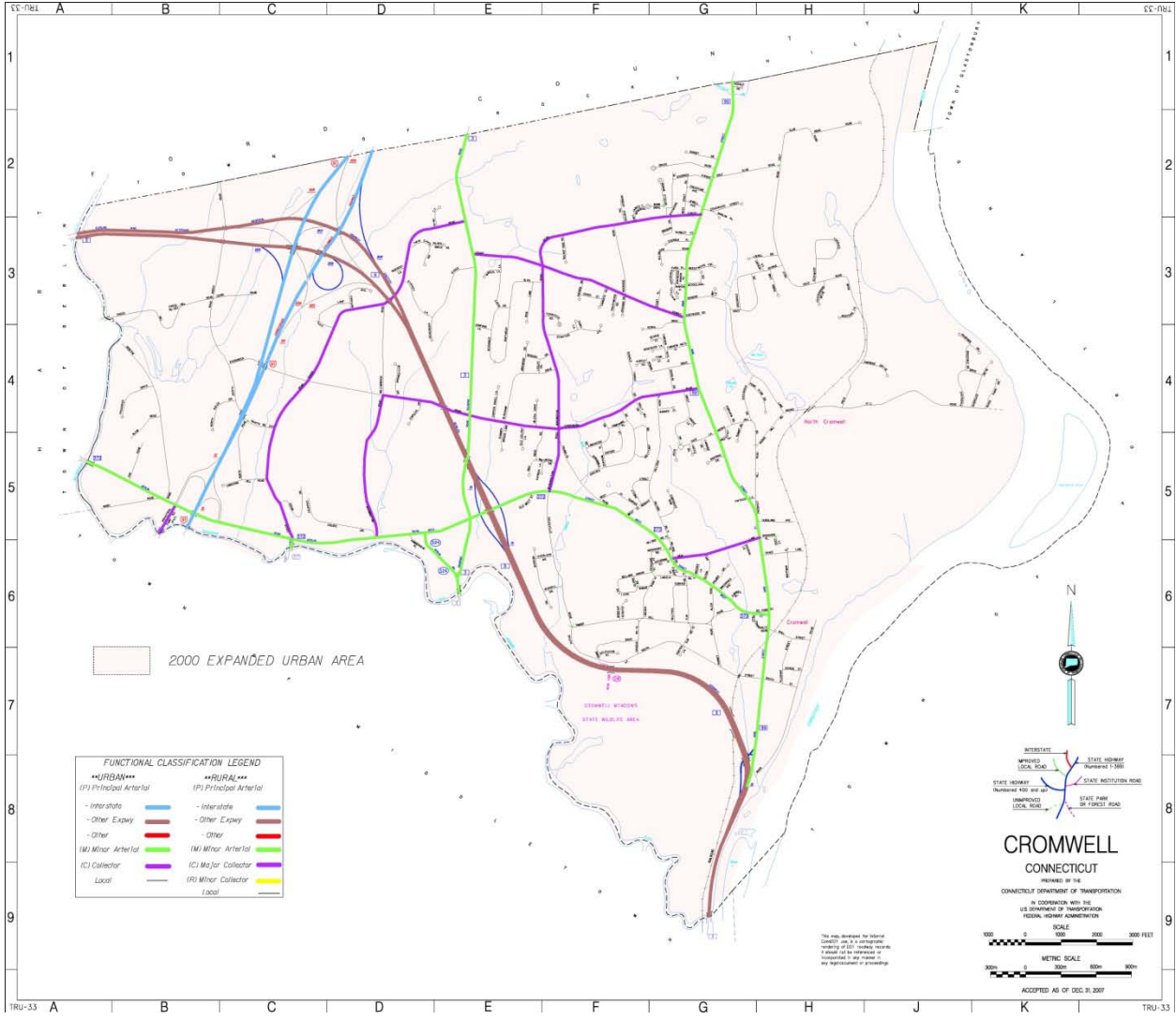
Economic development or global competitiveness
Noise reduction
Quality of life
Environmental protection or enhancement
Wetlands mitigation
Energy conservation
Aesthetic improvements
Parking improvements
Management or efficiency improvements of existing systems or operations
Preservation of the existing transportation system
Flexible highway design

APPENDIX A

TOWN OF CROMWELL

- 1) Coles Road Urban Collector
From Route 372/Berlin Road to Route 3/Shunpike Road
2.25 miles
- 2) Court Street Urban Collector
From Route 3/Shunpike Road to Route 99/Main Street
1.18 miles
- 3) Evergreen Road Urban Collector
From Willowbrook Road to Route 99/Main Street
1.75 miles
- 4) Geer Street Urban Collector
From Court Street to Route 99/Main Street
0.97 miles
- 5) Industrial Park Road Urban Collector
From Middletown town line to Route 372
0.17 miles
- 6) New Lane Urban Collector
From Route 372/West Street to Route 99/Main Street
0.47 miles
- 7) Washington Road Urban Collector
From Route 372/West Street to Court Street
1.21 miles
- 8) Willowbrook Road Urban Collector
From Route 372/West Street to Evergreen Road
0.78 miles

