

To: Cost Review Subcommittee
From: Rob Aloise, CRCOG Principal Transportation Engineer
Sotoria Montanari, CRCOG Senior Program Manager
Date: July 15, 2016
c: Transportation Committee
Jonathan Thiesse, Bloomfield Town Engineer
Jeff Doolittle, South Windsor Town Engineer
Jennifer Carrier, Director of Transportation Planning
Subject: LOTCIP Funding Increase Request
- Granby Street Pavement Rehabilitation, Bloomfield
- Buckland Road Sidewalks, South Windsor

**NOTE NEW
MEETING
LOCATION**

A Cost Review and Schedule Subcommittee meeting will take place at 11:00 AM at **CREC, 34 Sequassen Street, Room 269, Hartford, CT** prior to the Transportation Committee meeting on Monday, July 25, 2016. At this meeting we'll be discussing and acting on town requests for funding increases for the following LOTCIP projects:

- Granby Street Pavement Rehabilitation, Bloomfield
- Buckland Road Sidewalks, South Windsor

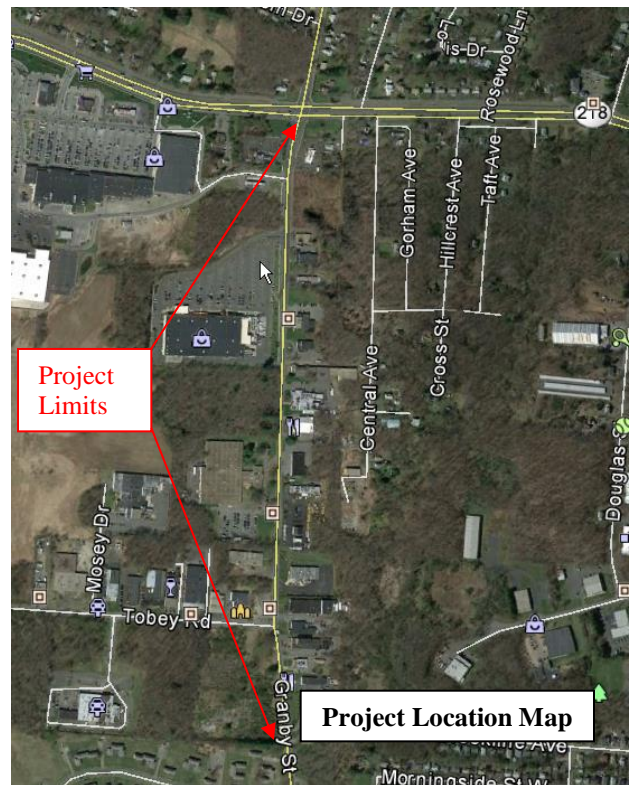
Project No. L011-0001

Granby Street Pavement Rehabilitation, Bloomfield

This project has recently progressed through the Preliminary Design phase. Based on the most recent engineering estimate, the Town of Bloomfield is requesting a LOTCIP funding increase of \$410,000, from \$882,000 to \$1,292,000 (46% increase).

The project was initially approved as part of the 2013 STP-Urban solicitation for \$999,000, however a DOT transfer to LOTCIP funding resulted in a 2014 Commitment to Fund letter in the amount of \$882,000. Based on documentation provided by CTDOT, the primary reason for the reduction in the cost estimate was the removal of the contingency for inflation in the amount of \$107,000. (The total decrease was \$117,000.)

Subsequent to the commitment to fund letter, the Town discovered that the drainage system for the street was failing (see photo). The majority of the drainage system in Granby Street is corrugated metal pipe installed within the same timeframe as the section that failed. The Town determined that the majority of the drainage system would have to be replaced prior to/with the LOTCIP project. The Town determined to



locate the new main storm drainage line within town right-of-way, but outside of the roadway pavement to the east to minimize the disruption to traffic in this important business area. The total construction cost for the drainage improvements is estimated at \$750,000. The Town has currently authorized capital funding to cover \$450,000 for the construction of the main drainage line outside of the roadway as a solely Town funded project. The remaining \$300,000 represents the additional project funding that the Town is seeking in this request; and it is for the replacement of the basin structures and basin connection pipes within the roadway, which work will be most efficient (and least disruptive) to be performed with the pavement rehabilitation project.

Accounting for inflation (\$107,000) and the drainage improvements (\$300,000) represent \$407,000 of the requested \$410,000 increase.

Project No. L132-0002
Buckland Road Sidewalks, South Windsor

This project recently progressed through the Preliminary Design phase. Based on the most recent engineering estimate, the Town of South Windsor is requesting approval of a \$440,200 increase in CRCOG approved LOTCIP funding from \$840,000 to \$1,280,200 (52% increase).

The project was initially approved as part of the 2011 STP-Urban Solicitation for \$840,000, however a DOT transfer to LOTCIP funding resulted in a 2014 Commitment to Fund letter in the amount of \$680,400. The cost of \$680,400 was developed by DOT's Project Development Unit during their scoping and transitioning of the project to LOTCIP funding. The project has since been advanced to Preliminary Design by the Town, with its cost now estimated at \$1,280,200. The increase is primarily due to the newly identified additional costs associated with extending the box culvert at Plum Gulley Brook to accommodate the sidewalk (including associated necessary Plum Gulley Brook channel improvements). The Culvert Extension Work efforts costs are now estimated at \$440,300 (previously under \$100,000). Additionally, there have been cost increases associated with modifications to three traffic signals to accommodate pedestrian push buttons/signals/phases.

