APPENDIX O

Opinions of Probable
Construction Cost by Concept

Tighe&Bond

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Engineers | Environmental Specialists

Prep'd Date	7/27/2018	By	ALW
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Town of	Trumbull, CT		
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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 1 - Route 25 at Route 111 Quadrant Roadway

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	70,000	$20.00	$1,400,000
Rock Excavation	CY	10,000	$100.00	$1,000,000
Formation of Subgrade	SY	11,000	$3.00	$33,000
Subbase	CY	3,700	$40.00	$148,000
Sedimentation Control System	LF	3,000	$4.00	$12,000
HMA S1.0	TN	3,200	$120.00	$384,000
HMA S0.5	TN	15,500	$105.00	$1,627,500
Milling of Bituminous Concrete 0-4"	SY	41,000	$5.00	$205,000
15" R.C. Pipe	LF	800	$75.00	$60,000
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	16,000	$8.00	$128,000
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	12,000	$8.00	$96,000
Turf Establishment	SY	12,000	$2.00	$24,000
Trafficperson (Municipal Police Officer)	HR	4,300	$90.00	$387,000
Utility Pole Relocation	EA	6	$10,000.00	$60,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	16	$3,500.00	$56,000
Type "CL" Catch Basin	EA	2	$3,500.00	$7,000
Manhole	EA	25	$3,100.00	$77,500
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	2	$250,000.00	$500,000
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	1	$80,000.00	$80,000
Utility Relocation	LS	0	$7,000.00	$0
Pequonnock River Bridge Widening	LS	1	$200,000.00	$200,000
Identified Items Subtotal				$6,485,000
Minor Items (25%)				$1,621,000
Items Subtotal				$8,106,000
Lump Sum Items				
Clearing and Grubbing (3%)				$243,200
M&P of Traffic (5%)				$405,300
Mobilization (7%)				$567,400
Construction Staking (2%)				$162,100
Incidentals (25%)				$2,371,000
Contingencies (25%)				$2,371,000
Total				**$14,226,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 2 - Route 25 at Route 111 Single Point Urban Interchange

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	65,000	$20.00	$1,300,000
Rock Excavation	CY	10,000	$100.00	$1,000,000
Formation of Subgrade	SY	21,000	$3.00	$63,000
Subbase	CY	7,000	$40.00	$280,000
Sedimentation Control System	LF	3,000	$4.00	$12,000
HMA S1.0	TN	9,500	$120.00	$1,140,000
HMA S0.5	TN	15,000	$105.00	$1,575,000
Milling of Bituminous Concrete 0-4"	SY	33,500	$5.00	$167,500
15" R.C. Pipe	LF	750	$75.00	$56,250
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	18,000	$8.00	$144,000
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	10,000	$8.00	$80,000
Turf Establishment	SY	10,000	$2.00	$20,000
Trafficperson (Municipal Police Officer)	HR	4,300	$90.00	$387,000
Utility Pole Relocation	EA	9	$10,000.00	$90,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	18	$3,500.00	$63,000
Type "CL" Catch Basin	EA	3	$3,500.00	$10,500
Manhole	EA	25	$3,100.00	$77,500
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	1	$250,000.00	$250,000
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Peqonnock River Bridge Widening	LS	1	$200,000.00	$200,000
Route 25 Overpass	LS	1	$10,000,000.00	$10,000,000
Identified Items Subtotal				$16,916,000
Minor Items (25%)				$4,229,000
Items Subtotal				$21,145,000
Lump Sum Items				
Clearing and Grubbing (3%)				$634,400
M&P of Traffic (5%)				$1,057,300
Mobilization (7%)				$1,480,200
Construction Staking (2%)				$422,900
Incidentals (25%)				$6,185,000
Contingencies (25%)				$6,185,000
Total				**$37,110,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 3 - Route 25 at Spring Meadows and St. Stephen's

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	2,500	$20.00	$50,000
Rock Excavation	CY	250	$100.00	$25,000
Formation of Subgrade	SY	3,900	$3.00	$11,700
Subbase	CY	1,700	$40.00	$68,000
Sedimentation Control System	LF	3,000	$4.00	$12,000
HMA S1.0	TN	1,100	$120.00	$132,000
HMA S0.5	TN	1,600	$105.00	$168,000
Milling of Bituminous Concrete 0-4"	SY	5,500	$5.00	$27,500
15" R.C. Pipe	LF	50	$75.00	$3,750
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	6,200	$8.00	$49,600
Concrete Sidewalk	SF	4,300	$10.00	$43,000
Concrete Sidewalk Ramp	EA	4	$1,250.00	$5,000
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	150	$45.00	$6,750
Furnishing And Placing Topsoil	SY	2,600	$8.00	$20,800
Turf Establishment	SY	2,600	$2.00	$5,200
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	12	$10,000.00	$120,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	4	$3,500.00	$14,000
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	4	$3,100.00	$12,400
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Culvert Extension	LS	1	$100,000.00	$100,000
Identified Items Subtotal				$1,068,000
Minor Items (25%)				$267,000
Items Subtotal				$1,335,000
Lump Sum Items				
Clearing and Grubbing (3%)				$40,100
M&P of Traffic (5%)				$66,800
Mobilization (7%)				$93,500
Construction Staking (2%)				$26,700
Incidentals (25%)				$391,000
Contingencies (25%)				$391,000
Total				**$2,344,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 4 - Route 25 at Tashua Road and Spring Hill Road

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	1,500	$20.00	$30,000
Rock Excavation	CY	150	$100.00	$15,000
Formation of Subgrade	SY	2,300	$3.00	$6,900
Subbase	CY	750	$40.00	$30,000
Sedimentation Control System	LF	4,000	$4.00	$16,000
HMA S1.0	TN	700	$120.00	$84,000
HMA S0.5	TN	1,700	$105.00	$178,500
Milling of Bituminous Concrete 0-4"	SY	10,100	$5.00	$50,500
15" R.C. Pipe	LF	50	$75.00	$3,750
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	4,100	$8.00	$32,800
Concrete Sidewalk	SF	4,000	$10.00	$40,000
Concrete Sidewalk Ramp	EA	9	$1,250.00	$11,250
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	200	$45.00	$9,000
Furnishing And Placing Topsoil	SY	300	$8.00	$2,400
Turf Establishment	SY	300	$2.00	$600
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	11	$10,000.00	$110,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	6	$3,500.00	$21,000
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	6	$3,100.00	$18,600
8' Aluminum Pedestal	EA	5	$700.00	$3,500
1 Way Pedestrian Signal Pedestal Mounted	EA	4	$650.00	$2,600
2 Way Pedestrian Signal Pedestal Mounted	EA	1	$1,200.00	$1,200
2" Rigid Metal Conduit In Trench/ Roadway	LF	300	$13.00	$3,900
Pedestrian Push Button and Sign	EA	5	$320.00	$1,600
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	2	$250,000.00	$500,000
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$1,367,000
Minor Items (25%)				$342,000
Items Subtotal				$1,709,000
Lump Sum Items				
Clearing and Grubbing (3%)				$51,300
M&P of Traffic (5%)				$85,500
Mobilization (7%)				$119,600
Construction Staking (2%)				$34,200
Incidentals (25%)				$500,000
Contingencies (25%)				$500,000
Total				**$3,000,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 5 - Route 25 at Old Turnpike Road

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	2,200	$20.00	$44,000
Rock Excavation	CY	250	$100.00	$25,000
Formation of Subgrade	SY	3,400	$3.00	$10,200
Subbase	CY	1,100	$40.00	$44,000
Sedimentation Control System	LF	2,800	$4.00	$11,200
HMA S1.0	TN	1,000	$120.00	$120,000
HMA S0.5	TN	1,500	$105.00	$157,500
Milling of Bituminous Concrete 0-4"	SY	5,800	$5.00	$29,000
15" R.C. Pipe	LF	75	$75.00	$5,625
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	3,000	$8.00	$24,000
Concrete Sidewalk	SF	6,700	$10.00	$67,000
Concrete Sidewalk Ramp	EA	14	$1,250.00	$17,500
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	300	$45.00	$13,500
Furnishing And Placing Topsoil	SY	600	$8.00	$4,800
Turf Establishment	SY	600	$2.00	$1,200
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	2	$10,000.00	$20,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	3	$3,500.00	$10,500
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	3	$3,100.00	$9,300
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$808,000
Minor Items (25%)				$202,000
Items Subtotal				$1,010,000
Lump Sum Items				
Clearing and Grubbing (3%)				$30,300
M&P of Traffic (5%)				$50,500
Mobilization (7%)				$70,700
Construction Staking (2%)				$20,200
Incidentals (25%)				$295,000
Contingencies (25%)				$295,000
Total				**$1,772,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 6 - Route 25 at Victoria Drive