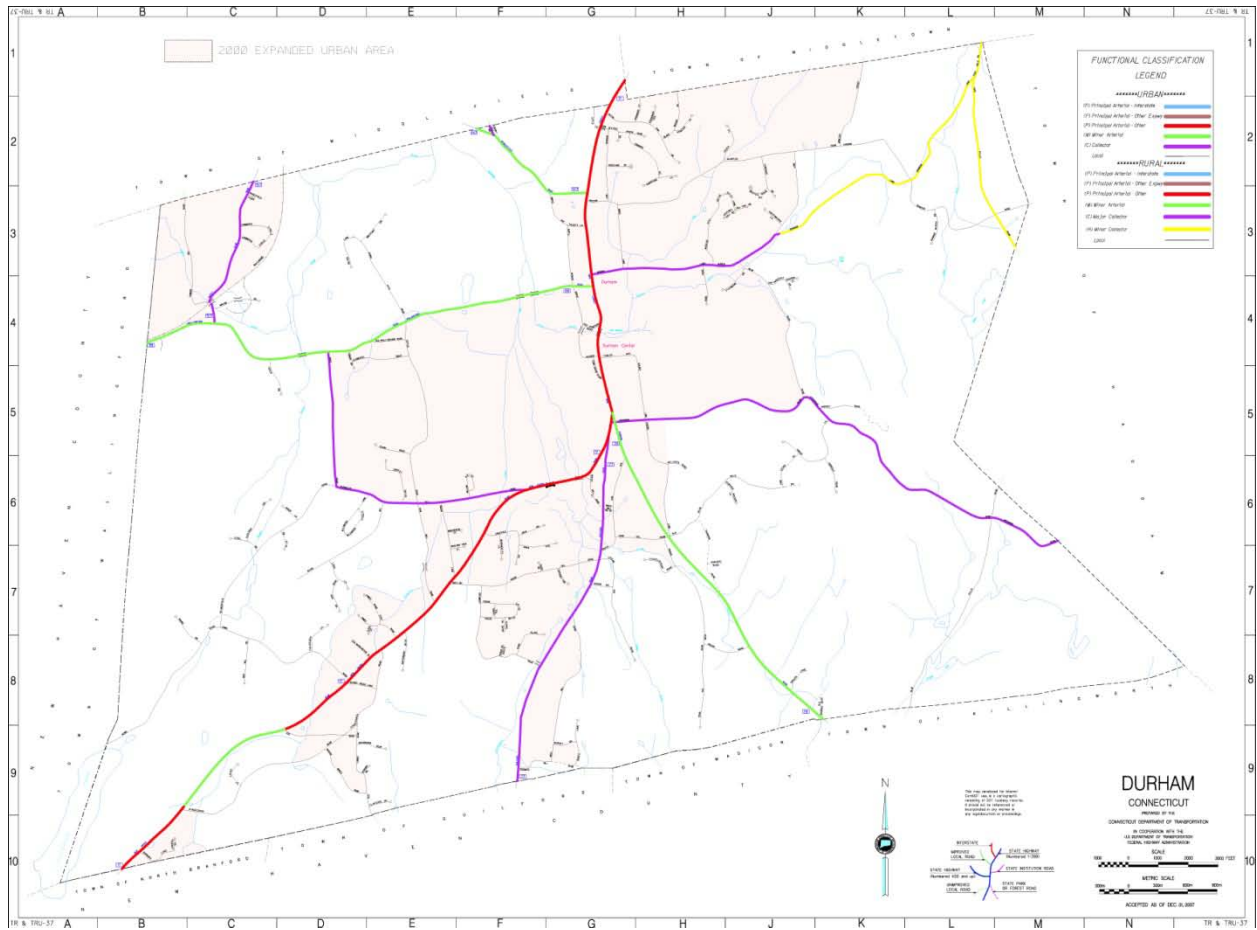
TOTAL MILES 8.78



TOWN OF DURHAM

- 1) Cherry Hill Road Rural Major Collector
From Route 147/Middlefield Road to the Middlefield town line
0.12 miles
- 2) Foot Hills Road Rural Minor Collector
From Middletown town line to Haddam town line
1.33 miles
- 3) Higganum Road Urban Collector
From Route 79/Madison Road to Bear Rock Road
1.31 miles
- 4) Higganum Road Rural Major Collector
From Bear Rock Road to the Haddam town line
1.97 miles
- 5) Johnson Lane Urban Collector
From Maiden Lane to stream
0.04 miles
- 6) Johnson Lane Rural Minor Collector
From stream to Foot Hills Road
1.75 miles
- 7) Maiden Lane Urban Collector
From Route 17 to Johnson Lane
1.25 miles
- 8) Parmelee Hill Road Urban Collector
From Pent Road to Route 17/New Haven Road
1.22 miles
- 9) Pent Road Urban Collector
From Route 68/Wallingford Road to Tri-Mountain Road
0.87 miles

