

# CTDOT 2022 Transportation Rural Improvement Program (TRIP) Overview

## DRAFT

The Connecticut Department of Transportation (Department) will begin soliciting applications for grants under the new Transportation Rural Improvement Program (TRIP), from municipalities through their respective Council of Government (COG). This stand-alone program is supported by bonded state funds through the expanded capital program. It has been developed to assist rural communities with small to medium scale capital improvements. Five million dollars (\$5,000,000) per year is expected for this program in each of the state fiscal years 2023, 2024 and 2025. One solicitation may be issued for the entire projected \$15 million, subject to available funding.

Project eligibility will mirror the type of improvements outlined in Title 23 U.S. Code § 133b. Examples of approved project types include: roadway, signal and bridge improvements (20 ft or greater) on a functional roadway classification of minor rural collector or greater. Additionally, on and off-road bicycle facilities, sidewalks or multi-use trails are eligible anywhere within a rural boundary.

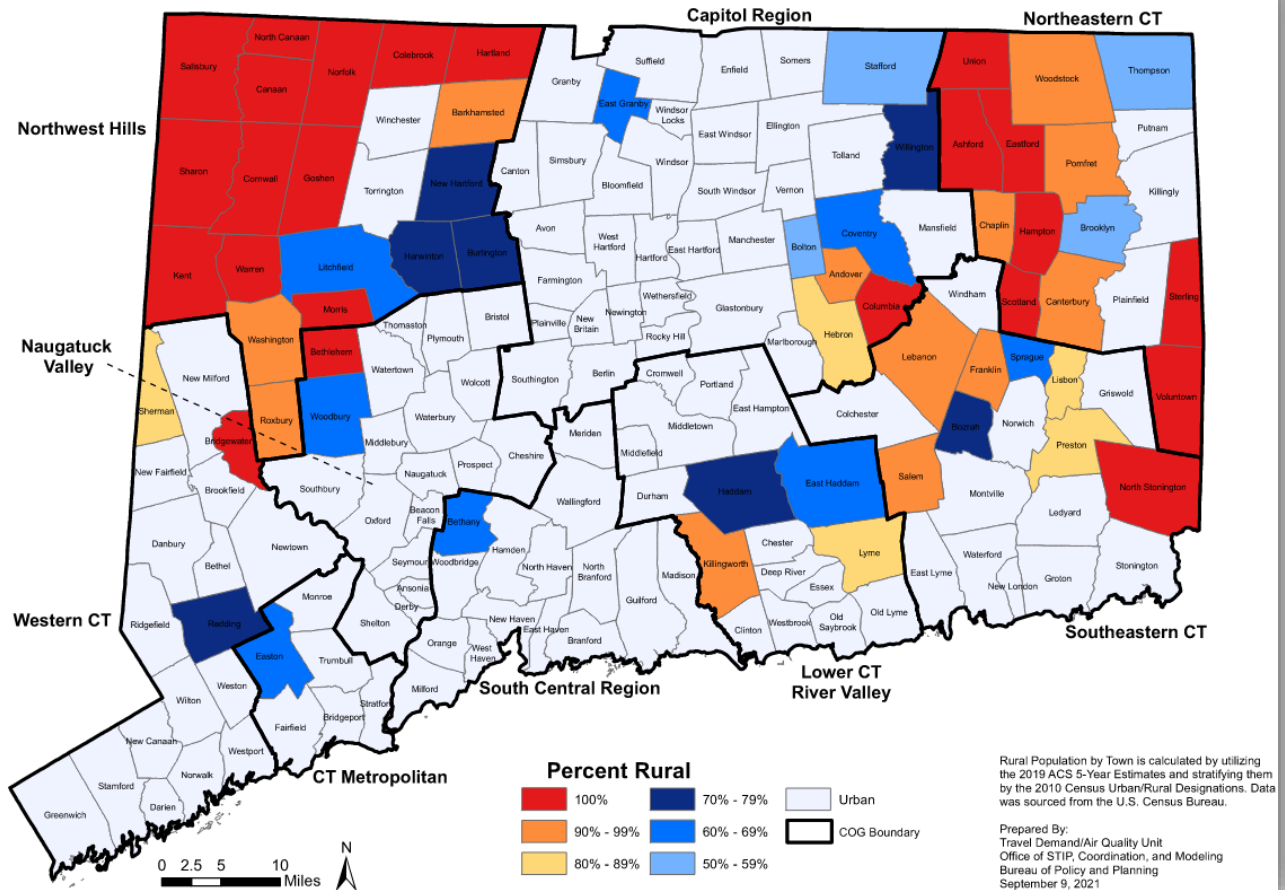
This program is not intended to fund any project design, right-of-way acquisitions, or the relocation of utilities. Project cost range limits will not be established as part of this solicitation but please note, there is a limited amount of funding available so larger projects will likely be more difficult to fund.

