

CRCOG Cost Review Sub-Committee Meeting
Monday April 26, 2021
11:00 AM
Meeting held remotely via Zoom

DRAFT until
Endorsed
by the
Committee

| <u>Name</u> | <u>Organization</u> |
|-------------------|---------------------|
| Larry Baril | Avon |
| Jon Colman | Bloomfield |
| Patrice Carson | Bolton |
| Todd Penney | Coventry |
| Doug Wilson | East Hartford |
| Tim Webb | Ellington |
| Russ Arnold | Farmington |
| Kirk Severance | Granby |
| Sandy Fry | Hartford |
| Frank Dellaripa | Hartford |
| Kevin Kelly | Hebron |
| John Carrington | Mansfield |
| Rob Trottier | New Britain |
| John Bossi | Plainville |
| Jim Sollmi | Rocky Hill |
| Tom Roy | Simsbury |
| Jeffrey Doolittle | South Windsor |
| Karen Isherwood | Suffield |
| David Smith | Vernon |
| Duane Martin | West Hartford |
| Derrick Gregor | Wethersfield |
| Adam Kessler | Windsor |

| <u>Guests</u> | |
|------------------|------------|
| Jonathan Thiesse | Bloomfield |

| <u>Staff</u> | |
|-------------------|-------|
| Robert Aloise | CRCOG |
| Ryan Faulkner | CRCOG |
| Cara Radzins | CRCOG |
| Sotoria Montanari | CRCOG |
| Karen Stewartson | CRCOG |

1. **Roll Call** – Alphabetically by Member Municipality, then others. The meeting was called to order at 11:01 am by the Chair, Jon Colman from the Town of Bloomfield.
2. **Public Forum** – No one chose to speak.

3. Adoption of Minutes from January 25, 2021 Sub-Committee Meeting – A motion was made by Patrice Carson from the Town of Bolton, seconded by Jim Sollmi from the Town of Rocky Hill to approve the meeting minutes from the January 25, 2021 meeting. This motion was passed unanimously with one (1) abstention made by David Smith from the Town of Vernon.

4. LOTCIP Funding Increase/Scope Modification Requests:

- Plainville Town Line Road Reconstruction (L109-0003) – Ms. Sotoria Montanari reviewed the highlights of the LOTCIP scope modification request for the Plainville Town Line Road Reconstruction Project. The project was approved as a Reconstruction project under the 2018 Solicitation and is currently in the final design phase. The proposed modification would entail separating the project into two phases: 1) the reconstruction of 2,300 feet of roadway, except 100 feet in the vicinity of the culvert and 2) replacing the twin 36” culvert. There is no associated funding increase request. Ms. Montanari also said the original scope of the project was to replace the culvert in kind, however, after coordinating with CTDOT it was determined the culvert needed to be extended 50 feet to provide a platform for a proposed multi-use trail currently under design by CTDOT. CTDOT has provided preliminary approval for the Town to proceed with the LOTCIP project to accomplish the roadway work without the culverts in an effort to maintain the project’s schedule. There was a question clarifying that the project funding would be split as well, and Ms. Montanari confirmed that funding would be split between phases and doesn’t include a funding increase at this time. A motion was made by Patrice Carson from the Town of Bolton, seconded by Jim Sollmi from the Town of Rocky Hill, to approve separating the Plainville Town Line Road Reconstruction project into two phases with no associated funding increase. This motion was passed unanimously.
- Suffield Mountain Road Multi-Use Trail (L139-0002) – Ms. Sotoria Montanari reviewed the LOTCIP funding increase request for Suffield Mountain Road Multi-Use Trail. Ms. Montanari stated that the Town is requesting a LOTCIP funding increase of \$184,400 from \$745,600 to \$930,000 (24.7% increase). Ms. Montanari indicated the project was approved as a Multi-Use Trail Project under the 2015 Solicitation and is currently in the final design phase. The funding increase is to address feedback and safety concerns from CTDOT Traffic and District units’ reviews regarding the installation of two (2) additional Rectangular Rapid Flashing Beacons (RRFB) at \$25,000, for a total of six (6) RRFBs within the project. Ms. Montanari said the inclusion of a traffic person (Municipal Police Officer) for the duration of the four (4) month project in the amount of \$51,200 was not previously included in the cost estimate. An increase in the quantity of earth excavation and clearing and grubbing for \$49,840 was added to account for unsuitable soil beneath the trail. The additional funding also includes increased unit costs for the three-rail wood fence at \$15,900, HMA at \$26,200, and a variety of other minor unit cost increases. There was a question regarding the nature of the unsuitable soil. Ms. Karen Isherwood from the Town of Suffield replied that the soil consists of a lot of clay, so excavation is needed to replace the soil with a suitable subbase. A motion was made by Jim Sollmi from the Town of Rocky Hill, seconded by Patrice Carson from the Town of Bolton, to approve an additional \$184,400 of LOTCIP funding for

the Suffield Mountain Road Multi-Use Trail project, increasing the funding approval from \$745,600 to \$930,000. This motion was passed unanimously.