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	1,600	$20.00	$32,000
Rock Excavation	CY	200	$100.00	$20,000
Formation of Subgrade	SY	2,500	$3.00	$7,500
Subbase	CY	900	$40.00	$36,000
Sedimentation Control System	LF	3,700	$4.00	$14,800
HMA S1.0	TN	700	$120.00	$84,000
HMA S0.5	TN	1,500	$105.00	$157,500
Milling of Bituminous Concrete 0-4"	SY	7,800	$5.00	$39,000
15" R.C. Pipe	LF	25	$75.00	$1,875
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	3,400	$8.00	$27,200
Concrete Sidewalk	SF	10,600	$10.00	$106,000
Concrete Sidewalk Ramp	EA	5	$1,250.00	$6,250
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	40	$45.00	$1,800
Furnishing And Placing Topsoil	SY	700	$8.00	$5,600
Turf Establishment	SY	700	$2.00	$1,400
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	14	$10,000.00	$140,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	1	$3,500.00	$3,500
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	1	$3,100.00	$3,100
8' Aluminum Pedestal	EA	3	$700.00	$2,100
1 Way Pedestrian Signal Pedestal Mounted	EA	2	$650.00	$1,300
2 Way Pedestrian Signal Pedestal Mounted	EA	1	$1,200.00	$1,200
2" Rigid Metal Conduit In Trench/ Roadway	LF	150	$13.00	$1,950
Pedestrian Push Button and Sign	EA	4	$320.00	$1,280
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	1	$250,000.00	$250,000
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$1,139,000
Minor Items (25%)				$285,000
Items Subtotal				$1,424,000
Lump Sum Items				
Clearing and Grubbing (3%)				$42,700
M&P of Traffic (5%)				$71,200
Mobilization (7%)				$99,700
Construction Staking (2%)				$28,500
Incidentals (25%)				$417,000
Contingencies (25%)				$417,000
Total				**$2,500,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 7 - Route 25 at Crescent Place, Mill Street, and Maple Drive

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	2,000	$20.00	$40,000
Rock Excavation	CY	200	$100.00	$20,000
Formation of Subgrade	SY	3,100	$3.00	$9,300
Subbase	CY	1,100	$40.00	$44,000
Sedimentation Control System	LF	3,000	$4.00	$12,000
HMA S1.0	TN	900	$120.00	$108,000
HMA S0.5	TN	1,300	$105.00	$136,500
Milling of Bituminous Concrete 0-4"	SY	5,000	$5.00	$25,000
15" R.C. Pipe	LF	50	$75.00	$3,750
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	2,600	$8.00	$20,800
Concrete Sidewalk	SF	6,000	$10.00	$60,000
Concrete Sidewalk Ramp	EA	9	$1,250.00	$11,250
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	150	$45.00	$6,750
Furnishing And Placing Topsoil	SY	500	$8.00	$4,000
Turf Establishment	SY	500	$2.00	$1,000
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	8	$10,000.00	$80,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	2	$3,500.00	$7,000
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	2	$3,100.00	$6,200
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$789,000
Minor Items (25%)				$197,000
Items Subtotal				$986,000
Lump Sum Items				
Clearing and Grubbing (3%)				$29,600
M&P of Traffic (5%)				$49,300
Mobilization (7%)				$69,000
Construction Staking (2%)				$19,700
Incidentals (25%)				$288,000
Contingencies (25%)				$288,000
Total				**$1,730,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 8 - Route 25 at Judd Road and Purdy Hill Road Realigned

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	3,200	$20.00	$64,000
Rock Excavation	CY	350	$100.00	$35,000
Formation of Subgrade	SY	4,900	$3.00	$14,700
Subbase	CY	1,700	$40.00	$68,000
Sedimentation Control System	LF	1,800	$4.00	$7,200
HMA S1.0	TN	1,500	$120.00	$180,000
HMA S0.5	TN	2,400	$105.00	$252,000
Milling of Bituminous Concrete 0-4"	SY	10,500	$5.00	$52,500
15" R.C. Pipe	LF	500	$75.00	$37,500
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	5,600	$8.00	$44,800
Concrete Sidewalk	SF	9,500	$10.00	$95,000
Concrete Sidewalk Ramp	EA	25	$1,250.00	$31,250
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	400	$45.00	$18,000
Furnishing And Placing Topsoil	SY	5,900	$8.00	$47,200
Turf Establishment	SY	5,900	$2.00	$11,800
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	14	$10,000.00	$140,000
Landscaping	LS	1	$50,000.00	$50,000
Type "C" Catch Basin	EA	14	$3,500.00	$49,000
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	11	$3,100.00	$34,100
8' Aluminum Pedestal	EA	7	$700.00	$4,900
1 Way Pedestrian Signal Pedestal Mounted	EA	2	$650.00	$1,300
2 Way Pedestrian Signal Pedestal Mounted	EA	5	$1,200.00	$6,000
2" Rigid Metal Conduit In Trench/ Roadway	LF	500	$13.00	$6,500
Pedestrian Push Button and Sign	EA	7	$320.00	$2,240
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	2	$250,000.00	$500,000
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Bridge Culvert Reconstruction	LS	1	$600,000.00	$600,000
Identified Items Subtotal				$2,546,000
Minor Items (25%)				$637,000
Items Subtotal				$3,183,000
Lump Sum Items				
Clearing and Grubbing (3%)				$95,500
M&P of Traffic (5%)				$159,200
Mobilization (7%)				$222,800
Construction Staking (2%)				$63,700
Incidentals (25%)				$931,000
Contingencies (25%)				$931,000
Total				**$5,586,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 9 - Route 25 North of Purdy Hill Road and Judd Road

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	1,300	$20.00	$26,000
Rock Excavation	CY	150	$100.00	$15,000
Formation of Subgrade	SY	2,000	$3.00	$6,000
Subbase	CY	700	$40.00	$28,000
Sedimentation Control System	LF	2,500	$4.00	$10,000
HMA S1.0	TN	600	$120.00	$72,000
HMA S0.5	TN	1,100	$105.00	$115,500
Milling of Bituminous Concrete 0-4"	SY	5,200	$5.00	$26,000
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	2,700	$8.00	$21,600
Concrete Sidewalk	SF	1,900	$10.00	$19,000
Concrete Sidewalk Ramp	EA	2	$1,250.00	$2,500
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	450	$45.00	$20,250
Furnishing And Placing Topsoil	SY	200	$8.00	$1,600
Turf Establishment	SY	200	$2.00	$400
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	0	$10,000.00	$0
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$557,000
Minor Items (25%)				$139,000
Items Subtotal				$696,000
Lump Sum Items				
Clearing and Grubbing (3%)				$20,900
M&P of Traffic (5%)				$34,800
Mobilization (7%)				$48,700
Construction Staking (2%)				$13,900
Incidentals (25%)				$204,000
Contingencies (25%)				$204,000
Total				**$1,222,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 12 - Route 25 at Brook Street