Municipalities may apply for a grant through their respective COG by preparing an application when a new solicitation is announced. The number of allowable application submissions has been predefined by the Department using a graduated application structure based on the number of municipalities with greater than 50 percent of its population residing in a rural area. Below is a table showing the maximum number of applications each COG may submit to the Department per solicitation:

COG	Number of Towns	Number of Towns with 50% of population living in Rural Areas	Number of Allowable Applications
NHCOG	21	19	10
NECCOG	16	13	7
CRCOG	38	8	4
SCCOG	19	8	4
RiverCOG	17	4	2
WestCOG	18	3	2
NVCOG	19	2	1
SCRCOG	15	1	1
MetroCOG	6	1	1
	169	59	30

Graduated Scale: The total number of allowable submissions per COG is equivalent to approximately 50 percent of the Towns within that COG, with greater than or equal to 50 percent of the population living in rural areas. All values have been rounded up to nearest integer.

# Rural Population by Town



The Rural COGs will be responsible for notifying Municipalities of the solicitation, collecting applications, screening and prioritizing projects prior to submitting their applications to the Department. COG's may develop their own individual method for prioritizing projects to be submitted. It is anticipated that a timeframe of 6 months will be needed to allow the Municipalities and COG's to develop applications and submit the priorities to the Department. For consistency in reviewing projects, a standard application template has been developed. All projects submitted to the Department must use this standard template. The Department will then review and score project submissions based on the following criteria:

	Criteria	Max. Points
1	Budget	10
2	Public Benefit	30
3	Rural Demographics	10
4	Transportation/Network Connectivity	25
5	Readiness to Proceed	25
	<b>Total</b>	<b>100</b>

It is expected that the Department will develop a list and notify the COG' of projects to be funded within 60 days. The number of projects to receive funding will be based on available funding at the time. Funding will be provided on a grant basis and will be administered by the Department and will follow a process similar to that used for the Community Connectivity Grant Program, with funding provided to the Municipality prior to the project going to construction. Projects will be expected to be constructed within 3 years of the Commitment to Fund, which will be issued but the Department upon project award.

Estimated Program Timeline (subject to change)

- Solicitation Announcement by the Department– August 2022? ~120 Days for Municipal submission and COG screening
- COG's prioritized submission to the Department – February 2023
- Grant Award Announcement – April 2023 ~60 Days for Department Review

# Program Guidelines and Application

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## Transportation Rural Improvement Grant Program (TRIP)

*Please read all information before completing the application.*

### Part 1 – Guidelines

The Transportation Rural Improvement Grant Program, (TRIP) provides state funds directly to municipal governments for Infrastructure improvements in Rural and Small Towns. Activities may include transportation capital projects such as construction, modernization, or major repair of infrastructure.