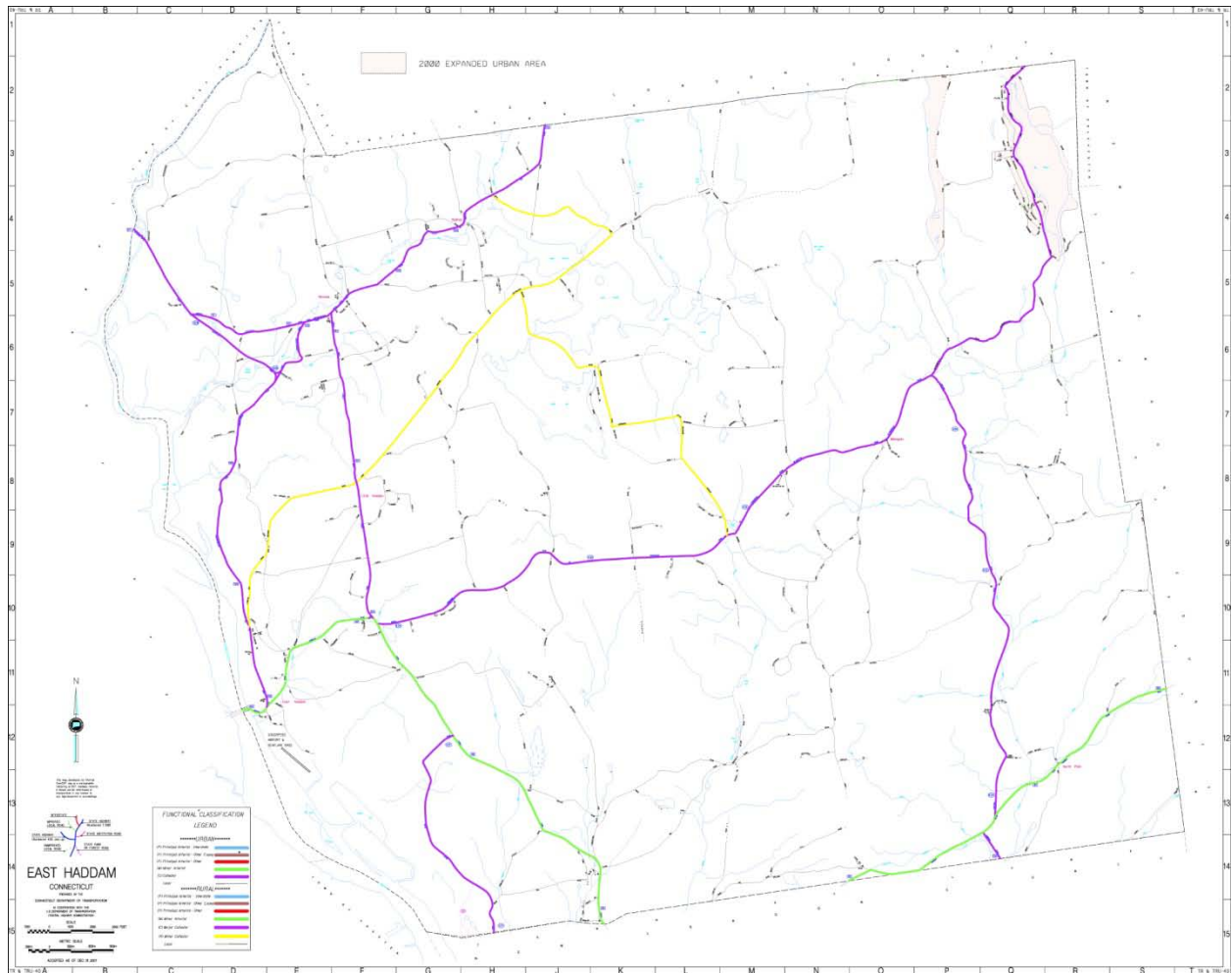
TOTAL MILES 9.86



TOWN OF EAST HADDAM

- 1) Bashan Road Rural Minor Collector
From Colchester Turnpike to Ballahack Road #2
1.67 miles
- 2) Creek Road #1 Rural Minor Collector
From Landing Hill Road to Orchard Road
0.09 miles
- 3) East Haddam/Colchester Turnpike Rural Minor Collector
From Route 151 to Mott Lane
3.21 miles
- 4) Haywardville Road Rural Major Collector
From Route 434/Haywardville Road to Lake Shore Drive
1.70 miles
- 5) Lake Shore Road Urban Collector
From Haywardville Road to the Colchester town line
1.89 miles
- 6) Landing Hill Road Rural Minor Collector
From Creek Road #1 to Route 149
0.67 miles
- 7) Mott Lane Rural Minor Collector
From Route 149 to East Haddam/Colchester Turnpike
1.23 miles
- 8) Newberry Road Rural Minor Collector
From Bashan Road to Schulman Veselak Road
0.63 miles
- 9) Orchard Road Rural Minor Collector
From Creek Road #1 to Route 151
1.07 miles
- 10) Schulman Veselak Road Rural Minor Collector
From Newberry Road to Route 434
1.13 miles

