

Transportation Rural Improvement Program (TRIP)

Grant Program Application

Please read all information provided in guidelines before completing the application.

Section 1 – Project Information, Contacts and Documentation

This section is intended to provide general information relating to the applicant and the proposed project, as well as an endorsement by the Municipality.

General Information:

Name of Municipality: Voluntown

Name of Regional Council of Government (COG): Northeast Connecticut Council of Governments

CTDOT Maintenance District number: District 2

Requested amount of funding for this grant: \$ 950,511.00

Project Name: Voluntown Village Sidewalk Extension

Short description of project:

The Town of Voluntown looks to extend their existing Village Center sidewalk network along Main Street and Beach Pond Road (Route 138) to connect the Town's civic core with the primary retail destinations of the Riverside Mall and Bronson's Pool/True Value. This new sidewalk will also include a pedestrian bridge over Denison Brook where the current bridge is not sufficiently wide to accommodate an on-road sidewalk.

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.

The sidewalk will be installed along the southerly side of State Route 138 (Main Street and Beach Pond Road) from the intersection with Church Street in the west to Route 49 (Ekonk Hill Road) in the east.

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.

Yes, the entire sidewalk project will be constructed within the State ROW along Route 138. The sidewalk will be constructed off the existing roadway surface along the southerly side of the State Route, including a pedestrian bridge to be added parallel to Bridge #01357 over Denison Brook.

Please Identify the primary project type:

New Construction

Reconstruction/ Rehabilitation

Application Contacts:

Council of Government Contact Information:

Name: Jim Larkin, NECCOG Director of Regional Planning

Telephone Number: 860-774-1253 Ext: 15

Email Address: jim.larkin@neccog.org

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

Full Legal Name: Tracey Logan Hanson

Title: First Selectman

Email Address: thanson@voluntown.gov

Telephone Number: 860-376-5880 Ext:

Street Address / PO Box: 115 Main Street/PO Box 96

Zip Code: 06384

Municipal Applicant Information:

Name: Tracey Hanson

Telephone Number: 860-376-5880 Ext:

Email Address: thanson@voluntown.gov

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

Name: John Guskowski, Director of Planning & Development

Telephone Number: 860-455-8251 Ext:

Email Address: planner@voluntown.gov

Please categorize 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): Pedestrian bridge installation
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.
- CTDOT Completed Bicycle and Pedestrian Travel Needs Assessment Form
- Description of any public involvement conducted or support for the project.

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

The 2022 Annual Report of the Bicycle and Pedestrian Advisory Board - released in March, 2023 - places a particular focus of adding sidewalks and other pedestrian facilities on State Roads and encourages the use of all available funding mechanisms, including TRIP, LOTCIP, and Community Connectivity, to achieve these goals. Having a municipality prioritize precisely such a pedestrian enhancement should be a significant priority for TRIP.

Section 2 – Description of Project and Purpose and Need

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 limits and extent of 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, POCD or Regional Transportation Safety Plan.
- 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)

The overall project will extend Voluntown Village's existing sidewalk and pedestrian network easterly from the civic core area of Main Street in a linear way along Main Street/Beach Pond Road (Route 138) to connect to the Town's largest commercial area. The current sidewalk network that is located in the Village core connects the central civic resources of Town Hall, Public Library, grocery store, Elementary School, Senior Housing, and Post Office. Heading easterly out of the civic core, the sidewalk along the south side of Main Street ends roughly at the corner of Church Street, and on the northerly side of Main Street/Beach Pond Road, the sidewalk ends at Beachdale Road.

The remaining critical element to the core of the Voluntown Village area is the Town's principal commercial plazas, which include the Riverside Mall at 104 Beach Pond Road and the Bronson's Plaza at 129 Beach Pond Road. These plazas represent significant destinations for both commerce and employment within an extremely walkable distance from the Town's largest population and activity center. Unfortunately, this walkable distance is not currently served by a safe pedestrian network. This project will correct that situation.