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	600	$20.00	$12,000
Rock Excavation	CY	100	$100.00	$10,000
Formation of Subgrade	SY	900	$3.00	$2,700
Subbase	CY	300	$40.00	$12,000
Sedimentation Control System	LF	2,300	$4.00	$9,200
HMA S1.0	TN	300	$120.00	$36,000
HMA S0.5	TN	700	$105.00	$73,500
Milling of Bituminous Concrete 0-4"	SY	3,800	$5.00	$19,000
15" R.C. Pipe	LF	25	$75.00	$1,875
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	2,300	$8.00	$18,400
Concrete Sidewalk	SF	2,000	$10.00	$20,000
Concrete Sidewalk Ramp	EA	5	$1,250.00	$6,250
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	50	$45.00	$2,250
Furnishing And Placing Topsoil	SY	900	$8.00	$7,200
Turf Establishment	SY	900	$2.00	$1,800
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	3	$10,000.00	$30,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	3	$3,500.00	$10,500
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	2	$3,100.00	$6,200
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$472,000
Minor Items (25%)				$118,000
Items Subtotal				$590,000
Lump Sum Items				
Clearing and Grubbing (3%)				$17,700
M&P of Traffic (5%)				$29,500
Mobilization (7%)				$41,300
Construction Staking (2%)				$11,800
Incidentals (25%)				$173,000
Contingencies (25%)				$173,000
Total				**$1,036,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 13 - Route 25 at Green Street and Route 59

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	1,600	$20.00	$32,000
Rock Excavation	CY	200	$100.00	$20,000
Formation of Subgrade	SY	2,500	$3.00	$7,500
Subbase	CY	800	$40.00	$32,000
Sedimentation Control System	LF	2,800	$4.00	$11,200
HMA S1.0	TN	700	$120.00	$84,000
HMA S0.5	TN	2,500	$105.00	$262,500
Milling of Bituminous Concrete 0-4"	SY	16,500	$5.00	$82,500
15" R.C. Pipe	LF	100	$75.00	$7,500
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	6,200	$8.00	$49,600
Concrete Sidewalk	SF	11,300	$10.00	$113,000
Concrete Sidewalk Ramp	EA	30	$1,250.00	$37,500
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	350	$45.00	$15,750
Furnishing And Placing Topsoil	SY	800	$8.00	$6,400
Turf Establishment	SY	800	$2.00	$1,600
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	19	$10,000.00	$190,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	11	$3,500.00	$38,500
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	11	$3,100.00	$34,100
8' Aluminum Pedestal	EA	6	$700.00	$4,200
1 Way Pedestrian Signal Pedestal Mounted	EA	4	$650.00	$2,600
2 Way Pedestrian Signal Pedestal Mounted	EA	2	$1,200.00	$2,400
2" Rigid Metal Conduit In Trench/ Roadway	LF	350	$13.00	$4,550
Pedestrian Push Button and Sign	EA	6	$320.00	$1,920
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	2	$250,000.00	$500,000
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$1,735,000
Minor Items (25%)				$434,000
Items Subtotal				$2,169,000
Lump Sum Items				
Clearing and Grubbing (3%)				$65,100
M&P of Traffic (5%)				$108,500
Mobilization (7%)				$151,800
Construction Staking (2%)				$43,400
Incidentals (25%)				$634,000
Contingencies (25%)				$634,000
Total				**$3,806,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 14 - Route 111 at Old Mine Rd and Pequonnock River Trail Xing

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	400	$20.00	$8,000
Rock Excavation	CY	50	$100.00	$5,000
Formation of Subgrade	SY	1,100	$3.00	$3,300
Subbase	CY	300	$40.00	$12,000
Sedimentation Control System	LF	1,000	$4.00	$4,000
HMA S1.0	TN	0	$120.00	$0
HMA S0.5	TN	100	$105.00	$10,500
Milling of Bituminous Concrete 0-4"	SY	500	$5.00	$2,500
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	200	$8.00	$1,600
Concrete Sidewalk	SF	3,300	$10.00	$33,000
Concrete Sidewalk Ramp	EA	2	$1,250.00	$2,500
Bituminous Concrete Sidewalk	SY	3,100	$50.00	$155,000
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	100	$8.00	$800
Turf Establishment	SY	100	$2.00	$200
Trafficperson (Municipal Police Officer)	HR	40	$90.00	$3,600
Utility Pole Relocation	EA	1	$10,000.00	$10,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$252,000
Minor Items (25%)				$63,000
Items Subtotal				$315,000
Lump Sum Items				
Clearing and Grubbing (3%)				$9,500
M&P of Traffic (5%)				$15,800
Mobilization (7%)				$22,100
Construction Staking (2%)				$6,300
Incidentals (25%)				$92,000
Contingencies (25%)				$92,000
Total				**$553,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 15 - Route 111 at Trefoil Plaza and Woodland Hills Driveways

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	250	$20.00	$5,000
Rock Excavation	CY	25	$100.00	$2,500
Formation of Subgrade	SY	800	$3.00	$2,400
Subbase	CY	200	$40.00	$8,000
Sedimentation Control System	LF	800	$4.00	$3,200
HMA S1.0	TN	0	$120.00	$0
HMA S0.5	TN	730	$105.00	$76,650
Milling of Bituminous Concrete 0-4"	SY	5,650	$5.00	$28,250
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	1,300	$8.00	$10,400
Concrete Sidewalk	SF	4,800	$10.00	$48,000
Concrete Sidewalk Ramp	EA	5	$1,250.00	$6,250
Bituminous Concrete Sidewalk	SY	1,750	$50.00	$87,500
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	500	$8.00	$4,000
Turf Establishment	SY	500	$2.00	$1,000
Trafficperson (Municipal Police Officer)	HR	850	$90.00	$76,500
Utility Pole Relocation	EA	7	$10,000.00	$70,000
Landscaping	LS	1	$10,000.00	$10,000
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	2	$700.00	$1,400
1 Way Pedestrian Signal Pedestal Mounted	EA	2	$650.00	$1,300
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	1	$250,000.00	$250,000
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$692,000
Minor Items (25%)				$173,000
Items Subtotal				$865,000
Lump Sum Items				
Clearing and Grubbing (3%)				$26,000
M&P of Traffic (5%)				$43,300
Mobilization (7%)				$60,600
Construction Staking (2%)				$17,300
Incidentals (25%)				$253,000
Contingencies (25%)				$253,000
Total				**$1,518,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 16 - Route 111 at Trefoil Drive and Home Depot Driveway

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	0	$20.00	$0
Rock Excavation	CY	0	$100.00	$0
Formation of Subgrade	SY	0	$3.00	$0
Subbase	CY	0	$40.00	$0
Sedimentation Control System	LF	0	$4.00	$0
HMA S1.0	TN	0	$120.00	$0
HMA S0.5	TN	0	$105.00	$0
Milling of Bituminous Concrete 0-4"	SY	0	$5.00	$0
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	0	$8.00	$0
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	0	$8.00	$0
Turf Establishment	SY	0	$2.00	$0
Trafficperson (Municipal Police Officer)	HR	0	$90.00	$0
Utility Pole Relocation	EA	0	$10,000.00	$0
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	1	$30,000.00	$30,000
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Sign Installation and Pavement Markings	LS	1	$5,000.00	$5,000
Identified Items Subtotal				$35,000
Minor Items (25%)				$9,000
Items Subtotal				$44,000
Lump Sum Items				
Clearing and Grubbing (3%)				$1,300
M&P of Traffic (5%)				$2,200
Mobilization (7%)				$3,100
Construction Staking (2%)				$900
Incidentals (25%)				$13,000
Contingencies (25%)				$13,000
Total				**$78,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 17 - Route 111 at Purdy Hill Road

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	300	$20.00	$6,000
Rock Excavation	CY	50	$100.00	$5,000
Formation of Subgrade	SY	500	$3.00	$1,500
Subbase	CY	200	$40.00	$8,000
Sedimentation Control System	LF	1,500	$4.00	$6,000
HMA S1.0	TN	200	$120.00	$24,000
HMA S0.5	TN	800	$105.00	$84,000
Milling of Bituminous Concrete 0-4"	SY	5,800	$5.00	$29,000
15" R.C. Pipe	LF	25	$75.00	$1,875
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	1,900	$8.00	$15,200
Concrete Sidewalk	SF	7,500	$10.00	$75,000
Concrete Sidewalk Ramp	EA	13	$1,250.00	$16,250
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	400	$8.00	$3,200
Turf Establishment	SY	400	$2.00	$800
Trafficperson (Municipal Police Officer)	HR	1,000	$90.00	$90,000
Utility Pole Relocation	EA	4	$10,000.00	$40,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	1	$3,500.00	$3,500
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	1	$3,100.00	$3,100
8' Aluminum Pedestal	EA	7	$700.00	$4,900
1 Way Pedestrian Signal Pedestal Mounted	EA	6	$650.00	$3,900
2 Way Pedestrian Signal Pedestal Mounted	EA	1	$1,200.00	$1,200
2" Rigid Metal Conduit In Trench/ Roadway	LF	500	$13.00	$6,500
Pedestrian Push Button and Sign	EA	7	$320.00	$2,240
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	1	$30,000.00	$30,000
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$461,000
Minor Items (25%)				$115,000
Items Subtotal				$576,000
Lump Sum Items				
Clearing and Grubbing (3%)				$17,300
M&P of Traffic (5%)				$28,800
Mobilization (7%)				$40,300
Construction Staking (2%)				$11,500
Incidentals (25%)				$168,000
Contingencies (25%)				$168,000
Total				**$1,010,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 18 - Route 111 at Elm Street