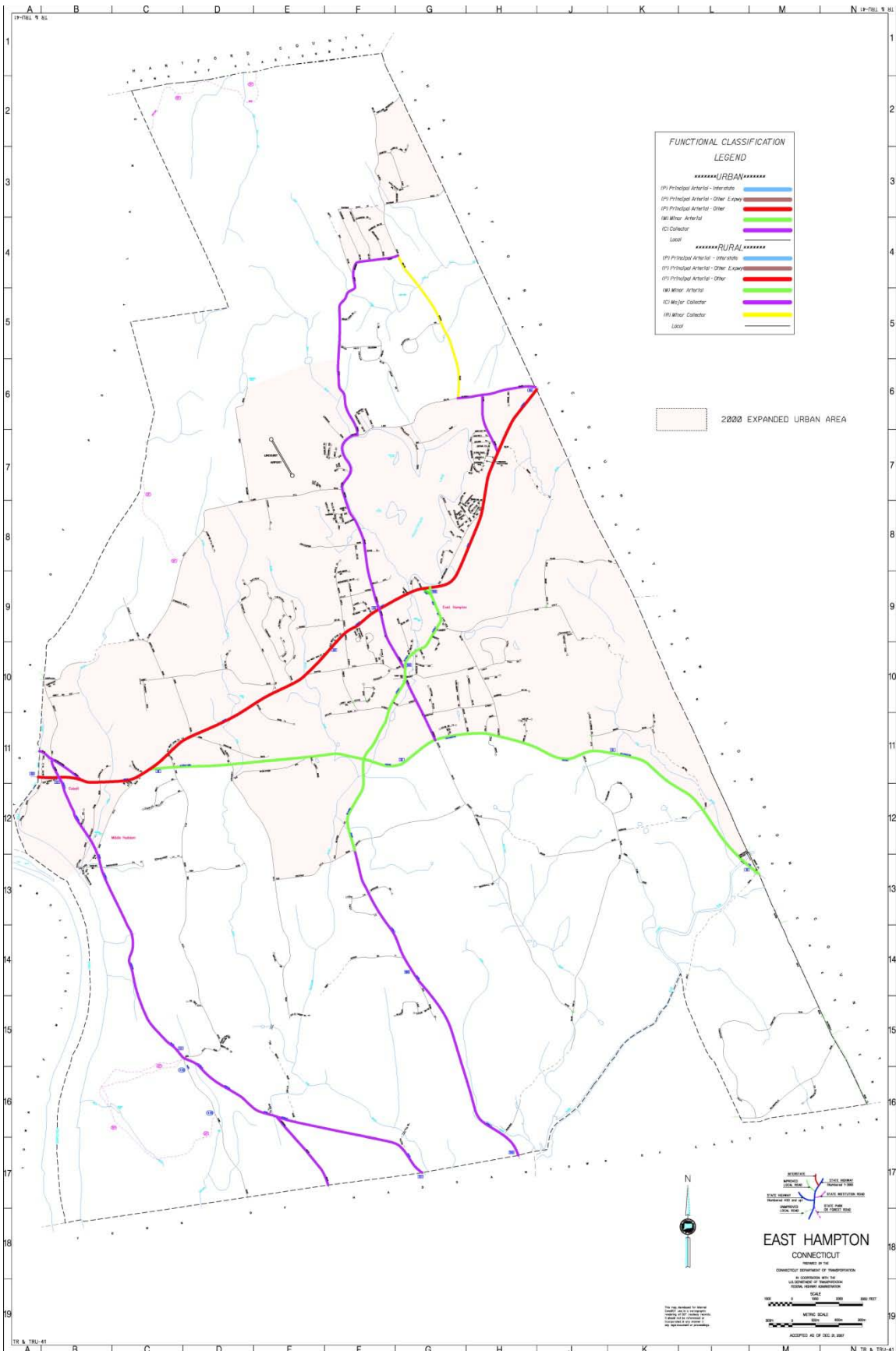
TOTAL MILES 13.29



TOWN OF EAST HAMPTON

- 1) Brewer Road Urban Collector
From White Birch Road to Mott Hill Road
0.44 miles
- 2) Depot Hill Road Urban Collector
From Old Middletown Road to Route 66
0.15 miles
- 3) Haddam Neck Road Rural Major Collector
From Route 151/Moodus Road to the Haddam town line
0.69 miles
- 4) Lake Drive Urban Collector
From Clark Hill Road to Mott Hill Road
0.58 miles
- 5) Lake Road Urban Collector
From Staeth Road to Route 66
0.50 miles
- 6) Main Street No. 1 Urban Collector
From Route 16/Middletown Avenue to Route 196/Main Street
0.52 miles
- 7) Main Street No. 2 Urban Collector
From Route 196/Main Street to Route 66/East High Street
0.50 miles
- 8) Mott Hill Road Urban Collector
From Lake Drive to urban boundary
0.63 miles
- 9) Mott Hill Road Rural Major Collector
From urban boundary to Brewer Road
0.77 miles
- 10) North Main Street Urban Collector
From Route 66/West High Street to Lake Drive
1.02 miles
- 11) Old Middletown Road Urban Collector
From Route 66 to Portland town line
0.41 miles

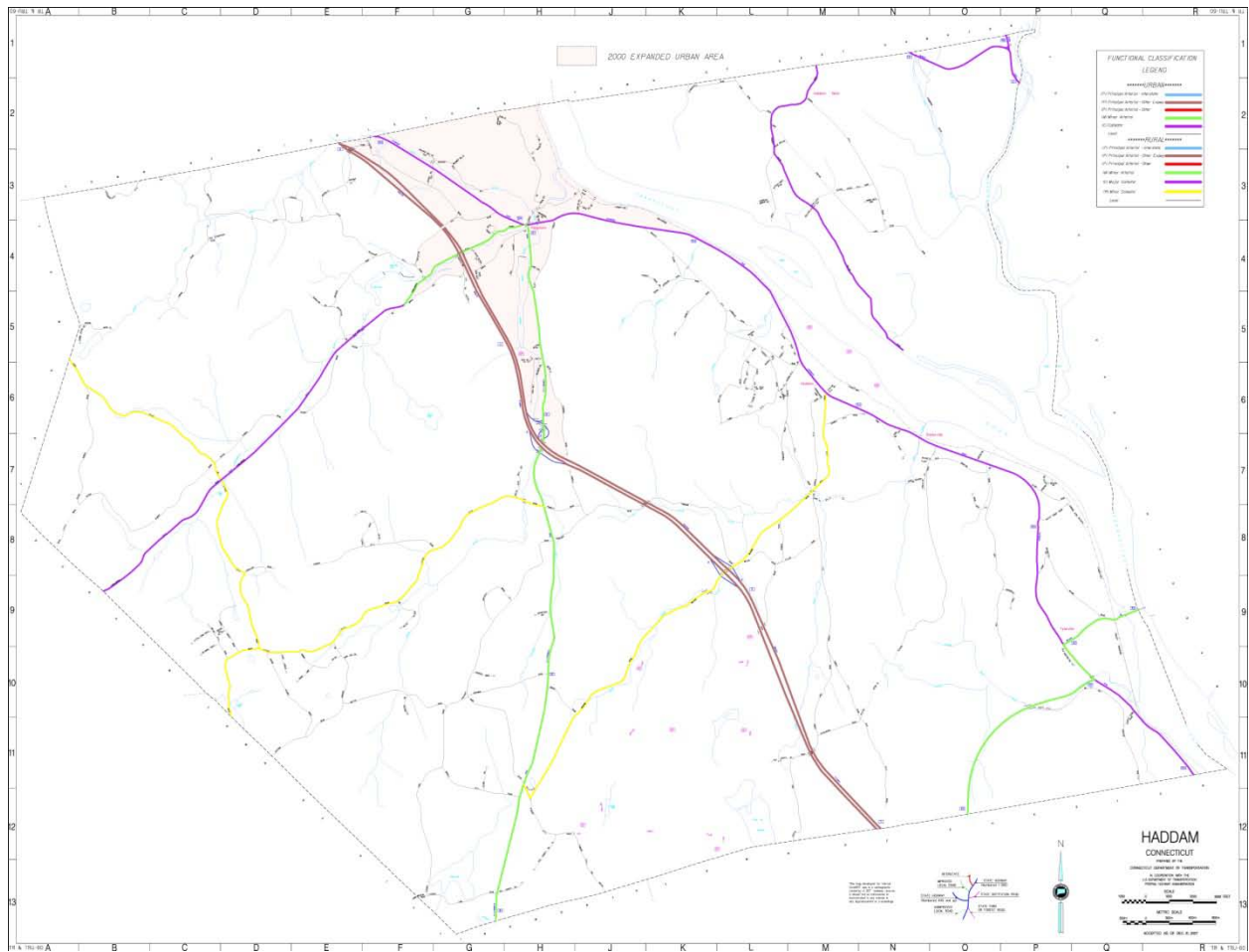
- | | | |
|-------------|--|------------------------------|
| 12) | Staeth Road | <u>Urban Collector</u> |
| | From Mott Hill Road to Marlborough town line | |
| | 0.62 miles | |
| 13) | White Birch Road | <u>Rural Minor Collector</u> |
| | From Brewer Road to Lake Road | |
| | 1.28 miles | |
| TOTAL MILES | | 8.11 |