Specifically, if funded, the Voluntown Village sidewalk network will be extended, adding new concrete sidewalk at a minimum five-foot (5') width along the southerly side of Main Street/Beach Pond Road (Route 138) from its current terminus just east of Church Street to the intersection of Ekonk Hill Road (Route 49). New crosswalks will be added at the end of the north-side sidewalk network at the corner of Main Street and Beachdale Road - crossing Main Street to pick up the new south-side sidewalk, and at the location along Route 138 that would connect the Riverside Mall and the Bronson's Plaza.

Finally, the project would include a pedestrian bridge to be constructed to span Denison Brook along the south side of Route 138 because the current width of Bridge #01357 spanning the Brook is too narrow to accommodate an integrated sidewalk within the roadway. This walkway will involve a small area of wetlands impact for the footbridge abutments and will be approximately six feet (6') wide for its length before merging back with the sidewalk easterly and westerly of the bridge.

This extended sidewalk network will allow residents of Voluntown Village, including students at the Elementary School, residents of the highest-density neighborhood in Town, and residents of the senior housing complex, to access the principal commercial area of Voluntown in a safe manner. This project is responsive to the State's Complete Streets initiatives and the Town Plan of Conservation & Development.

Detailed project location plans and improvement details are attached to this application.

Section 3 –Safety and Accessibility

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 Safety and Accessibility for all users
- Data¹ is provided to demonstrate the need and how the project will improve safety and/or accessibility.

Pedestrian amenities in the core of the Voluntown Village Center are generally good. Pedestrian connections from the Town Hall, Library, Elementary School, Senior Housing, and Post Office are in place and in generally good repair. These facilities, however, are only available in an extremely limited area.

The most significant commercial plazas in Voluntown, less than 3/4 mile from the civic core, however, are not connected to these pedestrian facilities. The current sidewalk network on the north side of Main Street/Beach Pond Road (SR 138) extends only to Beachdale Road - approximately 1500 linear feet from the Riverside Mall; and the current sidewalk on the south side of Main Street/Beach Pond Road essentially ends at the westerly corner of Church Street - approximately 3500 linear feet from the Riverside Mall.

This corridor is one of the most important stretches of roadway network in Voluntown. Numerous residents without access to vehicles - particularly schoolchildren from Voluntown Elementary School and residents of the Housing Authority's "Greenwood Manor" senior housing complex - must attempt the walk along the shoulder of a very fast and dangerous roadway to access this important commercial area. The shoulders are of varying width and not well protected. It is a very unsafe condition for pedestrians, particularly across bridge #01357 spanning Denison Brook, where the roadway narrows further. While there is not an extensive recent history of pedestrian injury, there have been numerous vehicle crashes in this stretch over the past five years. The results of a query of the CT Crash Database for Route 138 in this area are attached to this application.

The recently-published annual report of the Connecticut Bike and Pedestrian Advisory Board was just released, and it focuses strongly on the priority for the State to add pedestrian facilities - particularly sidewalks - along State Roads, and for towns to use programs like TRIP and Community Connectivity to assist with this effort. Facilitating the critical connection of pedestrian facilities along a State Road between Voluntown's civic center and its commercial center, should be a very high priority. To leave this unsafe pedestrian condition in place any longer is only tempting fate to have a much more serious result.

¹ 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 – Project Development and Cost Estimate

This information should demonstrate the level of effort that has gone into the project development to date and help to answer the question of whether the project can be realistically completed within the proposed grant amount. 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 description of the level of development the project is at, and a cost estimate shall be submitted with this application. A sample cost estimate form can be found on the Transportation Rural Improvement Program webpage at: https://portal.ct.gov/dot/pp_bureau/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.
- Minor Items should be included as a percentage of all Major Items (Up to 20%)
- Contingencies and Incidentals should be included to capture additional costs incurred during the course of construction.

See attached project cost estimate.

Section 5 – Supplemental Improvement Type Information

For different project types please provide supplemental information as noted below. Failure to provide the requested information will not impact an applications eligibility but may affect the number of points awarded during scoring.

(A) Roadway Geometric Improvements

- Existing 85th percentile speed
- Proposed Design Speed
- AADT

(B) Intersection Improvements

- Capacity Analyses (For build and no-build conditions using base year 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 should 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 core or test pit should be performed in each roadway section. Attach the data obtained.