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	800	$20.00	$16,000
Rock Excavation	CY	100	$100.00	$10,000
Formation of Subgrade	SY	1,200	$3.00	$3,600
Subbase	CY	400	$40.00	$16,000
Sedimentation Control System	LF	1,400	$4.00	$5,600
HMA S1.0	TN	400	$120.00	$48,000
HMA S0.5	TN	900	$105.00	$94,500
Milling of Bituminous Concrete 0-4"	SY	4,800	$5.00	$24,000
15" R.C. Pipe	LF	25	$75.00	$1,875
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	2,000	$8.00	$16,000
Concrete Sidewalk	SF	3,000	$10.00	$30,000
Concrete Sidewalk Ramp	EA	10	$1,250.00	$12,500
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	0	$8.00	$0
Turf Establishment	SY	0	$2.00	$0
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	3	$10,000.00	$30,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	2	$3,500.00	$7,000
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	2	$3,100.00	$6,200
8' Aluminum Pedestal	EA	6	$700.00	$4,200
1 Way Pedestrian Signal Pedestal Mounted	EA	4	$650.00	$2,600
2 Way Pedestrian Signal Pedestal Mounted	EA	2	$1,200.00	$2,400
2" Rigid Metal Conduit In Trench/ Roadway	LF	300	$13.00	$3,900
Pedestrian Push Button and Sign	EA	6	$320.00	$1,920
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	1	$80,000.00	$80,000
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$610,000
Minor Items (25%)				$153,000
Items Subtotal				$763,000
Lump Sum Items				
Clearing and Grubbing (3%)				$22,900
M&P of Traffic (5%)				$38,200
Mobilization (7%)				$53,400
Construction Staking (2%)				$15,300
Incidentals (25%)				$223,000
Contingencies (25%)				$223,000
Total				**$1,339,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 19 - Cutlers Farm Road at Purdy Hill Road

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	400	$20.00	$8,000
Rock Excavation	CY	50	$100.00	$5,000
Formation of Subgrade	SY	600	$3.00	$1,800
Subbase	CY	200	$40.00	$8,000
Sedimentation Control System	LF	1,700	$4.00	$6,800
HMA S1.0	TN	100	$120.00	$12,000
HMA S0.5	TN	500	$105.00	$52,500
Milling of Bituminous Concrete 0-4"	SY	3,000	$5.00	$15,000
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	1,800	$8.00	$14,400
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	0	$8.00	$0
Turf Establishment	SY	0	$2.00	$0
Trafficperson (Municipal Police Officer)	HR	1,000	$90.00	$90,000
Utility Pole Relocation	EA	2	$10,000.00	$20,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	1	$240,000.00	$240,000
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$474,000
Minor Items (25%)				$119,000
Items Subtotal				$593,000
Lump Sum Items				
Clearing and Grubbing (3%)				$17,800
M&P of Traffic (5%)				$29,700
Mobilization (7%)				$41,500
Construction Staking (2%)				$11,900
Incidentals (25%)				$173,000
Contingencies (25%)				$173,000
Total				**$1,040,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 20 - Spring Hill Road at Cutlers Farm Road

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	0	$20.00	$0
Rock Excavation	CY	0	$100.00	$0
Formation of Subgrade	SY	0	$3.00	$0
Subbase	CY	0	$40.00	$0
Sedimentation Control System	LF	0	$4.00	$0
HMA S1.0	TN	0	$120.00	$0
HMA S0.5	TN	0	$105.00	$0
Milling of Bituminous Concrete 0-4"	SY	0	$5.00	$0
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	0	$8.00	$0
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	0	$8.00	$0
Turf Establishment	SY	0	$2.00	$0
Trafficperson (Municipal Police Officer)	HR	0	$90.00	$0
Trafficperson (Uniformed Flagger)	HR	0	$35.00	$0
Utility Pole Relocation	EA	0	$10,000.00	$0
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Sign Installation and Pavement Markings	LS	1	$1,000.00	$1,000
Identified Items Subtotal				$1,000
Minor Items (25%)				$0
Items Subtotal				$1,000
Lump Sum Items				
Clearing and Grubbing (3%)				$0
M&P of Traffic (5%)				$100
Mobilization (7%)				$100
Construction Staking (2%)				$0
Incidentals (25%)				$0
Contingencies (25%)				$0
Total				**$1,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 21 - Spring Hill Road at Trumbull Transfer Station

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	1,100	$20.00	$22,000
Rock Excavation	CY	150	$100.00	$15,000
Formation of Subgrade	SY	1,700	$3.00	$5,100
Subbase	CY	600	$40.00	$24,000
Sedimentation Control System	LF	1,000	$4.00	$4,000
HMA S1.0	TN	400	$120.00	$48,000
HMA S0.5	TN	900	$105.00	$94,500
Milling of Bituminous Concrete 0-4"	SY	3,700	$5.00	$18,500
15" R.C. Pipe	LF	350	$75.00	$26,250
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	2,600	$8.00	$20,800
Concrete Sidewalk	SF	4,900	$10.00	$49,000
Concrete Sidewalk Ramp	EA	4	$1,250.00	$5,000
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	1,700	$8.00	$13,600
Turf Establishment	SY	1,700	$2.00	$3,400
Trafficperson (Municipal Police Officer)	HR	2,150	$90.00	$193,500
Utility Pole Relocation	EA	0	$10,000.00	$0
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	2	$3,500.00	$7,000
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$550,000
Minor Items (25%)				$138,000
Items Subtotal				$688,000
Lump Sum Items				
Clearing and Grubbing (3%)				$20,600
M&P of Traffic (5%)				$34,400
Mobilization (7%)				$48,200
Construction Staking (2%)				$13,800
Incidentals (25%)				$201,000
Contingencies (25%)				$201,000
Total				**$1,207,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 22 - Route 25 at Crescent Place South End

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	0	$20.00	$0
Rock Excavation	CY	0	$100.00	$0
Formation of Subgrade	SY	0	$3.00	$0
Subbase	CY	0	$40.00	$0
Sedimentation Control System	LF	0	$4.00	$0
HMA S1.0	TN	0	$120.00	$0
HMA S0.5	TN	0	$105.00	$0
Milling of Bituminous Concrete 0-4"	SY	0	$5.00	$0
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	100	$8.00	$800
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	100	$8.00	$800
Turf Establishment	SY	100	$2.00	$200
Trafficperson (Municipal Police Officer)	HR	0	$90.00	$0
Trafficperson (Uniformed Flagger)	HR	0	$35.00	$0
Utility Pole Relocation	EA	0	$10,000.00	$0
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Sign Installation and Pavement Markings	LS	1	$1,000.00	$1,000
Identified Items Subtotal				$3,000
Minor Items (25%)				$1,000
Items Subtotal				$4,000
Lump Sum Items				
Clearing and Grubbing (3%)				$100
M&P of Traffic (5%)				$200
Mobilization (7%)				$300
Construction Staking (2%)				$100
Incidentals (25%)				$1,000
Contingencies (25%)				$1,000
Total				**$7,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 23 - Route 25 at Crescent Place North End