The Connecticut Department of Transportation (Department) will solicit applications for grants from municipal governments through their respective Council of Government (COG), as funding is available. Municipalities are eligible to apply for **one grant** per solicitation. ***It is important to note that grants will be awarded to municipalities on a competitive basis and this funding source is limited.*** Applications will be evaluated based on five criteria, as outlined below. **Grant funding can be used for construction activities only.**

Grants awarded under the Transportation Rural Improvement Program will be administered in accordance with the “Transportation Rural Improvement Program (TRIP) Project Administration Guide”, as may be revised. The Department will evaluate the efficiency and effectiveness of the process over time and may make modifications to this guide as needed.

For questions related to the preparation of the application please [contact Craig Babowicz, Trip Program Manager at craig.babowicz@ct.gov](mailto:craig.babowicz@ct.gov)

*THIS APPLICATION, ITS RECEIPT, AND/OR ANY SUBSEQUENT ANNOUNCEMENT OR NOTIFICATION OF AN AWARD ASSOCIATED WITH THIS APPLICATION, DOES NOT CONSTITUTE A CONTRACT. A CONTRACT EXISTS ONLY WHEN ALL REQUIRED CONTRACTUAL DOCUMENTS ARE SUBMITTED AND APPROVED BY THE DEPARTMENT OF TRANSPORTATION, AND THE MUNICIPALITY IS NOTIFIED THAT THE CONTRACT IS FULLY EXECUTED.*

## Eligibility

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### GENERAL

Municipalities may apply for a grant through their respective COG by preparing an application when the new solicitation is announced. Only municipalities with greater than or equal to fifty percent of their population living in rural areas are eligible to apply for the current solicitation. Please refer to the attached map displaying [rural population by town](#). The department will accept a limited number of applications from each COG based on a graduated scale representative of the number of towns with greater than 50% of their population living in a rural area within that territory. Below is a table showing the maximum number of applications each COG may submit to the Department for this solicitation:

**TABLE 1 – Maximum number of Allowable Application Submissions**

COG	Number of Towns	Number of Towns with 50% of population living in Rural Areas	Number of Allowable Applications
NHCOG	21	19	10
NECCOG	16	13	7
CRCOG	38	8	4
SCCOG	19	8	4
RiverCOG	17	4	2
WestCOG	18	3	2
NVCOG	19	2	1
SCRCOG	15	1	1
MetroCOG	6	1	1
	169	59	30

Graduated Scale: The total number of allowable submissions per COG is equivalent to approximately 50 percent of the Towns within that COG, with greater than or equal to 50 percent of the population living in rural areas. All values have been rounded up to nearest integer.

Projects to be funded under the TRIP will require an application be prepared and submitted to the Department by the closing date set in the solicitation.

**ELIGIBLE ACTIVITIES**

Basic eligibility criteria for the most common improvement types include:

- In general, TRIP projects must be located on a roadway classified as a rural minor collector or higher on the Department’s Functional Classification database. Urban roadways and locally classified town roads are not eligible for TRIP grant improvements. Functional Classification Maps are available on the Department’s website at: [https://portal.ct.gov/DOT/PP\\_SysInfo/Functional-Classification-Maps](https://portal.ct.gov/DOT/PP_SysInfo/Functional-Classification-Maps).
- Stand-alone sidewalk projects may be considered eligible along other roadway classifications.
- Bridge improvements may be eligible as long as the Federal definition (20 feet or greater existing span length as defined in 23 CFR 650.305) of a bridge is met.
- Multi-use trails are considered eligible under TRIP; however, recreational trails are ineligible.
  - A multi-use trail is generally considered a form of infrastructure that supports multiple transportation and recreational opportunities such as pedestrian activities, bicycling, in-line skating, and wheelchair users. Multi-use trails typically conform to established standards relative to facility width, geometry, surface type, and accessibility.
  - Recreational trails are those that primarily serve a limited group of users and provide limited function due to the characteristics of the facility, such as width, geometry, and surface type.

