

To: Cost Review Sub-Committee
From: Sotoria Montanari, CRCOG Program Manager
Date: April 16, 2021
c: Transportation Committee
Rob Aloise, CRCOG Director of Planning
Cara Radzins, CRCOG Transportation Deputy
Adam Kessler, P.E., Assistant Town Engineer, Windsor
Subject: LOTCIP Funding Increase – Windsor International Drive Phase 1 (NB) Roadway Improvements

A Cost Review Sub-Committee meeting will take place at 11 AM on Monday, April 26, 2021. At the meeting, we will be discussing and acting on the following:

Windsor International Drive Phase 1 (NB) Roadway Improvements Project (L164-0007)

The Town of Windsor is requesting a LOTCIP funding increase of \$1,078,800 from \$946,800 to \$2,025,600 (113.9% increase) based on the most recent engineering estimate. 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 towns proposed 2.5" mill and 4" overlay pavement treatment raised in CTDOT Pavement Unit's review for a 15-year service life. 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 consultant reviewed and concurred with CTDOT's analysis.



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 (estimated 60%-70% of project) to achieve a minimum 6" of processed aggregate base, and installing new courses of 4" PMA S0.5 atop 4" HMA S1. PMA is recommended for the surface course as to help combat future rutting issues associated with the high truck traffic and turning movements.

The new subbase and additional PMA/HMA result in additional costs of \$82,018 and \$490,750, respectively. Additional earth and rock excavation costs amounted to \$161,514, and additional curbing and driveway costs resulted in an additional \$105,940. The additional costs combined with increases to percentage based estimating items (such as minor items, inflation, contingencies) resulted in the total estimated cost increase of \$1,078,800.

To incorporate CTDOT Paving Unit recommendations for a more robust treatment that meets and exceeds the required 15-year service life, staff recommends committee approval of an additional \$1,078,800 of LOTCIP funding for the Windsor International Drive (L164-0007) project, increasing the funding approval from \$946,800 to \$2,025,600.