- Approximate percentage of heavy vehicles.
- Pavement thickness and type, sub-base thickness and type, and the presence of fines and/or groundwater must be noted.
- 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. 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 base year and projected traffic volumes) *
- Warrant Analysis for new signals
- Systems Engineering Analysis Form (SEAFORM) for Intelligent Transportation Systems (ITS) projects

(G) Roundabouts

The following should be demonstrated or considered if a roundabout is proposed. Visit the Department's Roundabout information page for helpful resources. [CTDOT Roundabout Information](#)

- 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 - the latest version of Synchro Software shall be used.
 - If the operation of multiple intersections in series or how a roundabout might operate near other important features like a RR crossing, applicants may 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 CTDOT's Trip & Traffic Analysis Unit 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, 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. Some multi-line roundabout locations will not be approved for state roadways at this time.
- 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. Does the proposed design provide adequate space for vehicles with a significant turning radius? (Freight trucks, trailers, buses, and emergency vehicles) If it is near an interstate a WB 67 design might be needed. Other routes / roadways typically would want WB 62 design (required for state route to state route), highly recommended for State Route to local roads as well.
- Fastest Path Analysis: Fastest path analysis is 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 crosswalks 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.

Section 6 – Project Endorsement

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.

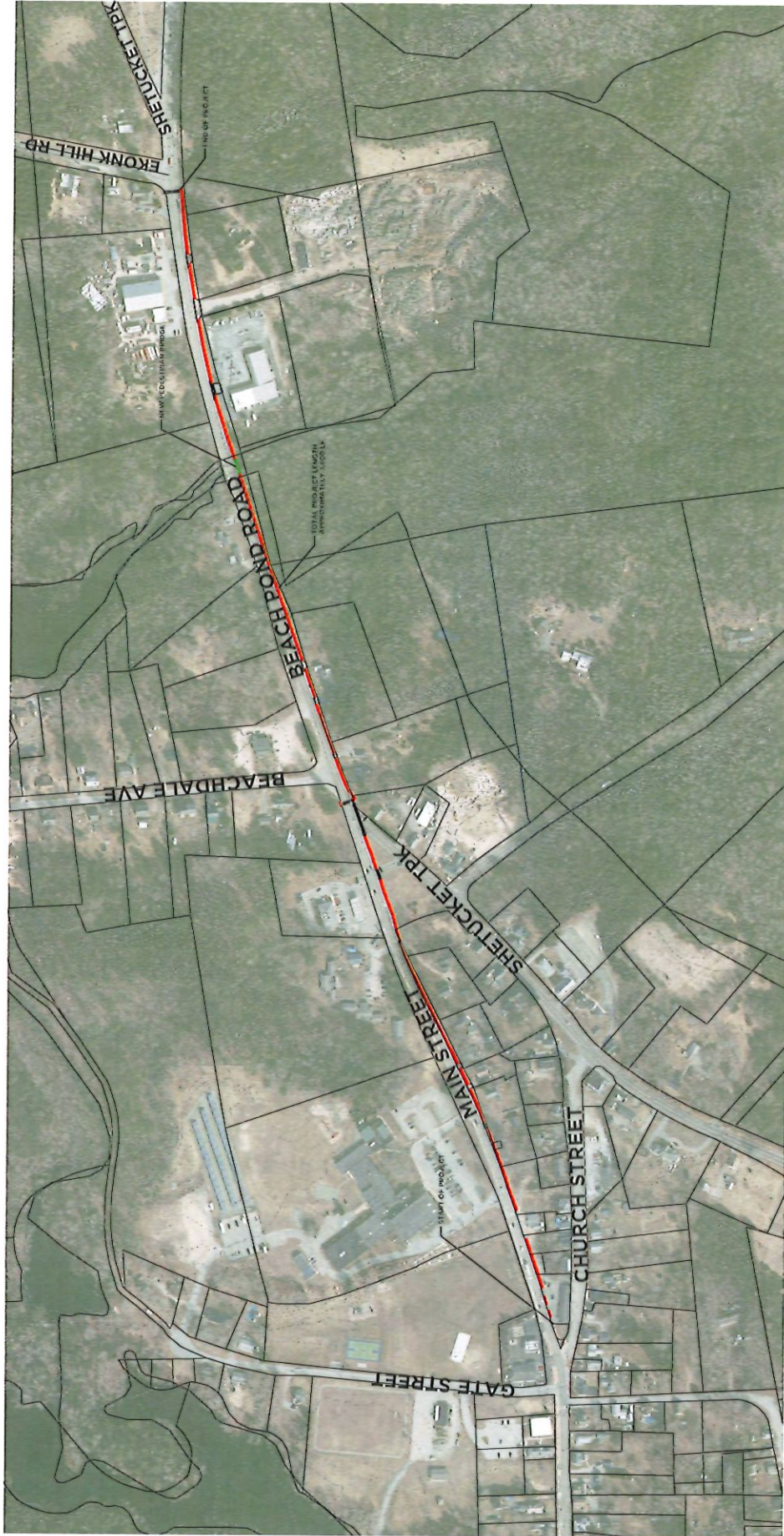
My signature below, as Authorized Signatory of the Municipality of, _____
indicates acceptance of the following and further certifies that:

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 review 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 construction 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): Tracey Hanson

Title: First Selectman

Signature: Tracey Hanson Date: 3-29-23



Barion & Oguidice
 1000 Highway 101, Suite 100
 York, PA 17403
 Phone: 717-765-1100
 Fax: 717-765-1101
 www.barionoguidice.com

TRIP GRANT APPLICATION
 PREPARED FOR
 THE TOWNSHIP OF
YORK TOWNSHIP
OVERALL PLAN

DATE PREPARED	DATE OF FIELD WORK	SCALE	TITLE
08/14/23	07/27/2023	1" = 100'	TRIP GRANT APPLICATION
PROJECT NO.	PROJECT NAME	PROJECT LOCATION	PROJECT OWNER
2023-003	TRIP GRANT	YORK TOWNSHIP	YORK TOWNSHIP

SCALE: 1" = 100'

DATE: 08/14/23

PROJECT NO.: 2023-003

PROJECT NAME: TRIP GRANT

PROJECT LOCATION: YORK TOWNSHIP

PROJECT OWNER: YORK TOWNSHIP

SCALE: 1" = 100'

DATE: 08/14/23

PROJECT NO.: 2023-003

PROJECT NAME: TRIP GRANT

PROJECT LOCATION: YORK TOWNSHIP

PROJECT OWNER: YORK TOWNSHIP



SCALE 1"=40'

Barton & Loguidice	
TRIP GRANT APPLICATION	
PREPARED FOR THE TOWN OF SHELTON	
CONCEPTUAL SIDEWALK DESIGN PLAN	
DATE: 12/27/2023	SHEET NO. 2 OF 3
PROJECT NO. 23000003	SCALE: 1"=40'
PROJECT LOCATION: SHELTON, CT	

- MAP REFERENCES**
1. AERIAL IMAGERY FROM CTDCO 2019 ORTHOPHOTOGRAPHY
 2. TOPOGRAPHY FROM NOAA ELEVATION/LIDAR DATA
 3. PARCEL BOUNDARIES FROM VOLUNTOWN GIS



		TRIP GRANT APPLICATION FOR THE TOWN OF VOLUNTOWN CONCEPTUAL SIDEWALK DESIGN PLAN GATE 05 TO GUSTYBUCKET TRAIL	
DATE:	1/27/2025	DRAWN BY:	3
SCALE:	1"=40'	CHECKED BY:	3
PROJECT:	1/27/2025	DATE:	3
DATE:	1/27/2025	SCALE:	3
PROJECT:	1/27/2025	DATE:	3
SCALE:	1"=40'	DATE:	3

- MAP REFERENCES**
1. AERIAL PHOTOGRAPHY FROM CTDCO 2019 ORTHOPHOTOGRAPHY
 2. TOPOGRAPHY FROM NOAA ELEVATION/SLURP DATA
 3. PARCEL BOUNDARIES FROM VOLUNTOWN GIS

AUTHORIZING RESOLUTION OF THE
TOWN OF VOLUNTOWN

CERTIFICATION:

I, Pamela Theroux, the Town Clerk of the Town of Voluntown, do hereby certify that the following is a true and correct copy of a resolution adopted by Board of Selectmen at its duly called and held meeting on March 21, 2023, at which a quorum was present and acting throughout, and that the resolution has not been modified, rescinded, or revoked and is at present in full force and effect:

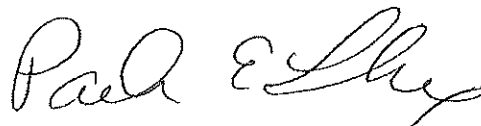
RESOLVED, that the Board of Selectmen may enter into with and deliver to the Transportation Rural Improvement Program any and all documents which it deems to be necessary or appropriate; and

FURTHER RESOLVED, that Tracey Hanson, as First Selectmen of the Town of Voluntown, is authorized and directed to execute and deliver any and all documents on behalf of the Board of Selectmen and to do and perform all acts and things which he/she deems to be necessary or appropriate to carry out the terms of such documents, including, but not limited to, executing and delivering all agreements and documents contemplated by such documents.

The undersigned further certifies that Tracey Hanson now holds the office of First Selectmen and that he/she has held that office since November 19, 2017.

IN WITNESS WHEREOF: The undersigned has executed this certificate this 21th day of March 2023.

Pamela Theroux, Town Clerk





CONNECTICUT DEPARTMENT OF TRANSPORTATION BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT FORM (BPTNA)



In accordance with Connecticut General Statutes, Section 13a-153f, Accommodations and Provisions of Facilities for All Users and the Department's Policy Statement No. EX.0-31, It is the policy of the Department to consider the needs of all users of all abilities and ages (specifically including pedestrians, bicyclists, transit users, and vehicle operators) in the planning, programming, design, construction, retrofit and maintenance activities related to all roads and streets as a means of providing a "safe, efficient transportation network which enhances quality of life and economic vitality." Therefore, the need for inclusion of accommodations specifically for bicyclists and pedestrians, including those with disabilities, must be reviewed for **every** project.

This form shall apply to all Department projects, mainline utility projects within the state right-of-way, the Office of the State Traffic Administration (OSTA) certificate applications receiving state or federal funding, and municipal transportation projects that receive state or federal funding. This form provides designers the documentation and information needed to make decisions on the need and extent of bicycle and pedestrian features that should be included in a project. This form is not intended to dictate what features should be included in a project design, as guidance on those questions can be found in numerous other reference documents. This form should be completed to the extent practical (at least Sections 1 & 2) during the project scoping phase and finalized by the completion of the Preliminary Design. Once signed, this form should be retained with the project documents.

Project Number(s):	Route(s):	State Route 138 (Main St./Beach Pond Road)
Project Name:	Voluntown Village Sidewalk Extension	
Municipality(s):	Planning Region(s):	Northeast Connecticut COG

SECTION 1: APPLICABILITY

Although bicycle and pedestrian accommodations should be considered for all projects, certain types of projects (e.g. bridge deck patching, culvert re-lining, projects on expressway mainlines) do not typically provide reasonable opportunity to provide improvements for these travel modes. Considering the **project type** answer the question below. If the question below is answered **no**, please explain why, then skip to the last page, sign the form, and file this form with the project documents. If the answer is **yes**, go to Section 2 and complete the rest of the form.

Does this project type provide reasonable opportunity to provide improvements for non-motorized access?

Yes No

If no, why?

SECTION 2: ASSESSMENT OF STUDY AREA	
2.1 Study Area Map	
Identify any non-motorized and/or transit generators located within the Study Area (Study Area is generally defined as approximately ½ mile radius from the project limits). Using the letters in the code column below, create a map from a location plan or aerial photograph indicating the location of existing or planned non-motorized or transit user generators identified below (for planned facilities, precede the letter with a P-).	
Non-Motorized/Transit User Generators	Code
<u>Residential Areas:</u> Indicate any general areas of dense residential housing	R
<u>Parks:</u> Include areas that would attract people, whether officially designated as a park or not	P
<u>Recreational Areas:</u> Examples include athletic fields, dog parks	RA
<u>Religious Facilities</u>	C
<u>Schools</u> (including public and private schools, colleges, universities, daycare or other educational institution)	S
<u>Health / Medical Facilities</u>	H
<u>Town Centers:</u> typically would include areas where Town Halls, Libraries and other public facilities exist	TC
<u>Shopping Centers:</u> especially centers with businesses where non-motorized customers might be expected (restaurants, bookstores, drug stores, etc.)	M
<u>Large Employment Businesses:</u> Factories, large office buildings, hospitals, government offices	E
<u>Bus Stops</u>	B
<u>Public Transit Facilities:</u> train/bus stations, airports	T
<u>Shared-use trail access / parking</u>	TA
<u>Other:</u> other known facilities expected to generate or attract non-motorized users	O