**Please Note:** While bridges and multiuse trails are eligible, there may not be sufficient overall program funding levels in the TRIP to implement these types of improvements

A minimum funding amount of **\$300,000** has been established for the program, based on the anticipated level of project involvement by the Department. Although a cap has not been set, this is a limited funding source and submission of a large project may not fit within the program. These funds can **only be used for construction activities**. Costs associated with other activities such as engineering, rights-of-way negotiations and acquisitions, and public involvement, are the responsibility of the municipality and will be considered the local match.

The intent of this program is to fund stand-alone projects with independent utility up to the awarded grant amount. **Should expenses exceed the established grant award, such cost increases shall be the sole**

**responsibility of the Municipality.** Grant funding shall not be used in conjunction with other state or federal funds without first being approved by the Department.

Note that any traffic control device proposed must be installed in compliance with the Manual of Uniform Traffic Control Devices (MUTCD)

The TRIP is primarily intended to address regional transportation priorities through capital improvement projects prioritized and endorsed by the COGs, not for maintenance type work. The TRIP was not conceived as a municipal aid or sub-allocation program. COGs should select projects based on regional transportation priorities, deficiencies identified in their long-range plans, and the specific merits of the individual projects. Thorough scoping in the earliest stages of project planning to address the purpose and need helps avoid unnecessary re-scoping and re-design.

## **PROJECTS ON OR AFFECTING STATE FACILITIES**

**Any work on or affecting a state facility will require an Encroachment Permit, which increases the Department's oversight for a project.** If a project is proposed that will impact state right-of-way it will be reviewed and required to meet the standards of the Department. Additionally, if a proposed project affects a Department-owned traffic control signal, the Encroachment Permit review would also involve the Traffic Engineering unit.

Please note, early coordination with the Special Services Section in the appropriate District Maintenance office is highly recommended. Late or incomplete encroachment coordination may result in delays in the processing of final design submissions and construction timelines.

## **Application Process**

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### **APPLICATION SOLICITATION**

The Department will notify the Rural COG's that they may solicit applications from their respective communities at least 180 days prior to the application deadline.

#### **Party Responsible for Application Submission:**

The Department will solicit applications through the COGs. It is the COGs responsibility to prioritize projects as necessary to ensure that the number of candidate projects matches the allowable number of applications submitted to the Department as outlined in [Table 1](#).

The Municipality is responsible for preparing the TRIP application and providing any required supporting documentation as outlined in these Guidelines. The COG will be responsible for forwarding a prioritized list of the application(s) it supports for funding to the department.

### **ENDORSEMENT/RECOMMENDATION OF TRIP APPLICATION**

TRIP applications submitted to the Department by the COG are to include the following in the appropriate place in the application:

1. Signature and stamp of the Professional Engineer preparing the application and supporting documentation. This may be the municipal engineer, or a consultant hired by the Municipality.
2. Signature of the municipal Chief Administrative Officer indicating the Municipality's support and recommendation of the project for inclusion in the TRIP.

3. Signature of the Executive Director of the COG indicating the COG's endorsement and recommendation of the project for inclusion into the TRIP.

## **SUBMISSION OF TRIP APPLICATION TO THE DEPARTMENT**

The COG will be responsible for forwarding the application(s) it supports for consideration to the Department.. All applications and supporting materials are to be submitted electronically to the Program Manager by the closing date identified in the solicitation. A completed [Prioritization and Concurrence Form](#) must be included identifying high priority projects for the specific region. The department encourages COGs to provide a brief summary of the process used to select the candidate project(s).

## **COST PARTICIPATION**

All costs associated with preparing, reviewing, and submitting the TRIP application and any required supporting documentation by the Municipality are **not** eligible for funding under TRIP, or reimbursement by the Department. This includes the cost of any consultant services procured by the municipality in the application process.

The sponsors preparation, permitting, and design efforts will be perceived as the municipality's financial commitment match to the project.

