



145 Dennison Road
Essex, CT 06426
860/581-8554 FAX: 860/581-8543
www.rivercog.org

Catherine Iino, Chairman
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Chester, Clinton, Cromwell,
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Old Saybrook, Portland, Westbrook,
Middletown Area Transit, Estuary
Transit District, Middletown
Chamber of Commerce

LOWER CONNECTICUT RIVER VALLEY **COUNCIL OF GOVERNMENTS**

MPO

DRAFT MINUTES OF REGULAR MEETING

February 26, 2014

Members:

Chester: Edmund Meehan *
Clinton: Willie Fritz
Cromwell: Jonathan Sistare
Durham: Laura Francis *
East Haddam: Mark Walter *
East Hampton: Michael Maniscalco
Essex: Norm Needleman * (9:15)
Haddam: Melissa Schlag *
Killingworth: Cathy Iino *
Lyme: Ralph Eno *
Middlefield: Jon Brayshaw * (9:08)
Middletown: Daniel Drew
Old Lyme: Bonnie Reemsnyder *
Old Saybrook: Carl Fortuna *
Portland: Susan Bransfield *
Westbrook: Noel Bishop
Middlesex Chamber of Commerce: Darlene Briggs *
CT Dept. of Transportation: Edgar Wynkoop *
Estuary Transit District: Joe Comerford *
Middletown Area Transit: Andrew Chiaravallo *

Others Present:

Bob Bell, President Essex Steam Train and River Boat
Pat Bandz, CL&P Community Relations
Stuart Popper, Cromwell Town Planner (9:15)
Bill Warner, Middletown Town Planner
Bob Dobmeier, Deputy of Public Works
William Russo, Director of Public Works
Mark Goetz, RPIP Technical Adviser
Nicole Castro, Tighe and Bond
John Guszowski, Essex Town Planner
Cathy Lezon, CL&P Community Relations (10:30)

* Members Present

Staff Present:

Linda Krause
Jean Davies
Judy Snyder
Rob Haramut
Torrance Downes
Dan Bourret
Margot Burns

MPO AGENDA:

1. CALL TO ORDER

Chairman Cathy Iino called the meeting to order at 9:06 a.m. at the offices of the Lower Connecticut River Valley Council of Governments in Essex.

2. APPROVAL OF JANUARY 30TH SPECIAL MEETING MINUTES

Upon motion of Bonnie Reemsnyder, seconded by Melissa Schlag, it was unanimously voted to approve the minutes of the January 30, 2014 special meeting.

3. STIP AMENDMENTS

- **2012 MRPA TIP AMENDMENT #45, REPLACE OVERHEAD SIGN SUPPORTS, STATEWIDE, PROJECT #0170-3303**
- **2012 CREMPO TIP AMENDMENT #22, REPLACE OVERHEAD SIGN SUPPORTS, STATEWIDE, PROJECT #0170-3303**

Robert Haramut presented the amendments.

Upon motion of Bonnie Reemsnyder, seconded by Ed Meehan, it was unanimously voted to approve the STIP Amendments - 2012 MRPA TIP Amendment #45, Replace Overhead Sign Supports, Statewide, Project #0170-3303 and 2012 CREMPO TIP Amendment #22, Replace Overhead Sign Supports, Statewide, Project #0170-3303.

**4. LOCAL TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
TRANSPORTATION IMPROVEMENT PROGRAM**

Robert Haramut stated that the LOTCIP program is a replacement for the urban program using state bonded money instead of federal highway funds. The region has three or possibly four projects that would be submitted as test jobs. The proposed projects are: Middletown - Westlake

Drive Reconstruction, Old Saybrook – North Main Street Improvements, and Essex – Westbrook Road Sidewalk Area (attachment #A). Laura Francis stated that a drainage and signage road preservation project was done on Maiden Lane in Durham and she would be interested in doing the same project on Higganum Road.

Jean Davies distributed “LOTICIP Project Selection Process and Project Rating Criteria”, draft report dated January 8, 2014 (attachment #B) and discussed the process.

Upon motion of Norman Needleman, seconded by Carl Fortuna, it was unanimously voted to authorize the submission of the four projects.

5. 2013 OBLIGATION LIST

There were no comments at this time.

6. PUBLIC PARTICIPATION POLICY STATEMENT

Jean Davies discussed the public participation policy statement (attachment #C). Ms. Davies and Mr. Haramut will use this to start constructing the public participation guidelines with a draft report available in May or June. Then the MPO can put it to the public comment period and adoption should be in July. This will also be put on the River COG website for review.

Upon motion of Joe Comerford, seconded by Bonnie Reemsnyder, it was unanimously voted to approve the public participation policy statement.

7. VALLEY RAILROAD STUDIES - WEBSITE POSTING

Jean Davies presented the CT Valley Railroad State Park Policy Statement and Board Information Sheet (attachment #D). This will also be put on the River COG website for review. Ms. Davies said that a public information workshop is scheduled for March 1st at the Haddam Killingworth High School to discuss the northern nine miles of the Valley Railroad from Tylerville to Maromas. There was discussion as to what the rails could be used for such as freight, hiking, bicycling, and tourism. Susan Bransfield stated that she doesn't want to lose the railroad. Jon Brayshaw stated that there is a train carrying freight that goes through Middlefield once a day. Bill Warner stated he would like a study to determine how much it would cost for the train to come to Middletown and what the environmental impact it would be. Linda Krause said that more studies need to be done to evaluate the uses for the railroad. Two interns from the Conway School of Landscape Architecture and Fred Carstensen from UConn are conducting studies at the present time to assess the value of the railroad for businesses and public transportation. Bob Bell said that the Valley Railroad maintains the line and received no state funding. The COG members would like this information posted on the website.

8. STAFF UPDATE ON PROJECTS

There were no comments at this time.

9. TRANSIT UPDATES, JOE COMERFORD, ANDY CHIARAVALLO

Joe Comerford left the meeting for a previous commitment but asked Jean Davies to present the proposal to advocate for and seek funding for a transit route on Route 81 from Madison to Middletown.

Upon motion of Ralph Eno, seconded by Melissa Schlag, it was unanimously voted to endorse the application to advocate for and seek funding for a transit route on Route 81 from Madison to Middletown.

Jean Davies said that Mr. Comerford and Mr. Chiaravallo have agreed to start working on a long range transit plan and that she will inquire if the FTA has funding available for doing a comprehensive operations analysis for the two districts.

10. OTHER BUSINESS

There were no comments at this time.

11. ADJOURNMENT

The meeting was adjourned at 10:17 a.m.