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	50	$20.00	$1,000
Rock Excavation	CY	5	$100.00	$500
Formation of Subgrade	SY	50	$3.00	$150
Subbase	CY	25	$40.00	$1,000
Sedimentation Control System	LF	0	$4.00	$0
HMA S1.0	TN	10	$120.00	$1,200
HMA S0.5	TN	50	$105.00	$5,250
Milling of Bituminous Concrete 0-4"	SY	400	$5.00	$2,000
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	150	$8.00	$1,200
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	100	$8.00	$800
Turf Establishment	SY	100	$2.00	$200
Trafficperson (Municipal Police Officer)	HR	40	$90.00	$3,600
Utility Pole Relocation	EA	0	$10,000.00	$0
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Sign Installation and Pavement Markings	LS	1	$1,000.00	$1,000
Identified Items Subtotal				$18,000
Minor Items (25%)				$5,000
Items Subtotal				$23,000
Lump Sum Items				
Clearing and Grubbing (3%)				$700
M&P of Traffic (5%)				$1,200
Mobilization (7%)				$1,600
Construction Staking (2%)				$500
Incidentals (25%)				$7,000
Contingencies (25%)				$7,000
Total				**$41,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 24 - Route 25 at Mill Street

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	0	$20.00	$0
Rock Excavation	CY	0	$100.00	$0
Formation of Subgrade	SY	0	$3.00	$0
Subbase	CY	0	$40.00	$0
Sedimentation Control System	LF	0	$4.00	$0
HMA S1.0	TN	0	$120.00	$0
HMA S0.5	TN	0	$105.00	$0
Milling of Bituminous Concrete 0-4"	SY	0	$5.00	$0
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	0	$8.00	$0
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	0	$8.00	$0
Turf Establishment	SY	0	$2.00	$0
Trafficperson (Municipal Police Officer)	HR	0	$90.00	$0
Trafficperson (Uniformed Flagger)	HR	0	$35.00	$0
Utility Pole Relocation	EA	0	$10,000.00	$0
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	0	$3,500.00	$0
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Sign Installation and Pavement Markings	LS	1	$1,000.00	$1,000
Identified Items Subtotal				$1,000
Minor Items (25%)				$0
Items Subtotal				$1,000
Lump Sum Items				
Clearing and Grubbing (3%)				$0
M&P of Traffic (5%)				$100
Mobilization (7%)				$100
Construction Staking (2%)				$0
Incidentals (25%)				$0
Contingencies (25%)				$0
Total				**$1,000**

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Route 25 & 111 Transportation Planning Study
Opinion of Probable Construction Cost for
Plan 25 - Route 25 at Old Turnpike Road Realigned

Item	Unit	Quantity	Price	Amount
Earth Excavation	CY	200	$20.00	$4,000
Rock Excavation	CY	20	$100.00	$2,000
Formation of Subgrade	SY	300	$3.00	$900
Subbase	CY	100	$40.00	$4,000
Sedimentation Control System	LF	500	$4.00	$2,000
HMA S1.0	TN	50	$120.00	$6,000
HMA S0.5	TN	100	$105.00	$10,500
Milling of Bituminous Concrete 0-4"	SY	300	$5.00	$1,500
15" R.C. Pipe	LF	0	$75.00	$0
Concrete Curbing	LF	0	$35.00	$0
Bituminous Concrete Lip Curbing	LF	900	$8.00	$7,200
Concrete Sidewalk	SF	0	$10.00	$0
Concrete Sidewalk Ramp	EA	0	$1,250.00	$0
Bituminous Concrete Sidewalk	SY	0	$50.00	$0
Bituminous Concrete Driveway	SY	0	$45.00	$0
Furnishing And Placing Topsoil	SY	2,000	$8.00	$16,000
Turf Establishment	SY	2,000	$2.00	$4,000
Trafficperson (Municipal Police Officer)	HR	200	$90.00	$18,000
Trafficperson (Uniformed Flagger)	HR	0	$35.00	$0
Utility Pole Relocation	EA	1	$10,000.00	$10,000
Landscaping	LS	0	$0.00	$0
Type "C" Catch Basin	EA	0	$3,500.00	$0
Type "CL" Catch Basin	EA	1	$3,500.00	$3,500
Manhole	EA	0	$3,100.00	$0
8' Aluminum Pedestal	EA	0	$700.00	$0
1 Way Pedestrian Signal Pedestal Mounted	EA	0	$650.00	$0
2 Way Pedestrian Signal Pedestal Mounted	EA	0	$1,200.00	$0
2" Rigid Metal Conduit In Trench/ Roadway	LF	0	$13.00	$0
Pedestrian Push Button and Sign	EA	0	$320.00	$0
Traffic Control Foundation-Pedestal-Type I	EA	0	$520.00	$0
New Traffic Signal (State-owned)	LS	0	$250,000.00	$0
New Trafffic Signal (Locally-owned)	LS	0	$240,000.00	$0
Minor Signal Modification	LS	0	$30,000.00	$0
Major Signal Modification	LS	0	$80,000.00	$0
Utility Relocation	LS	0	$7,000.00	$0
Identified Items Subtotal				$90,000
Minor Items (25%)				$23,000
Items Subtotal				$113,000
Lump Sum Items				
Clearing and Grubbing (3%)				$3,400
M&P of Traffic (5%)				$5,700
Mobilization (7%)				$7,900
Construction Staking (2%)				$2,300
Incidentals (25%)				$33,000
Contingencies (25%)				$33,000
Total				**$198,000**

APPENDIX P

Public Comment Summary

Tighe&Bond

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Public Comment Summary

Comment ID	Person/Entity	Submitted Via	Date
1	Public Information Meeting #1	Meeting	4/6/2016
2	Philip Aquilina Jr. (philipaquilinajr@gmail.com)	Letter	5/3/2016
3	Regency Meadows Condo Association	Letter	5/21/2016
4	Matthew Palmieri (mattsweather1@aol.com)	Email	12/5/2016
5	Public Information Meeting #2	Meeting	4/27/2017
6	Regency Meadows Condo Association	Letter	6/14/2017
7	Karen Burnaska (karenb01@earthlink.net)	Comment Card	6/13/2018
8	Public Information Meeting #3	Meeting	6/13/2018
9	Brian Quinn (brian@brianquinn.com)	Website	7/16/2018
10	Robert Cody (jobsearch.rootword@outlook.com)	Website	9/10/2018
11	Rosemary Volpe	Website	1/31/2019

MEETING SUMMARY Tighe&Bond

Public Information Meeting #1: Engineering Planning Study for Route 25 and 111 – Monroe and Trumbull, CT

TO: Project Website Project Team

ATTENDEES: Sign-in Sheet (attached)

FROM: Christopher Granatini, P.E., Tighe & Bond

DATE: April 20, 2016

On April 20, 2016, a Public Information Meeting was held at the Monroe Elementary School. The meeting was the kickoff of the Public Involvement program for the Route 25/111 Engineering Planning Study (the Study) in Monroe and Trumbull, CT. This memo summarizes the meeting in two sections, the events of the meeting and the feedback received from the public on the study area. The public's comments were provided on three key topics, Traffic Operations and Safety, Economic Development, and Alternative Travel Modes (Bike/Ped/Transit).

Meeting Events

1. The meeting began with First Selectman Steve Vavrek of Monroe and First Selectman Tim Herbst of Trumbull explaining the impetus behind the Study. The First Selectmen explained that the Study builds on the collaborative work both communities have undertaken to solve regional and local transportation issues and to promote economic development along the 25/111 corridors.

2. A brief presentation was given by Christopher Granatini, the Project Manager for the lead Study consultant Tighe & Bond. The presentation included a summary of the Study team and their roles, the Study area, the Study scope, goals and objectives, and a summary of the public involvement program. Chris explained that the ultimate goal of the Study was to create a comprehensive transportation improvement plan based on the vision of the Towns. The Towns and METROCOG will use this planning document to help prioritize improvements, seek funding for the corridors and address current deficiencies and future needs. A copy of the presentation handout is attached.