COGs at their discretion may work with municipal staff to prescreen project proposals prior to submitting a formal application to the department. COGs may utilize PL funds for the following activities:

- Solicit project proposals (may pre-screen proposals with municipalities)
- Review each application for eligibility and completeness
- Request additional information from municipality if needed
- Prioritizes projects and forward to CTDOT
- Public review during selection process

## **Application Evaluation and Project Selection**

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### **DEPARTMENT REVIEW, SCORING AND RANKING PROCESS**

This is a competitive grant program, and the evaluation of applications will be completed using a scoring system that addresses all parts of the application. Meeting eligibility criteria is strictly a prerequisite for consideration and does **not** guarantee award of a grant. The Department will conduct an assessment and assign point values to each evaluation component and use this to rank all applications as described in the Scoring System section outlined below. After the submission of the TRIP application, each application will be scored and ranked by the Department.

The evaluation process is designed to prioritize applications that most closely align with the objectives of the TRIP, while providing maximum flexibility to account for the specific needs and objectives of each community.

### **SCORING SYSTEM**

Once applications are submitted to the Department, they will be further screened by the Department for eligibility and ranked based on the quality of submissions and the amount of funding available. The applications will be scored on the five criteria below. The number of maximum possible points assigned to each criterion reflects the relative importance to the program goal. Points are awarded based on how well the application meets the criteria.

**TABLE 1 – PRELIMINARY SCREENING (STEP 1)**

<b>Preliminary Screening Requirements:</b>
The project is eligible for TRIP funding as defined under “Eligibility” above
The project sponsor is eligible to apply for TRIP funding
The project cost is \$300,000 or greater
The project is standalone and not being utilized as a contributory funding source
An acceptable project budget breakdown has been provided
Sponsor has demonstrated financial commitment to fund noneligible project costs (i.e - design)
Project is directly related to the surface transportation system
Engineering designs for all facilities can conform to the Americans with Disabilities Act.

**TABLE 2- RATING CRITERIA (SEE EXPANDED RATING CRITERIA SUBSECTIONS IN TABLE 3)**

Section	Criteria	Maximum Points
1.	Budget	10
2.	Public Benefit	30
3.	Rural Demographics	10
4.	Transportation Network/Connectivity Impact	25
5.	Readiness to Proceed	25
	<b>Total</b>	<b>100</b>



**TABLE 3: PROJECT RATING CRITERIA (STEP 2)**

<b>BUDGET</b>	<b>Point* allocation (max 10)</b>
The application includes an accurate/all-inclusive cost estimate using template provided as noted in section 4 below.	5
If the project budget exceeds grant amount does the Municipality have the resources to complete the project with local funds?	5
<b>Project Funding Score:</b>	<b>10</b>
<b>PUBLIC BENEFIT</b>	<b>Point allocation (max 30)</b>
Does the Application describe how the proposed project will benefit the area within the community?	10
Is there a current deficiency in the project location?	5
Does the Application demonstrate public/community support, includes documentation of support?	5
Does the project address a specific safety concern or include improvements that will create a more suitable environment for a specific mode of travel?	10
<b>Public Benefit Score:</b>	<b>30</b>
<b>RURAL DEMOGRAPHICS</b>	<b>Point allocation (max 10)</b>
Percentage of rural area in applicant town. Points will be awarded on a sliding scale representing the percent of rural population within the project town over 50%. (I.e., 50% rural will be awarded 5 points and 100% rural will receive 10 points)	10
<b>Rural Demographics Score:</b>	<b>10</b>
<b>TRANSPORATION NETWORK/CONNECTIVITY IMPACT</b>	<b>Point allocation (max 25)</b>
Does the proposed project expand or connect directly to existing bicycle and pedestrian facilities for recreational use? Does it close a gap?	10
Does the proposed project connect land uses (residential, transit node, school, park, library, community center, office/retail) for everyday use? Does it close a gap?	10