<p>2.2 Analysis of Study Area</p>			
<p>Using the map prepared in Section 2.1, and the resources suggested below, answer the following questions about the study area. [For State/District-wide or Division of Traffic Engineering projects with many locations use the "Multi-location BPTNA Table" at: https://portal.ct.gov/DOT/PP_Policy/Documents/BikePed_Dashboard to answer questions marked with an (*)]</p>		<p>Explain as needed (attach additional sheet(s) if needed)</p>	
<p>a. * Referencing the CTDOT Interactive Bike Map located at: http://www.ctbikepedplan.org/interactivemap.html is this project located on the Connecticut Statewide On-Road or Off-Road Bicycle Planning Network?</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>A small portion of the project area is included in Tier III-1 to Tier III-2 for implementation.</p>	
<p>b. * Have all existing bicycle, pedestrian and transit features within and just beyond the project limits (such as: features and ADA accessibility of existing bus stops, sidewalks, shoulder widths, bicycle markings/signs, shared-use paths, etc.) been identified and assessed for condition and need? (If assistance is needed identifying Transit requirements a request can be sent to: DOT.PTransBikePed@ct.gov)</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>		
<p>c. * Are there any areas of concern where physical impediments to non-motorized travel through the study area exist? Physical impediments can be excessive grade, limited width of roads/bridges, gaps or need for sidewalks (indicated by worn foot paths), utility poles or other appurtenances restricting access, etc.</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	<p>The width of Route 138 across Bridge #01357 over Denison Brook is too narrow to safely accommodate a sidewalk, so a pedestrian bridge to the south of the road, spanning the Brook, is proposed.</p>	
<p>d. * Is there any reason to anticipate an increase in travel by non-motorized and /or transit users through the project limits in the future?</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	<p>Increased activity in the commercial plazas at the eastern extent of the project area is anticipate.</p>	
<p>e. * Based on the U.S. Access Board's Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), are there barriers to mobility inhibiting continuous access between schools, hospitals, senior care, or community centers, etc. for persons with disabilities that <u>cannot</u> be addressed in this project?</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>This project will connect the Town Hall, main community recreation area, elementary school, library, senior housing, and two primary commercial centers of Voluntown.</p>	
<p>f. * Is there a pattern of bicycle or pedestrian crashes within the project area? Crash information can be found by accessing the UCONN Crash Repository at (https://www.ctcrash.uconn.edu/).</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>There is no recent history of pedestrian or bicycle crashes along this extent, which is not particularly well traveled by pedestrians or bicycles for safety reasons.</p>	