3. Following the presentation of the background information, Francisco Gomes of Fitzgerald & Halliday, sub-consultant on the Study team, discussed the open house process that would guide the Public Informational Meeting. Francisco instructed the public to divide into three groups which would rotate between three stations (listed below). The groups were instructed to spend 10-15 minutes at each station to provide feedback to the study team:

    - Traffic Operations and Safety
    - Economic Development
    - Alternative Travel Modes – Pedestrian, Bicycle, and Transit

    Francisco explained that the goal of the meeting was to understand the strengths (if any), weaknesses / issues, and ideas for improving the corridors for each of the topic areas from the public's perspective. He explained that the feedback will assist the Study team in focusing on the goals, objectives, and ultimately the proposed improvements on the key issues identified by the public.

4. The Public Feedback section provides a summary of the issues discussed by the public at each of the three stations.

5. Following the public feedback period, the focus area leaders summarized the discussions and highlighted several of the key concerns. The meeting facilitators also fielded some additional questions from the public.

6. The meeting concluded with a brief discussion of the next steps of the process. Data collection would start Monday, April 25th, a Technical Advisory Committee Meeting will be scheduled for May, and the next public information meeting in the Fall/Winter of this year following the data collection and analysis.

7. The final slide in the presentation handout includes contact information for key study team members and the link to the project webpage. The webpage will be updated throughout the duration of the Study for public review and comment.

Public Feedback

Station 1: Traffic and Safety

- **Congestion and Safety Issues:**
    - Bottle-necks in the area of:
        - Route 111 from McDonalds to Big Y
        - Route 25 merge to one lane west of Route 111
        - Route 25 on Brook Street to Route 59
    - Monroe Elementary School during weekday morning school operations and on Saturday and Sunday for extra-curricular activities
    - Emergency vehicle access along corridor during congested periods
    - Congestion during traffic incidents on either corridor
    - Trumbull transfer station on Spring Hill Road during Saturday peaks - review the need for turn lanes
    - Insports – congestion during Saturday activities with vehicles parking on roadway
    - Edge/Chips plaza – review the need for a traffic light, general lack of parking, and site egress during heavy volume on Route 111
    - Concerns were noted about the pending impact of Walmart development traffic on existing congestion once the development opens
    - Access from Old Turnpike Road onto Route 25
    - Northbrook Drive – need light (north of study area)
    - Route 111 trail crossing is a safety concern

- **Cut-through Traffic Issues:**
    - Corridor to corridor using Spring Hill Road, Purdy Hill Road, Cutler's Farm Road, Cross Hill Road and Pepper Street
    - Brook Street to Pepper Street to by-pass Route 25 to industrial park to north
    - Northbrook Drive between Route 25 and Pepper Street (north of Study area)
- **Location Specific Issues & Suggested Treatments:**
    - Tashua Road – review the need for the existing traffic signal
    - Consolidate access to Route 25 from Crescent Place, Autumn Drive and Maple Drive
    - Route 111 southbound right turn lane onto Route 25
    - Flooding of Route 25 between Brook Street and Monroe Animal Hospital
    - McDonalds – review need for protected left turn entering the site
    - Purdy Hill Road at Route 111 – need southbound left turn arrow
    - St. Stephens and Spring Meadows – review need for traffic signal, particularly following church services – currently controlled by police officer
- **Corridor-Wide Issues & Suggested Treatments:**
    - Widen 25 to four lanes
    - Will the study review a better/alternative connection to Interstate 84 for regional traffic – no regional freeway connection
    - Lack of signal synchronization along corridors
    - Speeding entering congested areas on both corridors
    - Install charging stations for electric vehicles
    - Lack of connectivity on side streets from Route 111 to other local roads – ex. Technology Drive

Station 2: Economic Development

- **Weaknesses / Issues:**
    - Concerns related to planned and approved development within the area and impact on existing congestion issues
    - Roadway widening has not been continuous – developments need to be accountable for traffic added to the roadway system

- Several small developments have resulted in fragmented spot improvements along both corridors
- Limited right of way along both corridors
- Review zoning regulations to determine if revisions and improvements are warranted
- Access to developments along corridor is dangerous due to high speeds and congestion
- Need more information on planned developments coming to the area
- Lack of sidewalks along areas with businesses

- **Ideas:**
  - Consider utility infrastructure improvements during all roadway improvement projects to serve existing and future needs
  - Create a Development Master plan for the area to guide future development
  - Renovate existing vacant buildings instead of adding new development
  - Create a town center in Monroe to focus economic development and investment
  - Designate by-pass or alternate routing for Route 25 at times of accidents/incidents

Station 3: Alternative Modes

- **Strengths:**
  - Pequonnock River Trail
  - Emerging sidewalk infrastructure
- **Weaknesses / Issues:**
  - Speed and volume of traffic on Route 111, 25, and local roads
  - Lack of the following facilities along the corridors:
    - Crosswalks at intersections and sidewalks
    - Bus stop identification or amenities
    - Bike lanes or sufficient shoulder width to facilitate biking on roadways
  - Unsafe and unmarked crossings at intersections
  - Pequonnock River Trail Crossing at Route 111 is difficult and flashing beacons do not seem to have the desired effect

- Route 25/111 intersection is difficult to navigate as a pedestrian
- The Village Square to McDonald's (near Monroe Elementary) crosswalk does not have a protected pedestrian phase
- Zoning regulations in both Monroe and Trumbull don't require sidewalks, residents often turn out at hearings to request them
- Route 25 and Route 111 are generally unsafe for walking, yet there is a walking demand, forcing people to walk in the roadway due to a lack of sidewalks
- Adjacent shopping centers and stores don't have pedestrian connections to reduce the need for plaza to plaza vehicle trips
- There is a lack of waiting areas and bus shelters at bus stops. Bus riders use the buses to access jobs at stores and businesses in the study area and are often forced to stand in the roadway to wait for the bus.

- **Ideas:**
  - Develop a continuous pedestrian network in the form of continuous sidewalks on both sides of Route 25 and Route 111
  - Add crosswalks at high demand locations and improve existing crosswalks- add crosswalks to the Route 25/111 intersection
  - Expand the Pequonnock River Trail to better connect to planned and existing trails in the region so that the trail is practical to use for both recreation and as a transportation alternative
  - Provide pedestrian connections between adjacent retail areas so that shoppers can park once and visit more than one destination on foot
  - Add paved waiting areas and bus shelters at bus stops, provide sidewalks leading to those stops
  - Provide bicycle lanes on the roads or bicycle paths adjacent to the roadway
  - Extend Greater Bridgeport Transit routes north to planned roundabout at Route 110
  - Add sidewalk requirements to the zoning regulations of both towns

Route 25 and 111 Engineering Planning Study Public Information Meeting
4/20/2016 - 6:30 pm
Monroe Elementary School

Name	Town	Email
First Selectman Steve Vavrek	Town of Monroe	
First Selectman Timothy Herbst	Town of Trumbull	
Scott Schatzlein, Town Engineer	Town of Monroe	
William Agresta, Town Planner	Town of Monroe	
Bill Maurer, Asst. Town Engineer	Town of Trumbull	
Brian Bidoli	METROCOG	
Meghan Sloan	METROCOG	
Matt Fulda	METROCOG	
Christopher Granatini	Tighe & Bond	
Craig Yannes	Tighe & Bond	
Dana Huff	Tighe & Bond	
Stacy Graham-Hunt	Fitzgerald & Halliday	
Francisco Gomes	Fitzgerald & Halliday	
Public Attendees		
Tony D'Aquila	Trumbull	eaglenest@att.net
Jim Wendt	Monroe ZBA	jwendt@fairfieldct.org
Samuel Miller	Trumbull	samuelmiller1@aol.com
Mike Porsella	Trumbull	mjporsella@gmail.com
Patrick O'Hara	Monroe P&Z	
Margaret Lee	Monroe	margaretL0720@gmail.com
Maria Yerma	Monroe	mariahverma@yahoo.com
Carol Ahern	Trumbull	muf909@gmail.com
Ed Ahern	Trumbull	furnone@gmail.com
Karen French	Monroe	shutlles1@aol.com
Doug Wenz	Trumbull	dwenz@trumbull-ct.gov
Robert Painter	Monroe	rbakalar@trumbull-ct.gov
Joseph M Bouchard	Monroe	JMBouchard@fairfield.edu
Julie Heussner	Trumbull	hah105@yahoo.com
Shelby Levino	Trumbull	slevino@gmail.com
Jennifer Baranello	Monroe	jbaranello@yahoo.com
Joanne Orme	Trumbull	joanne_orme@msn.com
Barbara Fahr	Monroe	bfahr@monroect.org
Kevin Solli	Monroe	kevin@sollillc.com
Dennis Condon	Monroe	condon41@msn.com
Veronica Condon	Monroe	condon41@msn.com
Rina Bakalar	Trumbull	
Sue Waters	Monroe	suethejamlady@gmail.com
Lynn Nordyk	Monroe	lnordyk@earthlink.com
Ray Cummings	Trumbull	cummingsrc@aol.com
Bill Blasé	Trumbull	wblase@wtblase.com
Phil Aquilina	Monroe	philipaquilinajr@gmail.com