Is the project part of a larger program or municipality-wide initiative to improve vulnerable user safety?	5
<b>Connectivity Score:</b>	<b>25</b>
<b>READINESS TO PROCEED</b>	<b>Point allocation (max 25)</b>
Level of preliminary work complete: studies, preliminary concept, PD, FD	<b>10</b>
Right of Way secured, or none needed.	<b>5</b>
Utility/ other conflicts	<b>5</b>
Federal, State, and local permitting required for the project has been identified	<b>5</b>
<b>Project's Readiness Score:</b>	<b>25</b>
<b>PROJECT'S TOTAL SCORE</b>	<b>100</b>
<i>Max project score is 100. Individual categories are rated as 0 being the least up to the max score being the best rating.</i>	

## Application Submission

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The application and supporting documents (Part 2) must be submitted by the Municipality to their respective COG. The COG will be responsible for prioritizing suitable project proposals and forwarding them to the Department of Transportation.

The endorsement/project recommendation certification on the final page of the application must be reviewed and signed by the Municipality for the proposed project to be considered for funding through this program.

# Part 2 – Application

## Section 1 - Identification and Documentation

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The Identification and Documentation criteria will provide general information about the applicant and the proposed project, as well as an endorsement by the Municipality. An application that comprehensively demonstrates the following may receive maximum points for this section:

- All information requested is complete and comprehensive
- Additional information supports project directly and includes preliminary design or comprehensive concept plans showing the proposed improvements.
- Show clear understanding of potential impacts (or enhancements) relating, but not limited, to environmental, historical, social, rights of way and/or state-owned facilities.

### Municipality:

Name:

Regional Council of Government:

CTDOT Construction District:

**Authorized Signatory Information:** Note: The title of the Authorized Signatory may be changed to reflect the appropriate title with respect to your municipality's form of government (i.e., Mayor, Town Manager, First Selectman, etc.)

Full Legal Name:

Title:

Email Address:

Telephone Number:

Ext:

Street Address / PO Box:

Zip Code:

### Applicant Information:

Name:

Telephone Number:

Ext:

Email Address:

**Primary Project Contact (technical lead responsible for overseeing project design)**

Name:

Telephone Number:

Ext:

Email Address:

**Project Cost / Funding Requested**

Requested amount of funding for this grant:

\$

**Proposed Project Information:**

Project Name:

Short description of project:

Project location (Street name, state route number, intersecting roads from/to, etc.) Please also attach a location plan (pdf, KML or shapefile) that clearly shows the expected limits of construction.

Does this project impact state-owned property? (i.e.: state facilities, state routes and/or bridges, state parks, forests, or other state-owned land.) If yes, please provide the location and a brief explanation.

**Please categorize (as close as possible) the most relevant type(s) of improvement(s) that TRIP funds will be used for.**

Roadway Geometric Improvement

Provide additional information as required in section 5A

Stand-Alone Sidewalk Construction

Intersection Improvement

Provide additional information as required in section 5B

Bicycle/Pedestrian Improvement, including Multi-Use Trail Facilities

Bridge Rehabilitation/Replacement

Provide additional information as required in section 5C

Major Drainage Improvement

Provide additional information as required in section 5D

Pavement Structure Improvement

Provide additional information as required in section 5E

Traffic Signal Replacement/Upgrade/New Installation/Coordination

Provide additional information as required in section 5F

Roundabout:

Provide additional information as required in section 5G

Other (please specify):

Provide additional information as required in section 5H

**Please submit the following additional information in digital format, as applicable and available:**

Site Location Map

Property Boundary Map

Comprehensive Concept Plans

Preliminary Engineering Plans (if available)

Cost Estimate

Proposed project schedule (estimate for final design completion, construction start and completion, etc.)

Description of known potential impacts (or enhancements) relating, but not limited, to environmental, historical, natural, or social resources, as well as rights-of-way and/or state-owned facilities.

Letters of support for the project.