TOWN OF HADDAM

- 1) Beaver Meadow Road Rural Minor Collector
From Route 81 to Route 154
3.56 miles
- 2) Candlewood Hill Road Urban Minor Arterial
From Route 154 to Maple Avenue
1.21 miles
- 3) Candlewood Hill Road Rural Major Collector
From Route 154/Middlesex Turnpike to the Durham town line
3.41 miles
- 4) Foot Hills Road Rural Minor Collector
From Candlewood Hill Road to the Durham town line
1.71 miles
- 5) Injun Hollow Road Rural Major Collector
From Rock Landing Road to Gate
1.68 miles
- 6) Jail Hill Road Rural Minor Collector
From Route 154 to Beaver Meadow Road
0.88 miles
- 7) Little City Road Rural Minor Collector
From Route 81 to Candlewood Hill Road
4.36 miles
- 8) Rock Landing Road Rural Major Collector
From East Hampton town line to Injun Hollow Road
0.93 miles
- 9) Sima Road Rural Minor Collector
From Little City Road to the Killingworth town line
0.72 miles

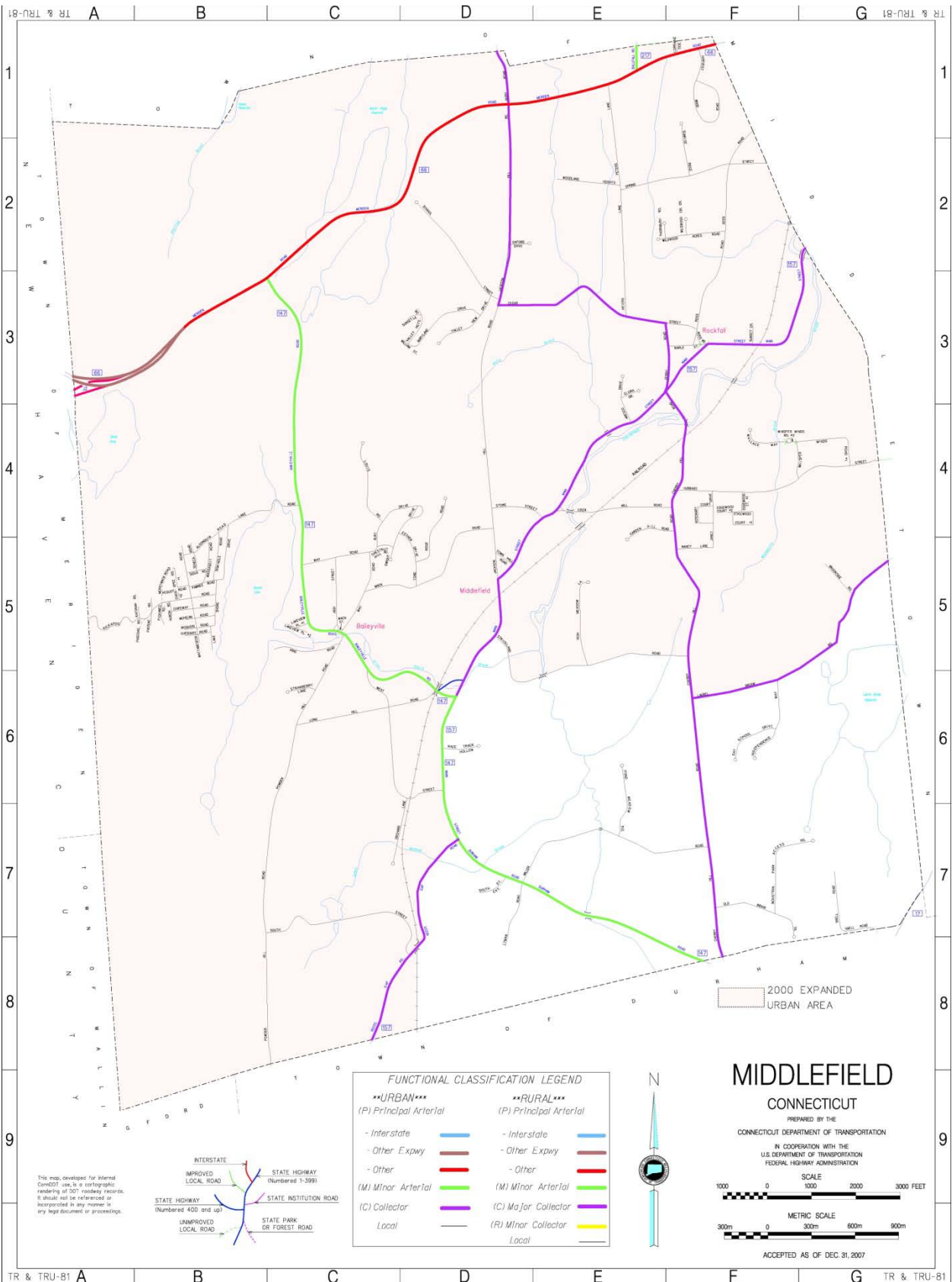
TOTAL MILES 18.46



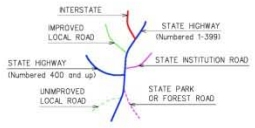
TOWN OF MIDDLEFIELD

- 1) Cedar Street Urban Collector
From Jackson Hill Road to Derby Road
0.79 miles
- 2) Cherry Hill Road Rural Major Collector
From Durham town line to Laurel Brook Road
1.09 miles
- 3) Cherry Hill Road Urban Collector
From Laurel Brook Road to Route 157/Main Street
1.39 miles
- 4) Derby Road Urban Collector
From Route 157/Main Street to Cedar Street
0.26 miles
- 5) Higby Road Urban Collector
From Route 66/Meriden Road to the Middletown town line
0.23 miles
- 6) Jackson Hill Road Urban Collector
From Cedar Street to Route 66/Meriden Road
0.88 miles
- 7) Laurel Brook Road Urban Collector
From Cherry Hill Road to the Middletown town line
0.99 miles

TOTAL MILES 5.63



This map, developed for Internal
 CADDIST view, is a cartographic
 rendering of DOT roadway records.
 It should not be referenced or
 incorporated in any manner in
 any legal document or proceeding.