Respectfully submitted,

Judith Snyder
Recording Secretary

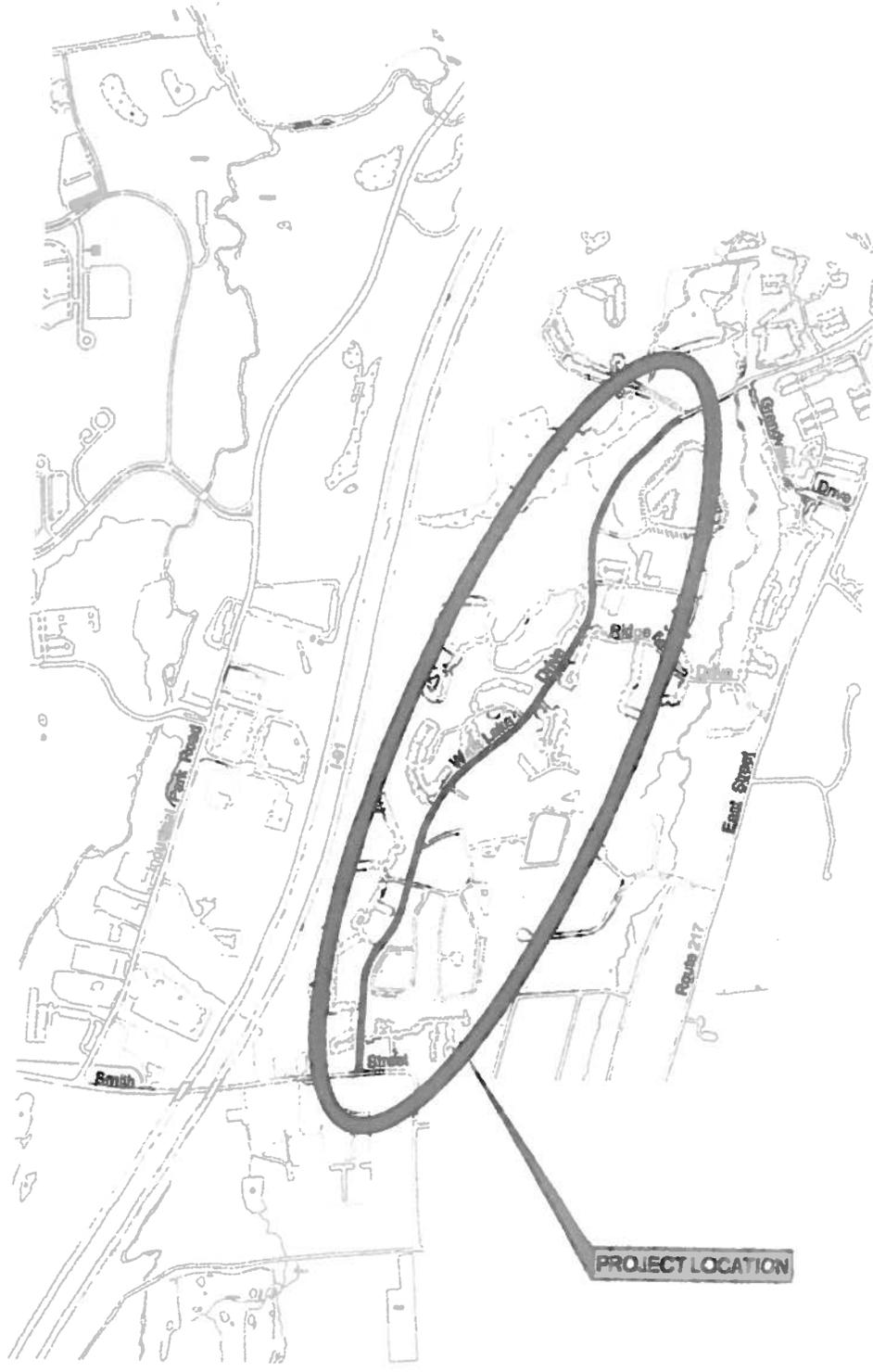
Westlake Drive Reconstruction – Middletown

Project is for the reconstruction of Westlake Drive in Middletown. Surveys are complete and design is at about 80% complete by Cardinal Engineering Associates.

Currently pavement is bituminous concrete about 30' wide. New pavement would consist of 4" bituminous concrete on 4" aggregate base, on 8" gravel sub-base from Smith Street to Russell Road. April 2011 average daily traffic was about 5,000 vehicles per day north of Smith St. and 7,500 south of Russell Rd.

- No property takes or easements are anticipated
- All utilities are underground (CL&P, Comcast, Yankee Gas, AT&T, City sewer and water)
- No major drainage construction is anticipated, just minor adjustments and underdrains in high ground water areas
- No major bridges, culverts, or crossings. A few are being replaces under the local bridge program prior to this project
- No side walk reconstruction is anticipated and there will be no effects to the multi-use path on the east side of the roadway
- No wetlands impacts
- No traffic signals
- Curbing on both sides of the roadway will need to be replaced

The project will extend the useful life of the roadway which is an urban collector linking a large number of residents to nearby arterials and interstates routes.



PROJECT LOCATION

PROJECT LOCATION PLAN
NOT TO SCALE

PRELIMINARY COST ESTIMATE

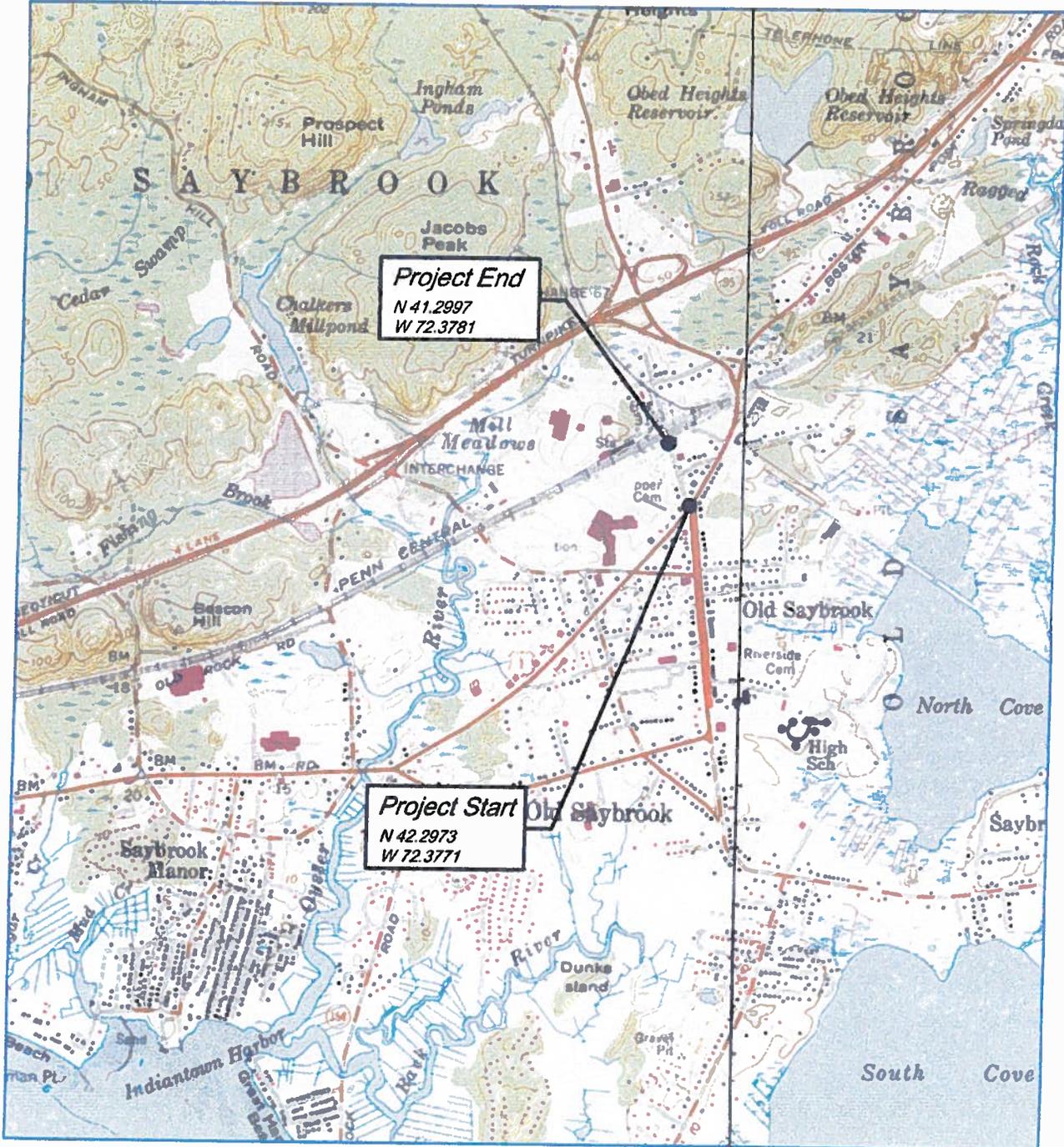
Westlake Drive, Middletown, CT						
ITEM NO	SPEC REF	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	2 01	CLEARING AND GRUBBING	LS		\$ 0 000 00	\$10 000.00
2	1 54	SEDIMENTATION AND EROSION CONTROL	LS		\$20 000 00	\$20 000.00
3	2 02	EARTH EXCAVATION	CY	6 700	\$ 6 00	\$100 600.00
4	2 02	ROCK EXCAVATION	CY	00	\$30 00	\$3 000.00
6	2 02	UNSUITABLE MATERIAL EXCAVATION	CY	250	\$26 00	\$6 250.00
6	1 60	ROCK IN TRENCH EXCAVATION	CY	100	\$50 00	\$5 000.00
7	1 60	UNSUITABLE TRENCH EXCAVATION	CY	100	\$26 00	\$2 600.00
8	4 08	MILLING OF BITUMINOUS CONCRETE (0 TO 4 INCHES)	SY	4 200	\$18 00	\$42 000.00
9	2 09	FORMATION OF SUBGRADE	SY	5 000	\$2 50	\$37 500.00
10	2 12	SUBBASE	CY	3 500	\$30 00	\$105 000.00
11	3 04	PROCESSED AGGREGATE BASE	TON	3 800	\$35 00	\$133 000.00
12	4 08	BITUMINOUS CONCRETE CLASS 1	TON	2 200	\$80 00	\$176 000.00
13	4 08	BITUMINOUS CONCRETE CLASS 2	TON	2 500	\$80 00	\$200 000.00
14	5 07	RESET CATCH BASIN	EA	34	\$700 00	\$23 800.00
15	5 07	RESET DOUBLE CATCH BASIN	EA	4	\$850 00	\$3 400.00
16	5 07	RESET STORM MANHOLE	EA	7	\$700 00	\$4 900.00
17	5 07	RESET SANIATARY MANHOLE	EA	3	\$700 00	\$2 100.00
18	7 51	6" UNDERDRAIN	LF	2 600	\$ 8 00	\$46 800.00
19	8 15	BITUMINOUS CONCRETE P CURBING	LF	7 030	7 00	\$55 510.00
20	9 22	BITUMINOUS CONCRETE DRIVEWAY COMMERCIAL	SY	750	\$35 00	\$26 250.00
21	9 44	FURNISHING AND PLACING TOPSOIL	SY	6 000	\$5 00	\$30 000.00
22	9 50	TURF ESTABLISHMENT	SY	8 000	\$2 50	\$5 000.00
23	9 75	MOBILIZATION AND DEMOBILIZATION	ALLOW		\$ 0 000 00	\$ 0 000.00
24	9 76	MAINTENANCE AND PROTECTION ON TRAFFIC	S		\$50 000 00	\$50 000.00
25	9 71	SPECIAL DUTY POLICE (DIRECT BILL ALLOW)	LS		\$25 000 00	\$25 000.00
26	9 7		ALLOW		\$4 000 00	\$40 000.00
SUBTOTAL						\$1,058,510.00
Contingency (20%)						\$211,702.00
TOTAL						\$1,270,212.00