<p>g. Does the project provide <u>unique</u> or <u>primary access</u> (defined as access which is not otherwise available within approximately one-half mile of the project) :</p> <ul style="list-style-type: none"> • across a river, highway corridor or other natural and/or man-made barrier? • into or out of any of the bicycle and pedestrian generators listed above? • between communities? 	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>There is no existing sidewalk network between the Village Center/School area and the primary commercial plaza, and no pedestrian crossing of Denison Brook.</p>
<p>h. Is the project located near or provide new access or connectivity to state parks, forests or CT Designated Greenways? Information on State Parks, Forests and Greenways can be found at: http://www.ct.gov/deep/cwp/view.asp?a=2707&q=323852 and http://www.ct.gov/deep/parkmaps If yes, please notify the Trails and Greenways Program Coordinator at the Department of Energy & Environmental Protection, State Parks Division, by sending a location and description of the project to: deep.stateparks@ct.gov. This is for notification and not intended to be a formal review and/or concurrence.</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	
<p>i. In accordance to the Complete Streets Policy, the Department will include non-motorized users in traffic counts to the extent possible. Has the existing pedestrian and/or bicyclist usage patterns within the project limits, particularly at intersection and midblock crossings, been observed / collected?</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	
<p>j. Has there been any documented public concern or comments about non-motorized and/or transit needs in the area?</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	<p>The Selectmen have received numerous requests from the senior housing and elementary school communities about the inability of pedestrians to safely get from those facilities to the commercial plaza to the east.</p>
<p>k. Are there any comprehensive regional or local planning documents (such as Complete Streets Plan, Sidewalk Plan, Plan of Conservation & Development, etc.) that address bicyclists, pedestrian or transit user conditions within or proximate to the project limits? (Can usually be found on applicable website) Contact the RPO Coordination or Intermodal Planning units in the Bureau of Policy and Planning if assistance is needed.</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	<p>The 2020-2030 Voluntown Plan of Conservation & Development notes pedestrian safety concerns in and around the Village Center that require improvements (P. 49-51)</p>

SECTION 3: NON-MOTORIZED AND TRANSIT ACCOMMODATIONS

Identify any non-motorized and/or transit user accommodations/improvements that may be considered as part of this project. This section is provided as a list of countermeasures that may be appropriate and is not intended to dictate what features should be included in the project design. [For State/District-wide or Division of Traffic Engineering projects with many locations answer this section by considering all sites as if they were one location]

3.1 Pedestrian Facilities and Crossing Treatments		3.2 Bike Facilities (Cont.)	
a. New sidewalks	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	e. Signage and/or pavement markings	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
b. Pedestrian median crossing island	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	f. Bicycle parking, bike racks/lockers	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
c. Curb extension/bulb-outs	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	g. Trail Improvements, including parking	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
d. Reduced Corner Radius	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	h. Special height railings	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
e. Pedestrian bridge/tunnel	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	3.3 Bike & Pedestrian Treatments	
f. New or relocated unsignalized or mid-block crossing	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	a. Road diet	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
g. Enhanced illumination at pedestrian crossings	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	b. Narrowing travel lane width	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
h. Pedestrian signing and yield lines	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	c. Corridor-wide speed calming	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
i. Parking restrictions near crossings	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	3.4 Transit Facilities	
j. Pedestrian hybrid beacon [PHB; also known as the High Intensity Activated crossWalk (HAWK)]	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	a. New or revised bus stops	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
k. Rectangular rapid flashing beacon (RRFB)	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	b. Bus shelters	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
l. Pedestrian fencing on bridges	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	c. Standing pads	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
		d. New or revised crossing for bus stop	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
		3.5 Streetscape Elements	
3.2 Bike Facilities		a. Landscaping, street trees, planters, buffer strips, etc.	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
a. Dedicated bike lane or cycle track	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	b. Decorative lighting	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
b. Shared-used lanes	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	c. Public seating or benches	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>
c. Shared-used path	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	3.6 Other (please specify):	
d. Wider shoulders	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>		

Once completed this form should be signed, attached to the Preliminary Design Statement, and filed with the project documents in ProjectWise. If the answer to the question under Section 1 "Applicability" is "Yes", please email the link to the completed form in ProjectWise (or a PDF copy) to: CTDOT.BikePedReviews@ct.gov. Comments will be provided if necessary however, designers are not required to obtain concurrence to move forward with design. This form will be maintained and periodically updated by the Office of Strategic Planning & Projects in the Bureau of Policy & Planning.