**Please include any other relevant information you feel may be helpful:**

## Section 2 – Description of Project and Purpose and Need

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Provide a detailed description of the proposed improvements as well as the purpose and need of the project. Please be as comprehensive as possible in the description of the planned activities. The purpose and need for the project should include the specific needs that will be satisfied and expected outcomes resulting from undertaking the project. It should also show how it relates to established goals and strategic plans for the community. An application that comprehensively demonstrates the following may receive maximum points for this section:

- Project description should be clear and detailed so that a reviewer can easily understand the proposed improvements.
- Should be specific and clearly define what the intended purpose and need is within the context of the community and why this project is critical to achieving the purpose and need.
- Describe how this project can stimulate additional investment, leverage other resources, and/or fits into local or regional initiatives.
- Project is shown to complement local and/or regional plans such as Complete Streets
- Project limits must be clear. As noted in Section 1, Applicant shall include a detailed project location plan (may be PDF, KML/Z or Shapefile)

## Section 3 – Safety and Accessibility

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How does this project address a known safety concern and allow for better connectivity as it relates to users of the transportation system? The impact on Safety and Accessibility section provides the opportunity for applicants to describe how the project in their Municipality will propose to improve safety and accessibility for the community. An application that comprehensively demonstrates the following may receive maximum points for this section:

- This section should clearly describe the immediate and long-term impact on safety and connectivity within the community.
- Narrative should demonstrate how the proposed improvement is directly related to the Safety and Accessibility objective of the program as stated in Part 1
- Data<sup>1</sup> is provided to demonstrate how the program objective will be achieved through this project.

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<sup>1</sup> Applicants are encouraged to use available data including the Connecticut Crash Data Repository, and any other sources including local police crash records, public works complaints & LTA concerns.

## Section 4 – Cost Estimate

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This information should answer the question of whether the project can be realistically completed within the proposed grant amount. Cost estimates are the primary form of providing this information and will be evaluated for their demonstrated ability to achieve the Program objective. For example, an infrastructure project application with evidence of scoping and/or preliminary engineering work can be expected to increase confidence in the resulting estimate. A detailed cost estimate shall be submitted with this application. A sample cost estimate form can be found on the Transportation Rural Improvement Program webpage at: <http://TRIP.com/TRIP/>. An application that comprehensively demonstrates the following may receive maximum points for this section:

- Cost estimates should provide enough detail and accuracy to demonstrate that the proposed project can realistically be accomplished within the requested grant amount.
- Cost estimate must show that reasonable thought went into the planning of the proposed improvements.
- Major construction items should be included to demonstrate comprehension of the complexity of the overall project.

## Section 5 – Supplemental Improvement Type Information

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For different project types please provide supplemental information as noted below.

### **(A) Roadway Geometric Improvements**

- Existing and Proposed Design Speed

### **(B) Intersection Improvements**

- Capacity Analyses (For build and no-build conditions using existing and projected traffic volumes).\*

### **(C) Bridge Rehabilitation/Replacement**

- Latest Condition Report

### **(D) Major Drainage Improvement**

- Material, Age, Hydraulic adequacy assessment of existing drainage system (Condition Report, post-cleaning is preferred)

### **(E) 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:
- What is the existing pavement type, condition, and thickness?
- 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.).