North Main Street Improvements – Old Saybrook

Project is for roadway improvements on North Main Street in Old Saybrook. Base survey information was obtained, various concept layouts and costs estimates were prepared, project review meetings were held with DOT Concept Design Unit, and initial public informational program was completed. Design is about 10% complete.

- Easements will be required to reconfigure a small portion of the Monkey Farm parking lot (most of this parking lot is already located on a town owned parcel). Narrow strip easements will be required if both street side parking and a sidewalk are to be provided on the east side of North Main Street. Temporary construction easements may also be required for improvement of existing driveway cuts.
- Based on current concept plan, with parking on east side of street and sidewalks on both sides of street, the only utility relocation is one fire hydrant. Overhead utility poles would remain, but offset stub poles would be required for existing guy wires in order to provide adequate clearance above sidewalk. Existing gas line would be under proposed sidewalk along west side of street - not desirable if gas line ever needed to be repaired, but doesn't justify relocation.
- Drainage improvements will be required. There are two existing catch basins located at intersection with Route 1. Other than that the only formal drainage consists of some dry well catch basins located at the intersection of North Main Street and Stage Road. Road grades are very flat and soil is very sandy in this area, so town has relied on sheet flow/ and infiltration. This needs to be investigated further, but our current thinking is to provide some type of infiltration along with high level overflow connection to existing catch basins at intersection with Route 1.
- No wetlands crossings or impacts.

This project will provide Improved vehicular and pedestrian access to state and federal rail commuter station and incentive housing zone; compliments state initiative to develop new parking facility; and an improved gateway entrance to Main Street from rail station.



- REFERENCES:
(1) U.S.G.S. ESSEX, CONNECTICUT QUADRANGLE, 1983
(2) U.S.G.S. OLD LYME, CONNECTICUT QUADRANGLE, 1983

USGS MAP
NORTH MAIN STREET TRAIN STATION
INTERMODAL IMPROVEMENTS
TOWN OF OLD SAYBROOK
MIDDLESEX COUNTY
STATE OF CONNECTICUT

NLJA# 0747-0017
DATE: JANUARY 25, 2012
REV. DATE:



NATHAN L. JACOBSON & ASSOCIATES, INC.
 Consulting Civil and Environmental Engineers Since 1972
 Chester, Connecticut

2014 CONCEPTUAL OPINION OF PROBABLE CONSTRUCTION COSTS

PROJECT: Improvements to North Main Street

TOWN: Old Saybrook, CT

BY: KLM (01/24/12, Prices updated 2/24/14)

JOB NO.: NLJ #0747-0017

CHECKED BY: GLJ (01/25/12)

DESCRIPTION		EST. QUANTITY	UNIT	UNIT PRICE	TOTAL
0202001A	Earth Excavation	2620	C.Y.	\$12.20	\$31,964.00
0202529	Cut Bituminous Concrete Pavement	400	L.F.	\$1.80	\$720.00
0202531	Removal of Bituminous Concrete	4170	S.Y.	\$8.20	\$34,194.00
0205003	Trench Excavation 0' to 10' Deep	795	C.Y.	\$10.80	\$8,586.00
0209001	Formation of Subgrade	4670	S.Y.	\$2.20	\$10,274.00
0219003	Sedimentation Control Filter Fabric Fence System	1500	L.F.	\$3.00	\$4,500.00
0219011A	Sedimentation Control at Catch Basin	16	EA.	\$143.60	\$2,297.60
0302011	Rolled Granular Base	1040	C.Y.	\$85.00	\$88,400.00
0304002	Processed Aggregate Base	520	C.Y.	\$40.00	\$20,800.00
0406013	Bituminous Concrete, Class 1	675	TON	\$150.00	\$101,250.00
0406018	Bituminous Concrete, Class 2	405	TON	\$95.00	\$38,475.00
0406236A	Material for Tack Coat	930	Gal.	\$1.80	\$1,674.00
0507001	Type "C" Catch Basin	10	EA.	\$2,997.00	\$29,970.00
0651657	15" Corrugated PE Pipe (Smooth Interior)	1,000	L.F.	\$52.00	\$52,000.00
0811107A	Extruded Concrete Curbing	2550	L.F.	\$16.00	\$40,800.00
0813021	6" Granite Stone Curbing	110	L.F.	\$42.40	\$4,664.00
0913000	Remove Chain Link Fence	100	L.F.	\$3.40	\$340.00
0921001A	Concrete Sidewalk	9,145	S.F.	\$9.60	\$87,792.00
0921002A	Concrete Sidewalk - 8" Thick	1,255	S.F.	\$15.00	\$18,825.00
0921100A	Imprinting and Coloring of Concrete Sidewalk	10,400	S.F.	\$5.00	\$52,000.00
0942001	Calcium Chloride For Dust Control	0.1	TON	\$121.80	\$12.18
0944002	Furnishing and Placing Topsoil	1670	S.Y.	\$6.60	\$11,022.00
0946001	Liming	0.1	TON	\$521.80	\$52.18
0950005	Turf Establishment	1670	S.Y.	\$1.60	\$2,672.00
0992090A	Bench	4	EA.	\$1,916.60	\$7,666.40
0992103A	Trash Can	4	EA.	\$1,400.00	\$5,600.00
0949000A	Street Tree	19	EA.	\$450.00	\$8,550.00
1003593	Decorative Light Standard and Luminaire	19	EA.	\$5,519.80	\$104,876.20
1208928	Sign Face - Sheet Aluminum - Type III Reflective Sheeting	50	S.F.	\$41.40	\$2,070.00
1210110	4" White Type I Epoxy Resin Pavement Markings	1,525	L.F.	\$1.50	\$2,287.50
1210111	4" Yellow Type I Epoxy Resin Pavement Markings	780	L.F.	\$1.50	\$1,170.00
1210112	12" White Type I Epoxy Resin Pavement Markings	80	L.F.	\$3.40	\$272.00
1210105	Epoxy Resin Pavement Markings, Symbols and Legends	55	S.F.	\$2.60	\$143.00