Route 25 and 111 Engineering Planning Study Public Information Meeting
4/20/2016 - 6:30 pm
Monroe Elementary School

Name	Town	Email
Ashish Verma	Monroe	axverma@gmail.com
Lee Hossler	Monroe	dlhossler@sbcglobal.net
Peter Galant	Trumbull	pbgalant@tighebond.com
David Forte	Monroe	dj_forte@sbcglobal.net
Matthew Palmieri	Monroe	mattsweather1@aol.com
Collene Byrne	Monroe	collene@sollillc.com
Jay Kielor	Monroe	jay@sollillc.com
John Cardinale	Trumbull	info@carindaleautoservice.com
George Marr	Monroe	gsmarr@yahoo.com
Tracy Lewis	Monroe	Tlewis@lewisassocaites.net
Tom Orsitto	Monroe	woodyhollow@charter.net
Vida Stone	Monroe	vstone@monroect.org
Jon Stone	Monroe	jstone@monroect.org
Vicki Tesoro	Trumbull	footscevic@aol.com
Jon Richter	Monroe	jarichter79@gmail.com
Brian Quinn	Monroe	brian@brianquinn.com
John Signes	Trumbull	siglinux@snet.net
Karen Signes	Trumbull	siglinux@snet.net
Paul Lisi	Monroe	plisi@antinozzi.com

Public Information Meeting
Engineering Planning Study for Route 25 and Route 111
Monroe and Trumbull, Connecticut

April 20, 2016

Presentation Team

Brian Bidolli, Connecticut Metropolitan Council of Governments

Steve Vavrek, First Selectman, Town of Monroe

Timothy Herbst, First Selectman, Town of Trumbull

Christopher Granatini, P.E., Project Manager

Agenda

- Study Team & Roles
- Study Area
- Project Scope
- Project Goals & Objectives
- Public Involvement
- Public Information Meeting Goals
- Open House
- Summary & Next Steps

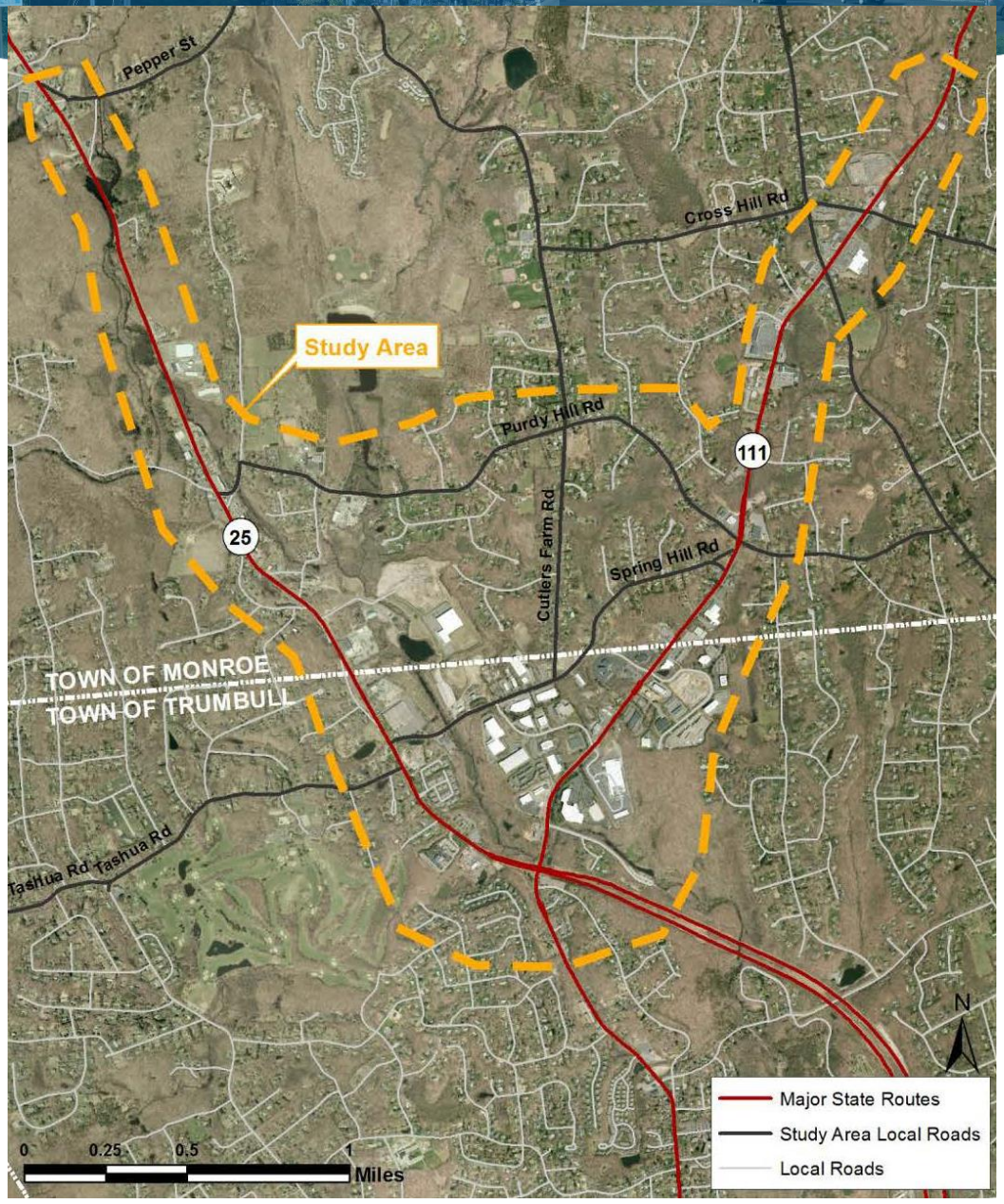
METROCOG
Connecticut Metropolitan Council of Governments

Tighe&Bond

Study Team & Roles

- Connecticut Metropolitan Council of Governments (METROCOG)
- Towns of Monroe and Trumbull
- Connecticut Department of Transportation (CTDOT)
- Tighe & Bond – Prime Consultant
- Fitzgerald & Halliday – Sub-Consultant

Study Area


Pepper St
Cross Hill Rd
Study Area
Purdy Hill Rd
111
25
Cutlers Farm Rd
Spring Hill Rd
TOWN OF MONROE
TOWN OF TRUMBULL
Tashua Rd
Tashua Rd
N
0
0.25
0.5
1
Miles
Major State Routes
Study Area Local Roads
Local Roads

Project Scope

- Data Collection
- Traffic Engineering & Operations Analysis
- Safety Assessment
- Future Growth Scenarios
- Improvement Alternatives
- Final Report