CITY OF MIDDLETOWN

- 1) Anderson Road Urban Collector
From Laurel Grove Road to the Middlefield town line
0.21 miles
- 2) Bow Lane Urban Principal Arterial
From Saybrook Road to exit of northbound Route 9
0.20 miles
- 3) Bretton Road Urban Collector
From Highland Avenue to Pine Street
0.35 miles
- 4) Brush Hill Road Urban Collector
From Route 17/S. Main Street to Laurel Grove Road
0.39 miles
- 5) Camp Street Urban Collector
From Route 66/Washington Street to Westfield Street
0.72 miles
- 6) Church Street Urban Collector
From South Main Street to Cross Street
0.55 miles
- 7) Country Club Road Urban Minor Arterial
From Route 217/Ballfall Road to Middle Street
1.71 miles
- 8) Crescent Street Urban Principal Arterial
From Union Street to Main Street Extension
0.06 miles
- 9) Cross Street Urban Collector
From Pine Street to Vine Street
0.09 miles
- 10) DeKoven Drive Urban Principal Arterial
From Rapallo Avenue to East Main Street
0.75 miles
- 11) East Main Street Urban Principal Arterial
DeKoven Drive to Saybrook Road
0.60 miles

- 12) East Main Street Urban Minor Arterial
From Saybrook Road to Millbrook Road
0.70 miles
- 13) Farm Hill Road Urban Minor Arterial
From Route 17/South Main Street to Russell Road
0.23 miles
- 14) Grand Street Urban Collector
From Prospect Street to Route 66/Main Street
0.42 miles
- 15) Higby Road Urban Collector
From Country Club Road to the Middlefield town line
0.97 miles
- 16) High Street Urban Collector
From North Main Street to Highland Avenue
1.66 miles
- 17) Highland Avenue Urban Collector
From Route 155 to Pameacha Avenue
1.19 miles
- 18) Industrial Park Road Urban Collector
From Smith Street to the Cromwell town line
1.39 miles
- 19) Laurel Grove Road Urban Collector
From Brush Hill Road to Anderson Road
0.13 miles
- 20) Liberty Street No. 2 Urban Collector
From Prospect Street to Route 3/Newfield Street
0.15 miles
- 21) Main Street Urban Principal Arterial
From Pleasant Street to Washington Street
0.42 miles
- 22) Main Street Extension Urban Principal Arterial
From MacDonough Place to Mill Street
0.62 miles

- 23) Middle Street Urban Collector
From Country Club Road to the Berlin town line
2.34 miles

- 24) Mile Lane Urban Collector
From Ridgewood Road to Newfield Street
1.01 miles

- 25) Millbrook Road Urban Collector
From Middletown/Durham town line to Randolph Road
2.39 miles

- 26) Millbrook Road Urban Minor Arterial
From Randolph Road to Sand Hill Road
0.39 miles

- 27) Miner Street Urban Collector
From Smith Street to East Street
0.30 miles

- 28) North Main Street Urban Collector
From Route 66 to High Street
0.48 miles

- 29) Old Mill Road Urban Collector
From Westfield Street to Washington Street
0.67 miles

- 30) Pameacha Avenue Urban Collector
From High Street to South Main Street
0.13 miles

- 31) Pine Street Urban Collector
From Randolph Road No.1 to Church Street
1.54 miles

- 32) Pleasant Street Urban Collector
From Church Street to Crescent Street
0.09 miles

- 33) Prospect Street Urban Collector
From Spring Street to Liberty Street No. 2
0.36 miles

- 45) Union Street Urban Collector
From Main Street to DeKoven Drive
0.11 miles

- 46) Vine Street Urban Collector
From Washington Street to Cross Street
0.42 miles

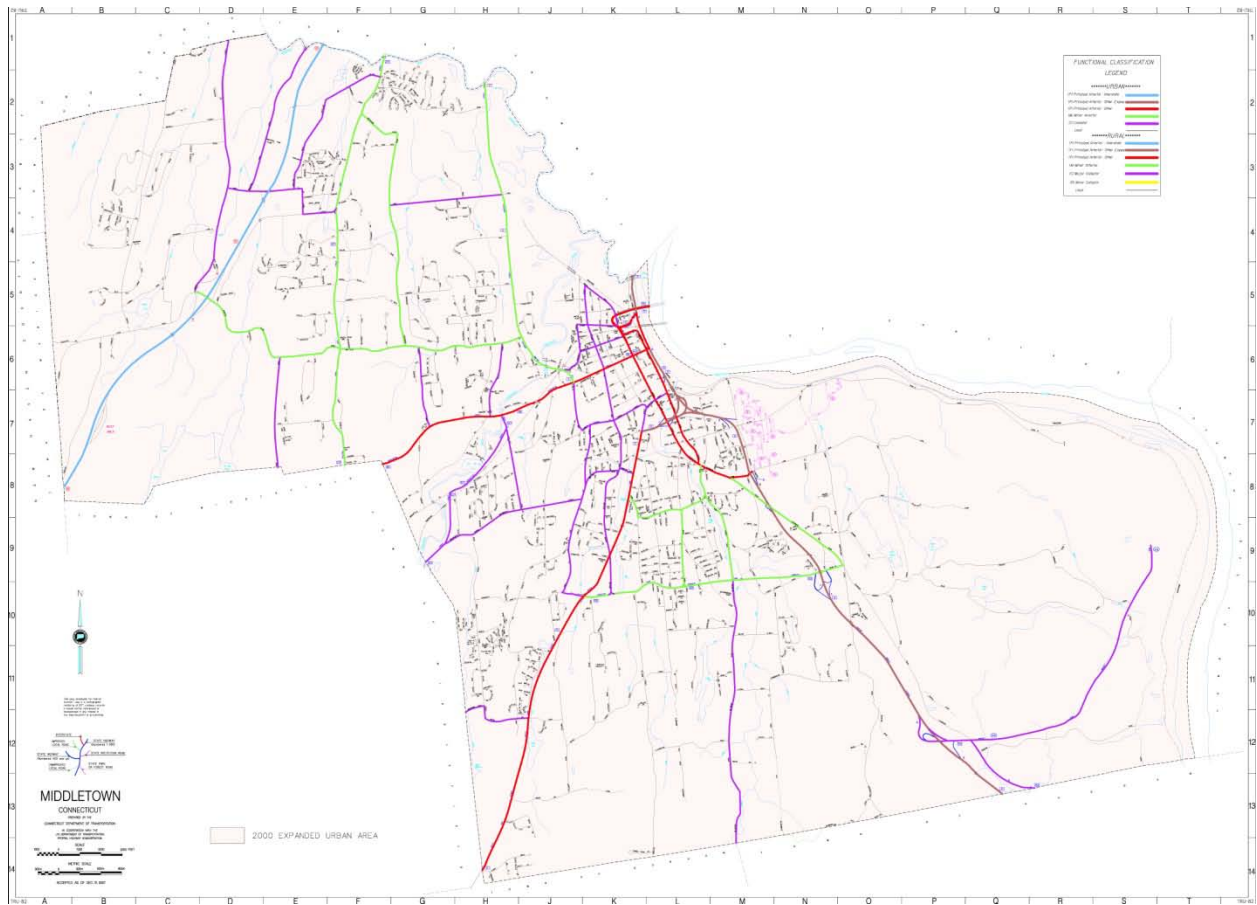
- 47) Wadsworth Street Urban Collector
From Route 157 Forest Street to Pine Street
1.34 miles