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2014 CONCEPTUAL OPINION OF PROBABLE CONSTRUCTION COSTS

PROJECT: Improvements to North Main Street

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BY: KLM (01/24/12, Prices updated 2/24/14)

JOB NO.: NLJ #0747-0017

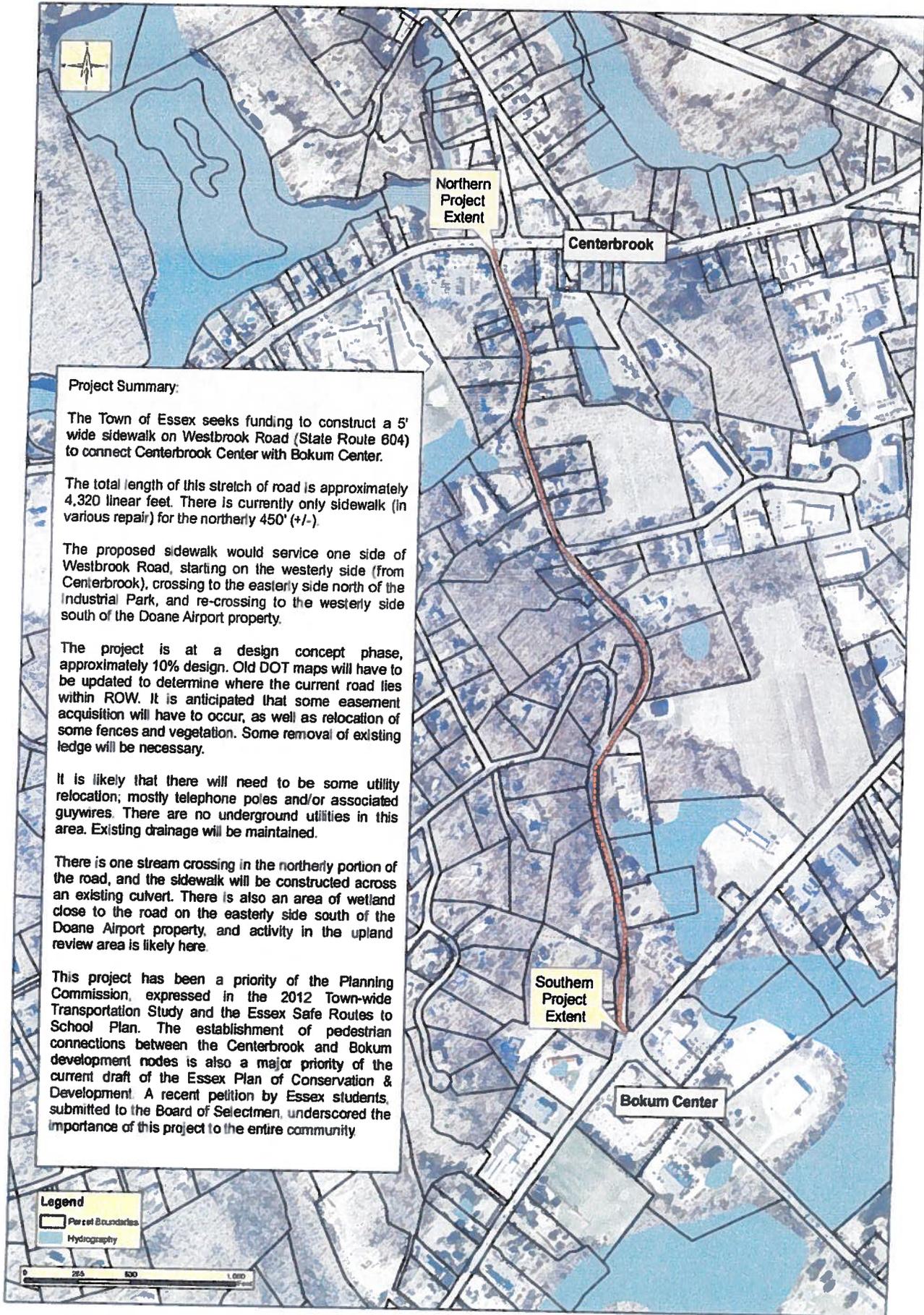
CHECKED BY: GLJ (01/25/12)

DESCRIPTION		EST. QUANTITY	UNIT	UNIT PRICE	TOTAL
1303196	Relocate Fire Hydrant	1	EA.	\$4,745.00	\$4,745.00
SUBTOTAL:					\$780,664.06
0971001A	Maintenance and Protection of Traffic	4	%	\$780,664.06	\$31,226.56
0975002	Mobilization	7.5	%	\$780,664.06	\$58,549.80
0980001	Construction Staking	1	%	\$780,664.06	\$7,806.64
-	Inflation (3% per year)	3	%	\$780,664.06	\$23,419.92
CONSTRUCTION TOTALS:					\$901,666.99
-	Contingencies	10	%	\$901,666.99	\$90,166.70
TOTAL ESTIMATED COST:					\$991,833.69

NOTES:

1. Unit prices are generally from the CTDOT English Item Master File as of January 2014. Remaining unit prices are from engineering judgment, RS Means, or quotations.
2. This opinion of probable construction costs is being provided at the conceptual design stage of this project. These items are therefore based on engineering judgment based on information from this project. In addition, these costs should be interpreted as indicating the order of magnitude of anticipated costs. Actual items and costs will be determined as a result of open competitive bidding by qualified contractors after construction contract documents for the project are advertised for bids. Within these qualifications, we believe the conceptual opinion of probable construction costs provides a reasonable basis for evaluating the project budget.

Town of Essex - Westbrook Road Sidewalk Area



Project Summary:

The Town of Essex seeks funding to construct a 5' wide sidewalk on Westbrook Road (State Route 604) to connect Centerbrook Center with Bokum Center.

The total length of this stretch of road is approximately 4,320 linear feet. There is currently only sidewalk (in various repair) for the northerly 450' (+/-).

The proposed sidewalk would service one side of Westbrook Road, starting on the westerly side (from Centerbrook), crossing to the easterly side north of the industrial Park, and re-crossing to the westerly side south of the Doane Airport property.

The project is at a design concept phase, approximately 10% design. Old DOT maps will have to be updated to determine where the current road lies within ROW. It is anticipated that some easement acquisition will have to occur, as well as relocation of some fences and vegetation. Some removal of existing ledge will be necessary.

It is likely that there will need to be some utility relocation; mostly telephone poles and/or associated guywires. There are no underground utilities in this area. Existing drainage will be maintained.

There is one stream crossing in the northerly portion of the road, and the sidewalk will be constructed across an existing culvert. There is also an area of wetland close to the road on the easterly side south of the Doane Airport property, and activity in the upland review area is likely here.

This project has been a priority of the Planning Commission, expressed in the 2012 Town-wide Transportation Study and the Essex Safe Routes to School Plan. The establishment of pedestrian connections between the Centerbrook and Bokum development nodes is also a major priority of the current draft of the Essex Plan of Conservation & Development. A recent petition by Essex students, submitted to the Board of Selectmen, underscored the importance of this project to the entire community.

Legend

- Parcel Boundaries
- Hydrography

0 250 500 1,000

CME ASSOCIATES, INC.