#### **(F) 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

#### **(G) Roundabouts**

- Traffic Volumes: Design level Traffic Volumes are needed to conduct a proper Capacity Analysis.
- Capacity Analysis : A Roundabout Capacity analysis and determination of lane arrangements is required - Syncro- V. 11 shall be the software used.
  - If we need to review the operation of multiple intersections in series or how a roundabout might operate in close proximity to other important features like a RR crossing we would also consider using VISSIM for traffic modeling.
  - Will a single lane roundabout work with the design volumes? Good data is needed to have quality traffic forecasting. In some cases (higher volumes) this might require continuous counts for a while or counts on multiple days to have high confidence in the data, should discuss with Gary in cases where we could be on the edge of needing additional lanes.
  - If multiple lanes are needed, is it just a right turn lane, or an auxiliary lane (Hybrid Roundabout?) or is a full two lane roundabout required (two full circulating lanes)? If two full circulating lanes are needed – Internal Department discussion is required about whether or not to proceed. These locations will have driver confusion, misuse of lanes, high PDO crashes and public / political complaint We want to move ahead strategically with these types of roundabouts. Some multi-line roundabout locations will not be approved for state roadways at this time. We want to build a successful base of single lane roundabouts prior to advancing many multi-lanes which will receive complaint. We don't want the overall roundabout program compromised by too many multi-lane locations.
  - In some cases the department might prefer to build a single lane roundabout with expansion potential in the design for more lanes after 10 or 15 years.
- Design Vehicle: Identify the appropriate design vehicles (trucks, buses and check all turning movements)
- Is it a critical oversize / overweight permit vehicle route? A roundabout may not be appropriate, or might need a large diameter with wide truck apron. Is it near the interstate (ramp locations) WB 67 design might be needed. Other Routes / Roadways, typically would want WB 62 design



(absolutely state route to state route), highly recommended for State Route to local roads as well. Buses – city Transit, School Bus? Can buses make all of the right turns?

- Fastest Path Analysis: Fastest path analysis required to verify the concept layout will achieve the necessary speed control. This helps to establish the size of the roundabout, center of the roundabout and approach alignment geometry.
- Pedestrian Accommodations: Sidewalks and cross-walks shall be part of the roundabout design
- Speed Control and Traffic Calming: Appropriate geometrics and traffic calming treatments on the approach to the roundabout shall be part of the concept layout to assess necessary Rights of Way. Roundabouts, especially on higher speed roadways should not be designed with all of the speed reduction happening close to the yield, we should be considering advance traffic calming and speed control measures where it makes sense.

#### (H) 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.

## Endorsement and Recommendation of Project by the Municipality

***This page must be read and signed by the Authorized Signatory of the Municipality in order for the municipality/project to be considered for TRIP funding.***

My signature below, as Authorized Signatory of the Municipality of, \_\_\_\_\_  
indicates acceptance of the following and further certifies that:

1. I understand that should this grant application be approved, I will be required to sign an assistance agreement/contract with the assigned administering agency delineating the terms and conditions of this grant;
2. I will comply with any grant terms and conditions required by the administering agency;
3. I understand that various permits may be required by the administering agency or other agencies as required by either the Connecticut General Statutes or Connecticut regulations, or federal law;
4. I understand that funding associated with this grant application is one-time in nature and that there is no obligation for additional funding from the Connecticut Department of Transportation;
5. I understand that if this project warrants a Connecticut Environmental Policy Act (CEPA) review pursuant to Sections 22a-1 through 22a-1h of the Connecticut General Statutes that I will comply with such an environmental assessment. Further, if a CEPA is required, I understand that there are costs associated with such a review and that the Municipality is in a position to continue with the proposed project despite this cost;
6. I understand that this application will be examined by the Connecticut Department of Transportation for consistency with the State Plan of Conservation and Development and that I may be contacted if additional information is required for that review;
7. I understand that projects which convert twenty-five or more acres of prime farmland to a nonagricultural use will be reviewed by the Commissioner of Agriculture, in accordance with Section 22-6 of the Connecticut General Statutes; and
8. I will supply the Connecticut Department of Transportation with all documentation supporting my authority to enter into an assistance agreement, including but not limited to applicable certified minutes and by-laws from the Municipality denoting my authority to apply for the grant and the authority to enter into such an agreement should a grant be awarded.
9. I understand that if this application leads to the award of a TRIP funding for this project, that no payment will be made for project expenses incurred prior to the start date or after the end date (as set forth in the fully executed contract), without advance written approval by the administering state agency.
10. I have read, in full, the Transportation Rural Improvement Program (TRIP) Project Administration Guide and Application.

Authorized Signatory's Name (Please Print) \_\_\_\_\_

Title \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_