- Wethersfield Wolcott/Franklin Roadway Reconstruction (L 159-0002) – Ms. Sotora Montanari discussed the LOTCIP funding increase request for the Wethersfield Wolcott/Franklin Roadway Reconstruction Project. Ms. Montanari mentioned that the Town of Wethersfield is requesting a LOTCIP funding increase of \$668,000 from \$2,696,800 to \$3,364,800 (24.7 % increase). The project was approved as a Reconstruction project under the 2018 Solicitation and is currently in the preliminary design phase. Ms. Montanari indicated the funding increase is to address feedback resulting from additional geotechnical analysis completed by VHB, the Town’s consultant, which identified unexpected soil conditions. Subsurface testing revealed the presence of clay, which precipitated a revised pavement design requiring additional excavation to a 32” total depth. Ms. Montanari said this revised design includes removing the existing pavement and deteriorated concrete base, then installing a geotextile separation fabric, etc. at an additional cost of \$220,000. Also, the Town is addressing pedestrian safety concerns identified in the design process, specifically replacing pedestrian signal equipment at Victoria Road in Hartford to meet ADA standards at a cost of \$225,500 and installing additional concrete sidewalk and ramps to improve pedestrian connectivity at a cost of \$35,500. To reduce conflicts between pedestrians, cyclists, motorists, and buses, the Town is also reconstructing stamped concrete islands at the Jordan Lane (State Route 314) intersection at a cost of \$58,500 and including additional bus pull-off areas at a cost of \$90,500. Additional drainage for \$36,000 and topsoil and turf establishment for \$31,000 are also proposed cost increases. Because of the proposed design changes to the project, the construction time duration will increase, necessitating an increase cost for Traffic Control at \$157,000. Mr. Derrick Gregor from the Town of Wethersfield reiterated that the primary reason for this cost increase is the adjustments needed to address the results of the soil testing. Mr. Frank Dellaripa from the City of Hartford also noted his appreciation for the ADA considerations, and this will be helpful to the City as it relates to their ongoing compliance effort with the Department of Justice. A motion was made by Patrice Carson from the Town of Bolton, seconded by Jim Sollmi from the Town of Rocky Hill, to approve an additional \$668,000 of LOTCIP funding for the Wethersfield Wolcott/Franklin Reconstruction Project, increasing the funding approval from \$2,696,800 to \$3,364,800. This motion was passed unanimously.
- Windsor International Drive Roadway Improvements (L 164-0007) – Ms. Sotora Montanari reviewed the LOTCIP funding increase request for Windsor International Drive Phase 1 (NB) Roadway Improvements. Ms. Montanari stated that the Town of Windsor is requesting a funding increase of \$1,078,800 from \$946,800 to \$2,025,600 (113.9% increase). The project was approved as a pavement rehabilitation project under the 2020 Solicitation and is currently in the application phase. The funding increase is to address concerns regarding the Town’s proposed 2.5” mill and 4” overlay pavement treatment raised by the CTDOT Pavement Unit’s review for a 15-year service life. Ms. Montanari indicated that CTDOT’s review identified a high amount of structural roadway failure throughout the project limits and a high percentage of truck traffic and determined that a more robust pavement treatment was required. The least costly adequate alternative consists of a “peel

and pave” that will exceed a 15-year service life and achieve a 20-year service life. The Town and CRCOG’s on-call consultants reviewed and concurred with CTDOT’s analysis. Ms. Montanari explained that the “peel and pave” option involves removing all existing bituminous concrete material, regrading and recompacting the existing granular material where acceptable, installing new processed aggregate where needed to achieve a minimum 6” of processed aggregate base, and installing new courses of 4” PMA S0.5 atop 4” HMA S1. The new subbase and additional PMA/HMA result in additional costs of \$82,018 and \$490,750, respectively. Additional excavation costs amounted to \$161,514, with additional curbing and driveway costs resulting in an additional \$105,940.

Mr. Adam Kessler of Windsor explained that the Town conducted a geotechnical analysis with 19 borings and identified a specific pavement treatment that met the 15-year service life before submitting their project application. Although the Town supports the original pavement treatment, they defer to CTDOT’s suggestion of a 20-year service life because of the structural failure of the roadway, heavy truck traffic, and regional benefit of the project. Mr. Rob Aloise of CRCOG mentioned that there were disparities in the coefficient measures for the pavement calculation tool resulting in differing opinions on pavement treatment. Questions were also asked regarding whether CTDOT’s recommendation for a 20-year service life would be a recurring suggestion. Concern was voiced about CTDOT overruling the findings and preferences of the Towns and Region. After several discussions, it was suggested that the project be recategorized as a reconstruction project, as the scope is now beyond rehabilitation. Questions were posed regarding whether the increase and recategorization would have affected another pavement rehabilitation project in the 2020 solicitation from advancing. The response was the next project would have been the southbound Windsor International Drive, therefore this decision will not have adversely affected another municipality. Mr. Aloise also noted that CRCOG’s LOTCIP program is under-programed and will be even more so after the next round of bonding is finalized. Mr. Aloise added that another solicitation will be forthcoming, and that reclassifying this project as reconstruction could be advantageous as there is a cap on the amount of money that can be spent on pavement rehabilitation projects. A motion was made by Dave Smith from the Town of Vernon, seconded by Russ Arnold from the Town of Farmington, to recategorize the Windsor International Drive (L164-0007) project as Reconstruction and approve an additional \$1,078,800 of LOTCIP funding, increasing the funding approval from \$946,800 to \$2,025,600. This motion was passed unanimously.

5. Other Business

- Concern was noted that CTDOT was conducting some reviews via Google Earth instead of in-person. Chairman Jon Colman asked that CRCOG follow up with CTDOT about this. Mr. Rob Aloise said that he would.
- The next Cost Review Sub-Committee meeting is scheduled for May 24, 2021 at 11:30 am.

6. Adjourn – The meeting was adjourned at 11:45 am via motion by Patrice Carson from the Town of Bolton, seconded by Timothy Webb from the Town of Ellington.