32 Crabtree Lane, P. O. Box 849, Woodstock, CT 06281
Phone: 860.928.7848 • Fax: 860.928.7846

**TOWN OF ESSEX
WESTBROOK ROAD SIDEWALK EXTENSION
(Main Street to Plains Road)
PRELIMINARY OPINION OF COST
February 21, 2014**

<i>Unit prices based upon average unit prices of previous Road & Utility Reconstruction projects</i>					
Westbrook Road Sidewalk				Unit Cost	Total
Item No.	Description	Units	Quantity		
1	Clearing & Grubbing	Acre	1.5	\$5,000.00	\$7,500.00
2	Earthwork	C.Y.	2,000	\$30.00	\$60,000.00
3	Cement Concrete (SW)	S.Y.	1,660	\$60.00	\$99,600.00
4	Cement Concrete (SW) with Curb	S.Y.	550	\$75.00	\$41,250.00
5	Cement Concrete Ramp	S.Y.	60	\$80.00	\$4,800.00
6	Concrete Drive Apron	S.Y.	150	\$65.00	\$9,750.00
7	Gravel Subbase (SW)	S.Y.	2,420	\$10.00	\$24,200.00
8	Pavement Markings & Signage	L.S.	1	\$7,500.00	\$7,500.00
9	Bituminous Conc. Driveway	S.Y.	90	\$50.00	\$4,500.00
10	Ledge Removal	C.Y.	2,000	\$50.00	\$100,000.00
11	Culvert Extension	L.S.	1	\$7,500.00	\$7,500.00
12	Res'd Fence & Landscape	L.S.	1	\$20,000.00	\$20,000.00
13	Loam & Seed	S.Y.	3,500	\$8.00	\$28,000.00
14	Silt Fence/Erosion Control	L.F.	2,150	\$8.00	\$17,200.00
15	Traffic Control (7.5% of Construction)	L.S.	1	\$35,000.00	\$35,000.00
16	Engineering & Design	L.S.	1	\$50,000.00	\$50,000.00
17	Construction Admin & PT Inspection	L.S.	1	\$60,000.00	\$60,000.00
18	R.O.W Acquisition	L.S.	1	\$100,000.00	\$100,000.00

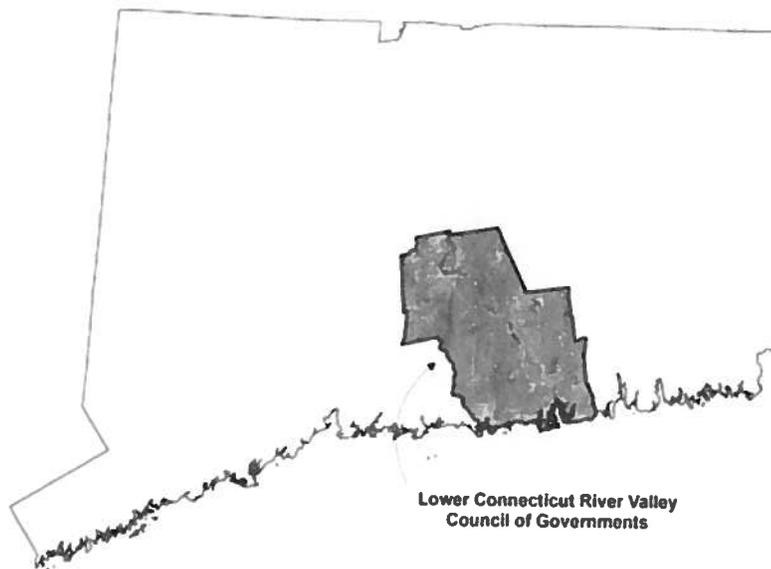
BASE BID SUM \$676,800.00
15% Contingency \$101,520.00
BASE BID TOTAL \$778,320.00

Prepared by: P. Parent

Checked by: *C. EATON 2-21-2014*

**LOWER CONNECTICUT RIVER
VALLEY COUNCIL OF
GOVERNMENTS
Metropolitan Planning Organization**

**LOTICIP Project Selection Process
&
Project Rating Criteria**



DRAFT

Revised January 8, 2014

**LCRVCOG
145 Dennison Road
Essex, CT 06426**

860/581-8554
Rivercog.org

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APPENDIX

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DRAFT

I. Introduction to LOTCIP

Introduction

As a new state program, the Local Transportation Capital Improvement Program (LOTCIP) provides state funding in lieu of STP-U federal transportation funds which eliminates the federal Title 23 requirements tied to using the federal transportation funds, making it easier for municipalities to make capital improvements related to the transportation system. LOTCIP is being implemented to provide municipalities state funding. The federal STP-Urban program will be administered by CTDOT and programmed cooperatively with RiverCOG's Metropolitan Planning Organization.

Total Funding

State LOTCIP funding is allocated to regions according to a federal distribution formula based on the population of urbanized areas; the same formula previously used under the STP-Urban program. The LCRVCOG region makes up 4.1% of Connecticut's urban population. The LOTCIP program provides for \$45,000,000 in funding for FY 2014 and 2015. Therefore the region will receive approximately \$1,850,000 over that two year period. For FY 2016 and beyond, ConnDOT will provide the regions with funding estimates based on their capital budget request which will be confirmed based on the adopted budget, and funding is not available until allocated by the State Bond Commission. CTDOT recommends that the COG Board "over program" these funds to assure that the available funding is utilized within the region in a timely manner. In cooperation with CTDOT, LOTCIP funds can be used as a source of construction funds for larger Department sponsored Federally funded projects. Such use of LOTCIP funds will not relieve Federal aid requirements and will not be administered under these guidelines

Funding Responsibility

The project design and engineering phase costs are the responsibility of the municipality and are no eligible for LOTCIP funding. Rights of way phase cost may be either funded with 100% municipal funds or 100% LOTCIP funds depending on the circumstances. The construction phase utilizes 100% LOTCIP funding.

Process

The Lower Connecticut River Metropolitan Valley Planning Organization (LCRVMPO) will solicit and prioritize projects as necessary to ensure that there are a reasonable number of candidate projects available to fully utilize the LOTCIP funding allocation.

LRCVMPO at its discretion, may work with member municipalities to pre-screen project proposals prior to submitting a formal application to the Connecticut Department of Transportation for concurrence on the selection. This two-step process would prevent the preparation of a complete application which may involve substantial data collection, preliminary conceptlevel engineering and costs to the municipality, without any indication from the MPO on how it might be prioritized.

Project Eligibility

LOTICIP projects addresses regional transportation priorities through capital improvement projects similar to STP-Urban program . A region may allocate 15% of their annual LOTICIP funds (or \$500,000) to pavement preservation, pavement rehabilitation, and stand-alone sidewalk projects. Transportation enhancement projects are eligible within reasonable limits. Projects must have a minimum construction cost of \$300,000. Planning studies may be eligible for LOTICIP funding provided they meet ConnDOT's current Planning Study Process (?)

Regional Projects

LCRVCOG is seeking to use LOTICIP funding for traditional transportation roadway capital improvement projects that will improve the physical condition of the regional transportation network or correct existing traffic problems relating to roadway congestion, safety, and geometry. Examples of eligible projects include:

- Roadway Geometric Improvement
- Stand-Alone Sidewalk Construction
- Bicycle/Pedestrian Improvement, including Multi-Use Trail Facilities
- Intersection Improvement
- Bridge Rehabilitation/Replacement
- Major Drainage Improvement
- Pavement Structure Improvement
- Traffic Signal Replacement/Upgrade/New Installation/Coordination

Non-tradition improvement projects may also be considered by the COG Board, but may funded under other specific programs after further review.

Eligible Applicants

Eligible applicants include COG member municipalities, LCRVCOG, Estuary Transit District (ETD) and Middletown Transit District (MTD).

Eligible Roadways

Projects on urban roadways classified as collectors or higher are eligible(These roads are mapped in Appendix A. Projects on state highways are eligible but may also be funded under the STP-Urban program if deemed a priority by ConnDOT. Projects outside the urban boundary are eligible since the LCRVCOG is considered an urban region.

Project Size and Cost

The proposed projects must at a minimum, have a total project cost of \$300,000 and it is expected that the majority of proposed projects will range between \$500,000 and \$1,000,000. Administrative costs associated with projects under \$300,000 are prohibitive, whereas large projects consume a disproportionate share of funds. The COG Board may approve exceedingly small or large projects if the projects demonstrate exceptional worthiness and merit.

Project Solicitation

Projects will be solicited by the LCRVCOG based on available funding levels relation to the obligated funding schedule. The obligation schedule is an active document where approved projects may move within fiscal years or obtain funding from other program sources. As a result of this ongoing process, projects will be reviewed and solicited on an ongoing basis to assure the over programming of funding in an effort utilize all available dollars.

Project Rating and Approval

Proposed projects will be reviewed by COG staff for eligibility and completion. Additional information, such as traffic data collection and field reviews may be performed by staff. Staff will review all projects for 1) eligibility, 2) purpose and need, 3) how the project addresses purpose and need, 4) proposed impacts, 5) estimated costs, and 6) supporting documentation. A proposed project matrix will be designed based on information taken from the application to facilitate the review by the COG Board. Project sponsors will be invited to present the merits of their proposed projects to the COG Board.