- 48) West Street Urban Collector
From Route 157 to Wadsworth Street
0.72 miles

- 49) Westfield Street Urban Minor Arterial
From Route 217/East Street to Route 3/Newfield Street
1.66 miles

- 50) Westlake Drive Urban Collector
From Smith Street to Route 217
1.38 miles

TOTAL MILES 36.05

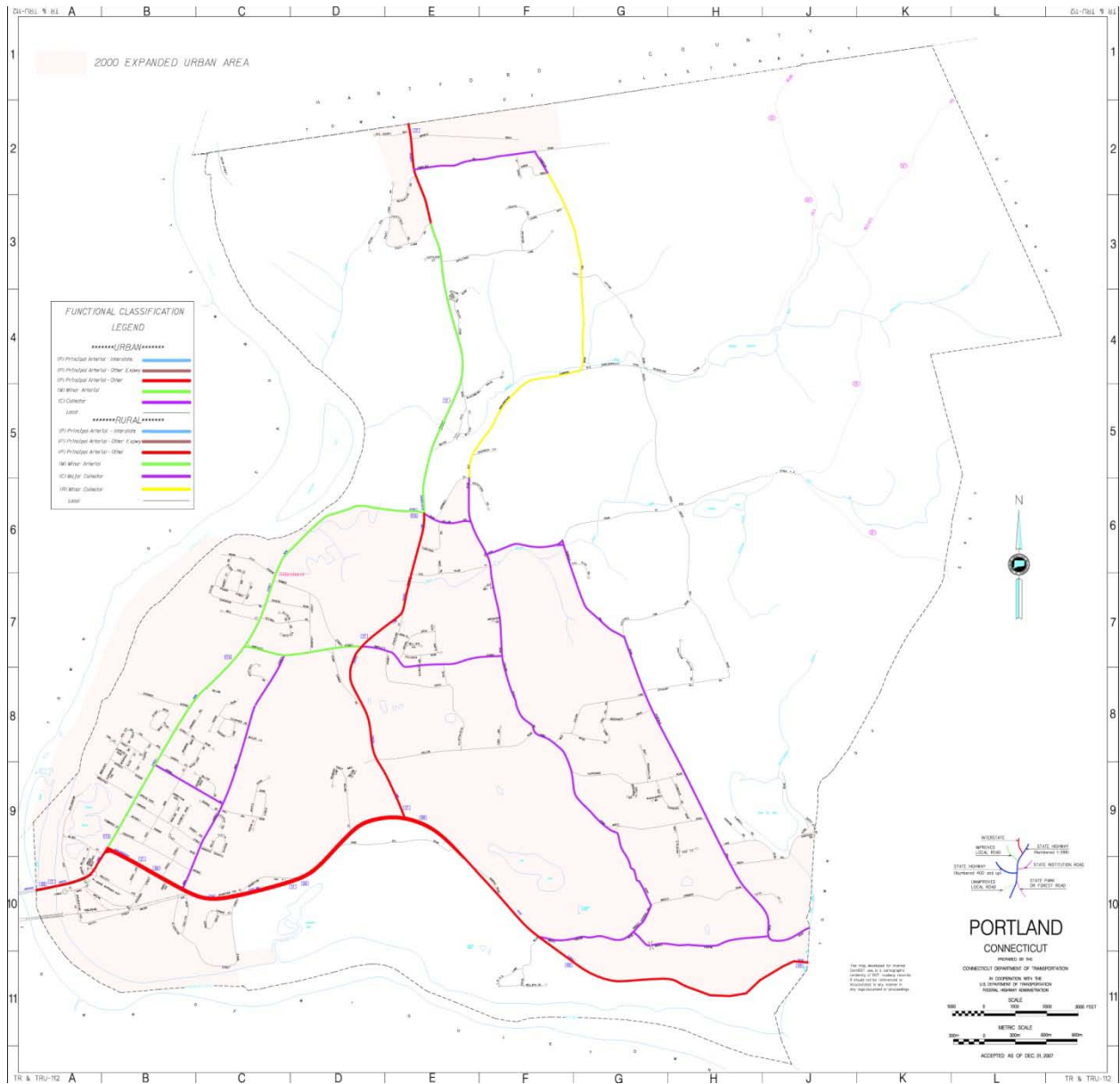


TOWN OF PORTLAND

- 1) Bartlett Street Urban Minor Arterial
From Route 17A/Main Street to Route 17/Gospel Lane
0.71 miles
- 2) Bartlett Street Urban Collector
From Route 17/Gospel Lane to Collins Hill Road
0.90 miles
- 3) Breezy Corner Road Urban Collector
From Middle Haddam Road to Jobs Pond Road
0.19 miles
- 4) Collins Hill Road Urban Collector
From Ames Hollow Road to Rose Hill Road
0.52 miles
- 5) Cox Road Urban Collector
From Rose Hill Road to Penfield Hill Road
0.45 miles
- 6) High Street Urban Collector
From Route 66/Marlborough Road to Bartlett Street
1.56 miles
- 7) Isinglass Road Urban Collector
From Route 17 to Thompson Hill Road
0.75 miles
- 8) Jobs Pond Road Urban Collector
From Breezy Corner Road to Collins Hill Road
1.33 miles
- 9) Middle Haddam Road Urban Collector
From Route 66/Portland-Cobalt Road to Breezy Corner Road
0.61 miles
- 10) Middle Haddam Road Urban Collector
From Breezy Corner Road to East Hampton town line
1.14 miles
- 11) Old Marlborough Turnpike Rural Minor Collector
From Rose Hill Road to Thompson Drive
1.02 miles