Prepared By: Barton & Loguidice
Project Engineer - Print Name

Signature _____ Date: _____

Approved By: John Guskowski
Project Manager - Print Name

Signature _____ Date March 8, 2023

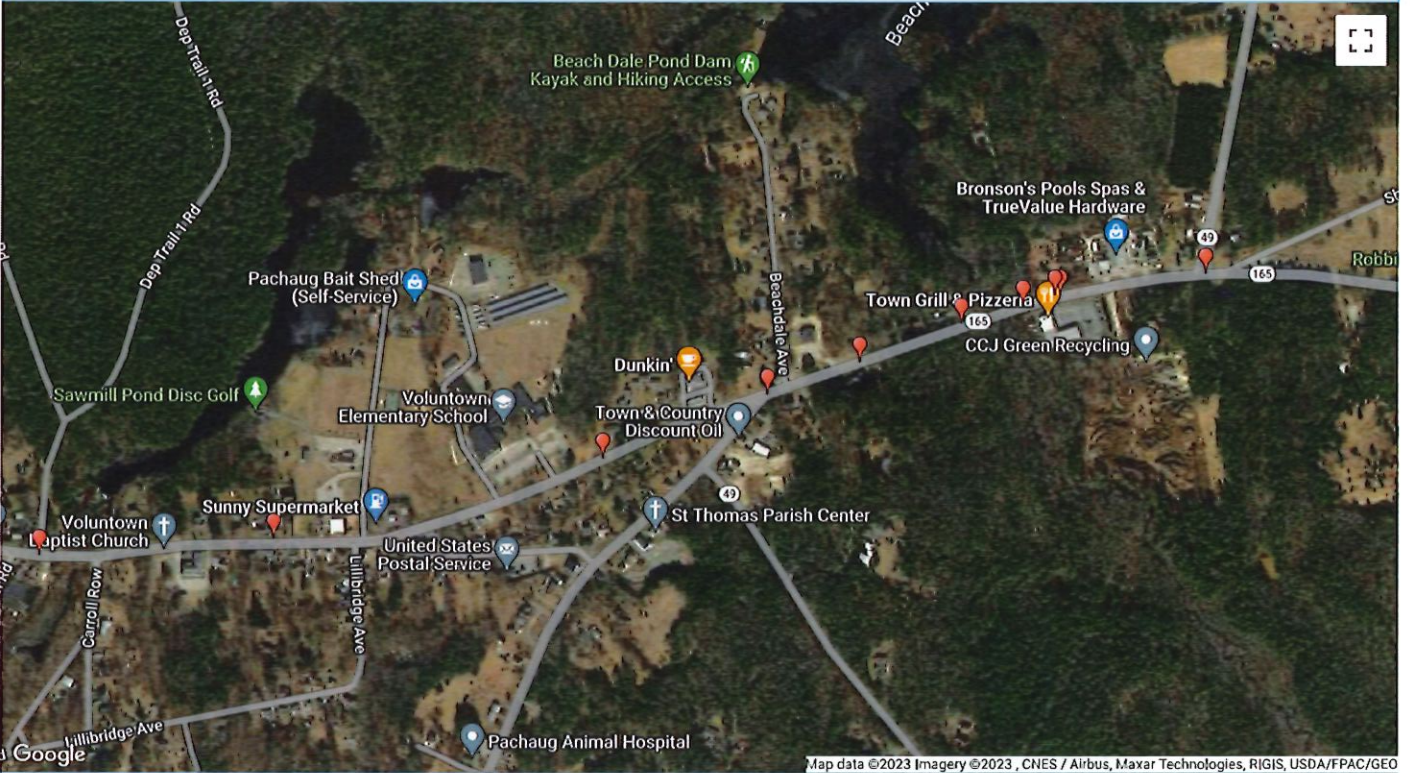
Town of Voluntown – Village Center Sidewalk Extension TRIP Grant – BPTNA Study Area Assessment



Connecticut Crash Data Repository

Search Criteria:

Dataset: mmucc
Last Number of Years: 5
Towns: Voluntown
Route Class: State
Town & Route: Town:147 Route:138 Intersection:undefined Milepost:-
Crash Severity: Injury of any type (Serious, Minor, Possible)
Trafficway Ownership: Public Road



[Markers](#) [Heatmap](#) [Crashes By Route](#) [Select & Query](#)

[Query Selection](#) [View Vehicle Vectors](#)

[Select All](#)

[Deselect All](#)

Injury of any type (Serious, Minor, Possible) Fatal (Kill)
 Property Damage Only
Route Segment Scale
0 0

This web site is exempt from discovery or admission under 23 U.S.C. 409.

Connecticut Crash Data Repository - [User Guide](#) [Contact Us](#)