The COG Board will then review and rank the proposed projects based on the available information. The list of projects in rank order will be submitted to the Connecticut Department of Transportation to determine if projects can be funded through sources other than the LOTCIP program. The finalized list of LOTCIP projects will then be submitted to ConnDOT for review approval. Once approved, the municipality will be informed by ConnDOT of the project's funding commitment, at which time the municipality may begin the design phase.

If lower ranked projects are progressing at a faster rate than higher ranked projects, then funding for these projects will be obligated so the regions available funds will be fully allocated in the year of appropriation.

II. Project Rating Criteria

Any and all projects submitted under the LOTCIP program will be evaluated based on the following criteria. Using the project rating criteria noted in this section will help to maintain consistency in the rating process. It should be noted however, that much of the rating process is based on subjective judgments and no single set of criterion can be used to assess all the potential types of projects that may be submitted.

- 1) Regional Significance
- 2) Intermodal Significance
- 3) Transit Ridership
- 4) Congestion Improvements
- 5) Structural Improvements
- 6) Safety/Security Improvements
- 7) Vehicle Emissions Reduction
- 8) ITS Deployment
- 9) Environmental Justice
- 10) Project Readiness
- 11) Other Factors

1. Regional Significance

Regional significance measures the scale at which the project improves the movement of persons and goods. The projects are rated to indicate whether the proposed benefits are received on a statewide level, regional level, multi-town level, town level, or sub-town level. Projects are ranked higher as benefits are recognized on a regional scale.

Regional benefits	5 points
Multi-town benefits	4 points
Statewide benefits	3 points
Town benefits	2 points
Sub-town benefits	1 point

2. Intermodal Significance

Intermodal significance measures the scale at which the project improves intermodal access between transportation nodes within the region. The projects are rated for the level to which proposed benefits are achieved for connectivity and accessibility between transportation nodes.

Transit Oriented Development Access Improvements	5
Improvements which include bike and/or pedestrian improvements	4
Roadway – Property Access Management Improvement	3
Density	2

3. Transit Ridership and Congestion Mitigation

Traffic volume and transit ridership measures the number of persons that will directly benefit from the proposed project or improvement. Traffic volume should be compared using current average daily traffic (ADT) volumes performed by LCRVCOG or the towns when the projects are submitted. If this data is unavailable, then ConnDOT counts taken closest to the proposed project locations during the most recent year should be used. Projects are rated to favor those located on routes with with higher traffic volumes and those that are projected to reduce traffic volume through increased transit ridership. Projects within a Transit Oriented Development zone will also be rated higher.

Projects that improve operational capacity for transit routes/systems	3 points
Projects located within a transit oriented development zone	3 points

Transit Ridership greater than 250	5 points
R/D 200 to 249	4 points
R/D 150 to 199	3 points
R/D 100 to 149	2 points

R/D less than 99 1 points

3. Traffic Improvements

Traffic operational improvement ratings measure the extent that a proposed project or improvement will correct or lessen the severity a traffic problem. One point is given for each "yes" answer to each of the five following questions for a maximum total of five points.

- 1) Improve traffic flow - Will the project mitigate congestion through a decrease in ADT ?
- 2) Improve bicycle and/or pedestrian flow - Will the project consider bicycle friendly and pedestrian friendly design practices (traffic signal orientation, design discontinuities, pole/sign placement, grading, etc.)?
- 3) Improve geometry - Will the project improve the existing geometry (lessen curve radii, increase sightline, decrease number of curb cuts, etc.)?
- 4) Improve integration of traffic modes - Will the project enhance intermodal connectivity for the movement of persons and goods (rail/truck freight connections, bus/auto connections, etc.)?
- 5) Improve traffic access - Will the project implement an access management plan, or improve access to major traffic generators or activity nodes (major employers, commercial centers, large residential developments, etc.)?

4. Structural Improvements

Structural improvement ratings measure the extent that a proposed project or improvement will correct or lessen the severity of a physical structural problem of a roadway, bridge, or culvert. Towns should provide any available ratings such as a pavement condition index from their pavement management system or state ratings on bridges. Structures with the highest structural deficiency rating will be assigned higher priority.

Pavement Condition

Failing (base rehabilitation)	5 points
Poor (structural improvement)	4 points
Fair (preventative maintenance)	3 points
Good (routine maintenance)	2 points
Excellent (do nothing)	1 point

One point - An additional point is awarded if the project remedies problems relating to surface or sub-surface drainage systems deficiencies, such as icing or ponding on roadways or water in the roadway base.

One point - An additional point is awarded project remedies problems relating to bridge condition deficiencies or hydraulic capacity, such as deck or super structure repairs, or flooding adequacy.

5. Safety/Security Improvements

Safety/security improvements assist in the measurement of the number of accidents which could potentially be reduced by the proposed project. Projects are ranked higher at locations where there are a greater number of accidents over a specific 3-year time period. Projects are rated to favor those in higher accident location areas.

Accidents greater than 13	5 points
Accidents 10 to 12	4 points
Accidents 7 to 9	3 points
Accidents 4 to 6	2 points
Accidents less than 3	1 point

One point - An additional point is awarded if the project brings structures up to federal national security standards, such as bridge clearances or weight capacities.

6. ITS Deployment

The ITS deployment rating measures the extent that ITS technologies are deployed in a proposed project. Any technologies that are deployed must comply with the National ITS Architecture. Compliance with the Regional ITS Architecture and Project Architectures, once they have been defined, is also required in order to deploy integrated ITS projects. Currently one point is given for each ITS technology deployed for up to a maximum total of five points.

ITS technologies associated with the National ITS Architecture include technologies used for communications such as vehicle to vehicle communications, mobile communications, wire line, communications, and dedicated short range communications. They also include technologies associated with the nineteen subsystems as found in the National ITS Architecture and listed below.

Remote traveler support, personal information access, traffic management, emergency management, toll administration, commercial vehicle administration, information service providers, emissions management, transit management, fleet and freight management, archived data management, vehicles, transit vehicles, commercial vehicles, emergency vehicles, roadways, toll collections, parking management, and commercial vehicle checks.

7.. Environmental Justice

One principal of EJ is to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental, social, and economic impacts on minority and low income populations. One step in the EJ process is to investigate the relationship between the proposed project and minority and low income populations.

At this step in the EJ process the location of the proposed improvement will be mapped against the minority, low income populations or underserved populations, and adverse effects examined. One point will be subtracted for each adverse effect that is identified. Adverse effects may include, but are not limited to; health effects (impairment, illness, death), environmental effects (air, noise, water pollution, soil contamination, aesthetics), social effects

(disruption of community cohesion, availability of facilities and services), and economic effects (employment, congestion, denial, reduction or delay of benefits). Two points will be added for those projects that improve intermodal access or transit access for minority, low income, populations or underserved populations. These potential effects will be looked at in greater detail as the project and public participation process progress.

9. Project Readiness

Project readiness is a measure of the current status of the project. The closer a project is to construction and funding is in place the higher the project is ranked. One point is given for each "yes" answer to each of the five following questions for a maximum total of five points.

- 1) Is the LOTCIP application complete?
- 2) Are preliminary plans and cost estimates available?
- 3) Can the town/state perform necessary ROW acquisitions, or will there involve a relocation?
- 4) Is the project ready for construction?
- 5) Is the local funding already in place?

10. Other Factors

The purpose of this rating category is to allow the COG-MPO Board the opportunity to award points for project benefits not previously considered using criterion one through nine. The following list provides example of other factors that may be considered by the board. It is intended to provide example of other factors to consider and is not all-inclusive. One half point is given for potential other factors which benefit a proposed project.