- 12) Penfield Hill Road Urban Collector
From Middle Haddam Road to Culver Lane
1.66 miles
- 13) Penfield Road Urban Collector
From Culver lane to Cox Road
1.10 miles
- 14) Rose Hill Road Urban Collector
From Bartlett Street to Old Marlborough Turnpike
0.83 miles
- 15) Sage Hollow Road Urban Collector
From Route 17/Gospel Lane to Rose Hill Road
0.32 miles
- 16) Spring Street Urban Collector
From Route 17A/Main Street to High Street
0.47 miles
- 17) Thompson Hill Road Rural Minor Collector
From Old Marlborough Turnpike to Karen Drive
1.25 miles
- 18) Thompson Hill Road Urban Collector
From Karen Drive to Isinglass Hill Road
0.15 miles

TOTAL MILES 14.96



Functional Classification of town maintained federal aid roads, 2008

APPENDIX B

STP-URBAN/RURAL APPLICATION

Town: _____ **RPA:** _____
Route No: _____ **Street Name:** _____
Date: _____ **Project Title:** _____

The applicant should answer the questions below which are intended to address basic issues about existing conditions, project management, impacts on private property, utilities, wetlands, etc. You may provide your answer in the space provided below or submit separate answer sheets.

(A) DESIGN

1. Has any survey or design work already been done? Explain. _____

2. Will the design be done by town forces or by a consulting firm? _____

(B) RIGHTS OF WAY

1. Existing ROW: _____ feet Proposed ROW: _____ feet
(50 feet is the minimum allowed in most federal projects)
2. Generally describe the nature and extent of the ROW impacts (e.g. 10-15 strip takes, 1 total take) _____

3. How many takings will result in non-conforming lots that will require a zoning variance? _____

4. Do you anticipate any problems obtaining the zoning variance? _____

5. How many families and/or businesses will be displaced? _____

(C) PAVEMENT

1. Existing pavement type and width: _____

2. Will existing pavement be left as is, overlaid, reconstructed or recycled? _____

3. Proposed new pavement structure. Describe type and depth of each course including the base. _____

(D) UTILITIES

1. List all utilities and their owners within the project area (gas, water, sewer, electric, telephone, cable TV, etc.)

2. If any of these utilities are likely to be affected by the project, please explain the nature and extent of the impact.

3. Are there any plans to expand or improve existing utilities within the next five years? _____

(E) STORM WATER DRAINAGE SYSTEM AND UNDER DRAINS

If you propose to modify, replace or install a system, please indicate the nature and extent of improvements. Provide a rough estimate of the improvements needed (e.g. length of new storm sewer pipe, number of new catch basins, etc.).

(F) CULVERTS, BRIDGES & OTHER CROSSINGS

Identify any existing crossings that are likely to be modified (e.g. extended), rehabilitated, or replaced as part of the project. Indicate the type of improvement needed and the reason for it. If any existing crossings have inadequate hydraulic capacity, please indicate.

(G) RAILROAD RADE CROSSINGS

Identify any existing crossings and indicate if any modifications are needed.

(H) SIDEWALKS

1. Provide a rough estimate of the number of linear feet of sidewalk to be replaced or constructed. Specify the type of material.

2. What percentage of the above is for "replacement" of existing sidewalk? _____

(I) PARKS, CEMETERIES, HISTORIC STRUCTURES

Identify any parks, cemeteries, or historic structures that are likely to be affected by the project.

(J) WETLANDS

Identify any wetlands that are likely to be affected by the project (Locate them on a map if that is more appropriate).

(K) HAZARDOUSE OR CONTAMINATED SITES

Identify any known or suspected sites that may be impacted by the project. Please locate on map if possible.

(L) TRAFFIC SIGNALS

Identify any intersections where traffic signals will need to be modified, replaced, or installed. If it is an old signal, you should consider replacement rather than modification in your cost estimate. Indicate who is responsible for maintenance, ownership, and electrical cost.

(M) CURBING

Provide a rough estimate of the number of linear feet of new curbing to be installed. Specify the type of curbing. If you are going to reuse the existing granite curb, please indicate.

(N) RETAINING WALLS

If you anticipate using retaining walls, please provide a rough estimate of the height, length, and type of materials.

(O) TRAFFIC DATA

Provide vehicular volumes (average daily traffic and AM & PM peak hours); accident history (latest available, 3 years) and vehicular speeds (posted and 85th percentile).

(P) STAKE HOLDER INFORMATION

Provide a list of homeowners, business owners and community groups that may be affected or have concerns/inputs concerning the proposed project.

<u>STAKEHOLDER NAME</u>	<u>ROLE (eg:community group, homeowner, business owner)</u>	<u>PHONE NUMBER</u>
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APPENDIX C

MRPA STP-Urban Questionnaire

Please complete the following questionnaire for each project your town is submitting under the surface transportation program. Be prepared to discuss these questions during the presentation before the Agency Board as the questionnaire relates directly to the rating and selection criteria. Additional sheets may be provided as needed.

1) Please give a brief description of the project including its location, cost estimates, readiness, and regional significance.

2) Briefly explain any traffic improvements that will occur due to the proposed project.

3) Briefly explain any structural improvements that will occur due to the proposed project.

4) Briefly explain any safety improvements that will occur due to the proposed project.

6) Please describe any additional benefits that may occur as a result of the project.