Consistency with the LCRVCOG Strategic Economic Growth Plan
Consistency with the LCRVCOG Plan of Conservation and Development
Consistency with the LCRVCOG Regional Transportation Plan
Noise reduction
Environmental protection or enhancement
Wetlands mitigation
Energy conservation
Aesthetic improvements
Parking improvements
Management or efficiency improvements of existing systems or operations
Preservation of the existing transportation system
Flexible highway design
Vehicle Emission Reduction



145 Dennison Road
Essex, CT 06426
860/581-8554 FAX: 860/581-8543
www.rivercog.org

Catherine Iino, Chairman
Richard Smith, Vice Chairman
Susan Bransfield, Secretary
Edmund Meehan, Treasurer

Attachment #C

Chester, Clinton, Cromwell,
Deep River, Durham, East Haddam,
East Hampton, Essex, Haddam,
Killingworth, Lyme, Middlefield,
Middletown, Old Lyme,
Old Saybrook, Portland, Westbrook,
Middletown Area Transit, Estuary
Transit District, Middletown
Chamber of Commerce

DATE: 1/22/2013

TO: RiverMPO Boardmembers

FROM: J. Davies, Principal Planner

RE: River MPO Public Involvement Process: Outline for Public Participation Plan 2014

A formative responsibility of the MPO is to adopt a new Participation Plan that outlines public involvement methodology for constituencies with difference levels of understanding and interest in the MPO's transportation planning process.

The new "Participation Plan" calls for RiverMPO to be more strategic in targeting its activities to serve the needs of different constituencies in the region. An important segment of the "Participation Plan is to find methodologies that promote, engage, and facilitate public involvement in the transportation planning process.

Types of citizens represent a continuum of varied interest and expertise, ranging from extremely active individuals (*Citizens or Special Interest Groups*), to members of the general public and those who are underserved or need special outreach attention. This distinction addresses the realization that a large majority of the region's population is unaware of the MPOs transportation planning process and programs.

The Participation Plan will replace the two current out-of-date public involvement guidelines for MRPA and CREMPO, and the new RiverMPO Public Involvement Process will become the main policy document for facilitating involvement in the region's transportation planning process.

Attached for review for a February approval is a policy statement for the 2014 RiverMPO Participation Plan. Once approved, the policy statement will formed the guidance for outreach over the next three months.

The staff recommends that we begin an outreach campaign (*public comment period*) over the next three months to meet with groups, town staff, disability advocates, transit, citizen groups and others to gather feedback on how the MPO can better communicate the transportation planning process and provide opportunities for the public to actively engage in that process.

Simultaneously, the staff will begin working on a draft "Participation Plan" incorporating those comments and suggestions received through this outreach effort. We anticipate having a draft "Participation Plan" to the MPO for a public comment period by May 2014 and approval in June 2014.

RIVERMPO 2014 Participation Plan

DRAFT Policy Statement for February 2014 Board Approval

It is the policy of the Lower Connecticut River Valley Metropolitan Planning Organization (RiverMPO) to provide public access and involvement under a true collaborative planning process in which the interests of all of the stakeholders - public and private - are reflected and considered. Accordingly, it is the RiverMPO's intent to make both its policy and technical process inclusive of and accessible to all of these stakeholders. The RiverMPO notes in structuring this public involvement process that many additional opportunities for access and involvement exist at the state and local jurisdictional levels through local, sub regional, and state sponsored activities associated with transportation planning in Connecticut.

Policy Goals

The RiverMPO believes that public input into its process is valuable and makes its products better. Regional transportation planning cannot, and should not, be based simply upon technical analysis. The qualitative information derived from citizen involvement is essential to good decision-making.

The RiverMPO Participation Plan will be designed to be goal-oriented. The Policy Statement provides a philosophy around which to build a regional transportation participation program that will accomplish the following goals:

- *Effective communication and messaging of information leading to knowledgeable, informed constituencies.* The RiverMPO will disseminate information about programs and projects through a variety of conduits. Information will be presented in a manner that is clear and tailored to each of the RiverMPO's constituencies.
- *Involvement from diverse participants and opportunities for constituency building.* The RiverMPO will continue to encourage participation from diverse constituencies and to provide forums for discussion about transportation issues that are responsive to the interests of different constituencies.
- *Open access to information and participation.* The RiverMPO will work to improve access to technical and planning documents and where appropriate, tailor these documents to be accessible to more constituencies. Opportunities for participation in RiverMPO meetings and in committee meetings will be clearly defined and provided for at each meeting.
- *Receipt of public comment and provision of meaningful feedback to constituencies.* The RiverMPO will provide information on how comments will be considered in the planning process, including the development of the Regional Transportation Plan and Transportation Improvement Program, and acknowledge that comments were received and considered.
- *Develop a "regional story" that is clear and compelling.* The RiverMPO will communicate how regional transportation planning plays a vital role in coordinating planning activities on many levels.

Revised
2/20/14

Attachment #D

Lower Connecticut River Valley Metropolitan Planning Organization
The Transportation Planning Board of the Lower CT River Council of Governments

Policy Statement
CT Valley Railroad State Park

RiverCOG is working throughout 2014 on a series of studies that will collect data on the cost benefit and feasibility of scenarios which concern the CT Valley Railroad State Park. The primary goal of gathering this information is to ascertain appropriate active and/or passive roles of the State Park for sustainable economic growth within the 17 town RiverCOG region. There are various passionate interests and opinions as to how the physical corridor and the Valley Railroad Company might best work to support sustainable economic growth in the region.

Currently, the Valley Railroad Company holds a lease with the Department of Energy and Environmental Protection (CTDEEP) on the property for the next 20 years. Efforts to fully utilize the potential of the VR State Park must be done in cooperation with the Valley Railroad Company. To date, RiverCOG has not published or written any plans, studies, or reports about the Valley Railroad or the State Park. Any material that references "RiverCOG" in the title or purports a position of RiverCOG is **not** official unless it has been adopted by the RiverCOG board and is posted on its website (www.RiverCOG.org). Please look to this website for any information regarding RiverCOG initiatives on this topic.

Options that have been explored and/or advocated by local government, nonprofits, freight rail companies, Connecticut Department of Transportation (CTDOT), the Middlesex Chamber of Commerce, various citizen action groups, or individuals include:

- Tourism rail from Old Saybrook to Middletown;
- Tourism rail to Tylerville with a walk-bike trail continuing on the northern nine (9) miles to Maromas or Middletown;
- Tourism rail with pedestrian- bike access
- A bike or intermodal trail next to rail from Old Saybrook to Middletown;
- A combination of freight rail and tourism rail;
- Stand-alone freight rail;
- Passenger rail from Old Saybrook to Middletown;

The RiverCOG board is newly created from two former Regional Planning Agencies, and does not as yet have a clear understanding or available data to determine a best course of action or policy regarding the CT Valley Railroad State Park. As the RiverCOG board may be faced with future requests for funding without substantive and objective data, these studies are meant to collect information, analyze available data, meet with stakeholders, facilitate workshops, and provide recommendations on cost benefit options.

During 2014, RiverCOG will hire consultants to collect and analyze currently available information with stakeholders and other entities. Those consultants will meet with **all** interested stakeholders, hold workshops as needed and present studies to the RiverCOG policy board. With this information, the policy board will develop recommendations for actions, policies, or a plan in cooperation with the Valley Railroad Company and in consultation with stakeholders. Alternatively, they may decide to defer action and policy on future use to CTDOT, CTDEEP, and the Valley Railroad Company.



River COG-MPO Board Information Sheet **Valley Railroad State Park**

The Background of the VRR Issue (History based on interviews with VRR, CTDEEP, and historical research)

In 1969, the CT DEP (DEEP) purchased 22 miles of the VRR from PennCentral beginning at the Y at Old Saybrook Junction to a point in Maromas in the south end of Middletown. Funding from the Land Water Conservation Fund Act (LWCF) was used to purchase the line with the intention of “outdoor Public Recreation” along the CT River. A deal was struck whereby the CT DEP could lease the entire line to the Valley RR Company. The VRR Company began operating on the line July 29, 1971 beginning at the Essex Station and running trains northward. Over the years, efforts by the VRR Company have resulted in the track being in usable condition from the Y in Old Saybrook north to Mile 12.75, just north of the East Haddam Swing Bridge in the Tylerville section of Haddam.

The Friends of Valley RR keeps the line clear of brush and can use their high rail vehicle along certain portions. In 2009, the CT DOT applied for a \$15.4 mil TIGER grant in order to upgrade the entire line from Middletown to Old Saybrook for freight transportation. This caused significant controversy and public discussions involving CTDOT, CTDEEP, VRR, Middlesex Chamber of Commerce, First Selectmen, property owners and advocacy groups. The grant application was denied. CTDOT agreed to delete reference to freight on the VRR line in its state rail plan.

Current

- VRR runs scheduled tourism trains from Essex to Tylerville in addition to connections with the Riverboat and the Chester- Hadlyme ferry. Other tourism or educational rail activities from Old Saybrook to north of Tylerville are held on a less frequent basis where the rail bed is operational.
- There are conflicting ideas on how the unused section of rail-bed from Tylerville to Moromas should use in the future. Legal issues surround the rail line, including reversionary rights if the line is actively abandoned and a long term lease agreement between VRR Co. and CT DEEP.
- There are groups that advocate for inactivity on the northern 9 miles until future repurposing of the line to active rail for either freight and/or passenger service. They argue that upgrading the line for freight use will encourage growth of the economy throughout the region. Passenger rail is also thought of as an option for commuting and tourism.
- Several advocacy groups would prefer to see the rails north of Tylerville removed and the rail-bed converted to a multi-use trail for bicycles, horses, and pedestrians. They argue that the line offers great views of and access to the Connecticut River, connections to other parks and open spaces and village centers (Higganum and Haddam).
- There are also several groups and citizens that advocate for a solution that looks for a compromise or a staged solution.

Who are the Current Stakeholders

See attached

RiverMPO Studies

RiverMPO is collecting data for use in a future policy decision and recommendation for the LCRV Long Range Transportation Plan. This is a planning project that will involve all interested stakeholders. Staff and consultants will help facilitate discussion during public outreach meetings during 2014. There will also be extensive outreach for the Long Range Transportation Plan.

Data collection and research includes:

- Feasibility

Is a trail physically feasible? What stands in the way for a trail: parking areas and access, bridges, fill, narrow rights of way, proximity of private homes, etc?

Is active rail physically feasible? Reconstruction of nine miles, upgrading remaining 13 miles for heavy freight, proximity to homes, crossings, environmental factors, etc.

What is the economic benefit of tourism rail to the region and how can it be expanded to promote more sustainable growth in the tourism economy of the region.

- Cost Benefit Analysis

Determine possible outcomes from each scenario including, but not limited to:

Active Rail: Construction costs, economic growth from freight rail and/or increased passenger/tourism rail, increase job market, encourage larger businesses to locate near to the line due to good connectivity to the freight network, environmental factors, effects on land values;

Multi-Use Trail: Construction costs, economic potential of multi-use trail and connection to current VRR service, increased tourist based business, other parks and village centers, environmental factors, effects on land values.

Stakeholders and Contacts Distribution List VRR Studies

Name	Title	Agency/Company/Organization
Barrie Robbins-Pianke		Advocates for a Maromas Plan
Bill Warner	Planner	City of Middletown
Bill Warner 2	Planner	City of Middletown
Dan Drew	Mayor	City of Middletown
Michiel Wackers	Planner	City of Middletown
Claire Cain	Trail Stewardship Director	Connecticut Forest and Park Association
Eric Hammerling	Executive Director	Connecticut Forest and Park Association
Jane Brawerman	Executive Director	Connecticut River Coastal Watershed District
Jacqueline Talbot	River Steward	Connecticut River Watershed Council
David Kozak		CT DEEP
David Stygar		CT DEEP Land Acquisition
Laurie Giannotti		CT DEEP State Parks
Edgar Wynkoop		CT DOT
Gene Colonese		CT DOT Rail
Melvin Woody		CT River Gateway Commission
Alan Aranow		Friends of CT River
Jay Verney		Friends of CT River
Ed Munster		Friends of the Connecticut River
Paul Scarbrough	President	Friends of the Valley Railroad
Liz Bazazi	Founder	Higganum Vision Group
Lynne Cooper	President	Higganum Vision Group
Howard Reid		Jonah Center for Earth and Art
John Hall		Jonah Center for Earth and Art
Darlene Briggs	Chairman	Middlesex Chamber of Commerce
Darlene Briggs 2	Chairman	Middlesex Chamber of Commerce
Jeff Pugliese	Vice President	Middlesex Chamber of Commerce
Larry McHugh	President	Middlesex Chamber of Commerce
Larry McHugh 2	President	Middlesex Chamber of Commerce
W. Lee Osborne		Middlesex Chamber of Commerce
John Monroe	NorthEast Region	National Park Service
Jamie Lintner		Northeast Utilities
Sari Rizzo (Riz)		Portland Air Line Trail

Renee Welsh			Pratt and Witney
Walt Zilahy			Rails to Trails Promoter
Raul de Bridgard			RiverCOG RPC
Mark Yukaut			RiverQuest
Claire Rusowicz			Rockfall
Richards Potvin	Refuge Manager		Silvio O Conte
Ed Meehan	First Selectman		Town of Chester
Emmett Lyman	Selectman		Town of East Haddam
Jim Ventres	Planning Director		Town of East Haddam
Mark Walter	First Selectman		Town of East Haddam
Liz Glidden	Planner		Town of Haddam
Melissa Schiag	First Selectman		Town of Haddam
Ralph Eno	First Selectman		Town of Lyme
Chester Arnold			UCONN
Bruce Hyde			UCONN Extension Center
Bob Bell	President		Valley Railroad Company
Deborah Moore	Board Member		Valley Railroad Company
Kevin Dodd	Board Member		Valley Railroad Company
Rob Bradway	Board Member		Valley Railroad Company
Art Linares	Senator		
Phil Miller	Representative		
Scot Mckennon			
Trevor Davis			
Project Representatives			
Jean Davies	Deputy Director/Principle Planner		RiverCOG
Jeremy DeCarli	Associate Regional Planner		RiverCOG
Margot Burns	Environmental Planner		RiverCOG
Trevor Buckley	Grad. student/project team member		The Conway School
Christian Johnson	Grad. student/project team member		The Conway School
News Papers			
Marianne Sullivan	Harbor News		News
Charles Stannard			Valley News Now
Jeff Mill			Middletown Press
Susan Braden			Shoreline Times



Valley Railroad State Park Scenic Corridor

RiverCOG Scenic Corridor Study: Conway School of Landscape Design

PUBLIC INFORMATION WORKSHOP

RiverCOG Connecticut Scenic Corridor: Conway Student Project

Saturday March 1, 2014 11 AM - 1PM

**Haddam Killingworth High School – Seminar Room
95 Little City Road, Higganum, CT**

You are cordially invited to a
Public Information Workshop

Provide feedback on a feasibility study developed by the Conway School students
for the
(Northern nine (9) miles of the Valley Railroad State Park - Tylerville to Maromas)

This study is a graduate student project of the Conway School of Landscape Design.

Background

On February 6th, 2014, the Conway students met with stakeholders (see list to the right) for a 2 hour workshop to solicit opinions and gain insight about the Valley Railroad Scenic Corridor and issues that included: *trailheads and parking areas; road crossings; design guidelines for the trail; designs for key tourism intersection points; environmental constraints; safety and develop an education plan for trail users; design concept plans for construction of trail on rail bed, bridge construction at wetland and river crossings; options for next to rail, on top of rail, and in place of existing rail; physical separation techniques between trail and tracks; and existing and future trail facilities (restrooms, bike repair shops, provisions)*

Using feedback from the February workshop and data collected on site, mapping, and other research, the Conway students will present concepts at this March 1, 2014 Public Information Workshop. Ultimately, the final report in April will provide a rough cost estimate for construction 9 miles of trail construction utilizing rail bed.

Please note, there are no plans or funding to build a trail on the Valley Railroad State Park. Valley Railroad State Park is owned by CTDEEP and leased for 20 years by the Valley Railroad Company. This study is the first of a series of RiverCOG investigative research studies in 2014 that will collect data on the cost benefit and feasibility of scenarios which concern the CT Valley Railroad State Park. Please visit the RiverCOG website for updates throughout 2014.

Stakeholders

- Advocates for a Maromas Plan
- CFPA
- City of Middletown
- CT DEEP
- CT DOT
- Connecticut River Coastal Conservation District
- CT River Gateway Commission
- Friends of CT State Parks
- Friends of CT River
- Higganum Vision Group
- Jonah Center for Earth and Art
- Middlesex Chamber of Commerce
- Northeast Utilities
- NPS Rivers, Trails, and Conservation Assistance Program
- Pratt & Whitney
- Town of East Haddam
- Town of Haddam
- Town of Chester
- Town of Lyme
- UConn Extension Center
- Valley Railroad
- CT River Expeditions