TOWN OF MONROE 1823 CONNECTICUT

SEAL TOWN OF TRUMBULL CONNECTICUT INCORPORATED 1797

METROCOG Connecticut Metropolitan Council of Governments

CONNECTICUT DEPARTMENT OF TRANSPORTATION

Tighe&Bond

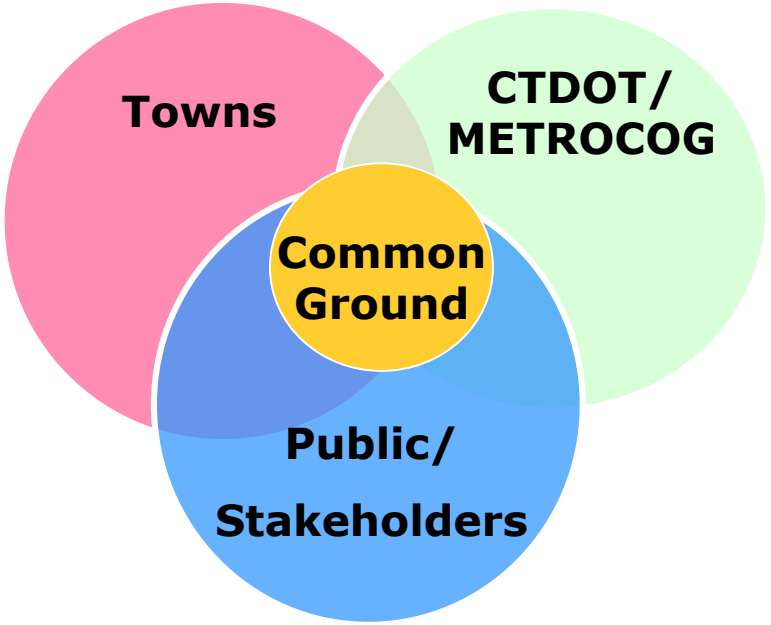
Goals & Objectives

- **Develop cost effective transportation infrastructure alternatives to improve traffic operations**
- **Safely accommodate future development opportunities along the corridors and within the region**
- **Develop solutions that provide the infrastructure to improve mobility for alternative travel modes**
- **Develop a comprehensive transportation improvement plan providing a vision to prioritize improvements on the corridor to address current deficiencies and future corridor needs.**

TOWN OF MONROE 1823 CONNECTICUT
TOWN OF TRUMBULL CONNECTICUT INCORPORATED 1797
METROCOG Connecticut Metropolitan Council of Governments
CONNECTICUT DEPARTMENT OF TRANSPORTATION
Tighe&Bond

Public Involvement Program

- Technical Advisory Committee (4)
- Community Advisory Committee (2)
- Public Information Meetings (3)
- Project Website



METROCOG
Connecticut Metropolitan Council of Governments

Tighe&Bond

Information Meeting Goals

- **Receive Feedback from YOU!**
- **Begin to Understand Local Issues and Experiences in the Study Area**
- **Identify Important Issues and Deficiencies to Mitigate**
- **Develop a Study Vision Framework to Guide the Study Team during Development of Improvement Concepts**

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TOWN OF TRUMBULL CONNECTICUT INCORPORATED 1797
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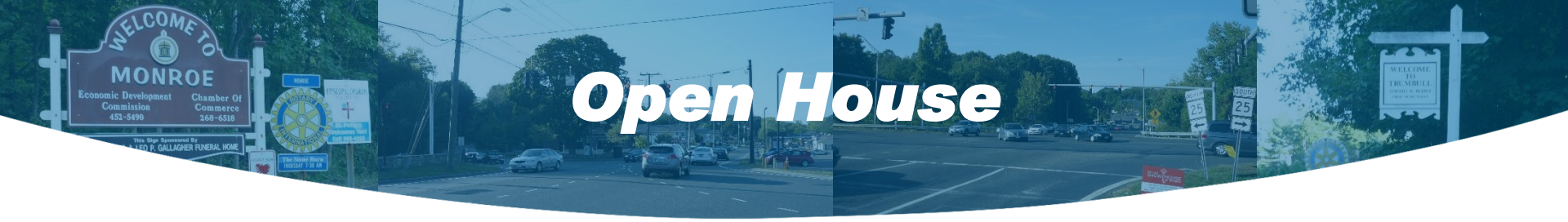

Open House

- **3 Learning Stations**
  - Traffic Operations and Safety Issues
  - Alternative Travel Modes – Bicycle / Pedestrian / Transit
  - Economic Development
- **10-15 Minutes at Each Station to Discuss Issues**
- **Summary of Comments by Project Team**

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CONNECTICUT DEPARTMENT OF TRANSPORTATION
Tighe&Bond

Station Leaders

- **Traffic Operations and Safety**
  - Chris Granatini – Tighe & Bond
  - Craig Yannes – Tighe & Bond
- **Alternative Travel Modes**
  - Matt Fulda - METROCOG
  - Francisco Gomes – Fitzgerald & Halliday
- **Economic Development**
  - Dana Huff – Tighe & Bond
  - Stacy Graham Hunt– Fitzgerald & Halliday

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Next Steps & Contact Information

- **Next Steps:**
  - Data Collection: Starting April 25th through mid-June
  - Technical Advisory Committee Meeting: May 2016
  - Next Public Information Meeting: Fall/Winter 2016
- **Contact Information:**
  - METROCOG: Matthew Fulda, Regional Planner
    mfulda@ctmetro.org - 203.366.5405 x28
  - MONROE: Will Agresta, Planning & Zoning Administrator
    wagresta@monroect.org - 203.452.8628
  - TRUMBULL: Rob Librandi, Land Use Planner
    rlibrandi@trumbull-ct.gov - 203.452.5047
- **Study Webpage: http://bit.ly/Route-25-111-Study**

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METROCOG Connecticut Metropolitan Council of Governments
CONNECTICUT DEPARTMENT OF TRANSPORTATION
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Public Comment #2

Untitled

Bicycle Bridge over Rte 111, Current situation is too dangerous → critical

Need sensors on traffic lights that will keep lights green longer especially at rush hour.

Especially at Rte 111, Purdy Hill, Elm, Cross Hill

Need loops to tell signals no one in left hand turns

Also at Rte 25 and Spring, Purdy Hill and Rte 59

Need sidewalks to connect to each other, you are requiring sidewalks in front of new construction, but not in front of existing
structures, ie Monroe El, Bank of America, Village square etc...

We need sidewalks cleared of snow, State plows the snow on the walks, owners do not make any attempt to clean them??

I was told it is anti Business to inforce the law??

We need wider breakdown lanes, for disabled vehicles and for pedestrians that may walk or ride their bikes, especially on

Rte 111 from Big Y east.

TRAFFIC LIGHT @ THE EDGE CLUB

PHILIPAQUILINAJR@GMAIL.COM

Public Comment #3

Regency Meadows

At Trumbull

May 21, 2016

First Selectman Herbst,

As a resident of Regency Meadows, Trumbull, Ct. and the President of our Condo Association, I wanted to take this opportunity to express the thoughts and concerns of all 81 residents in our community as it relates to the "Route 25/111 Engineering Planning Study." I am specifically concerned about any future plans for Route 25 that might make a currently dangerous situation worse and create an inevitable future calamity with increased speeds and additional traffic lanes at our door step.

As background to my "introduction," I recently had the opportunity to attend the initial meeting regarding the "Route 25/111 Engineering Planning Study." Unfortunately, I left the meeting with the distinct impression that there is a predisposition for many decisions regarding this significant project and that the study is simply a formality to offer a vehicle for residents to vent. I hope my initial cynicism is proven wrong. The basis of this unsettled feeling is the impression that Monroe has a problem and the solution resides in Trumbull!

Even prior to the announcement of the aforementioned study the residents of Regency Meadows have expressed grave concerns related to the current extremely dangerous daily traffic situation entering and exiting Regency Meadows at our only entry on Route 25. During certain hours of the day, it is virtually impossible to exit on to Rt 25 heading south. Unfortunately, automobiles and trucks routinely reach speeds in excess of 50 and 60 MPH in both directions. Of course, my fears are exacerbated by the demographic residing and driving to and from our homes. The fact that the Regency Meadows community is populated by seniors in an age range of 55 to late 80's only underscores the daily danger. In addition to Regency Meadows I believe that St. Stephen's Church, Spring Meadows, White Birch Nursery, and Cedar Hill Drive may all become victims of

the ambition of Monroe and the State as it relates to the eventual extreme traffic created by the planned Walmart, the Pond View Project, and the Shops At Victoria Place.

The expectation of an expansion of Route 25 as an accommodation to the planned commercial outlets can only be described as a potential catastrophe to the surroundings and the residents of Trumbull. It is equally clear to me as to the motivation of our Monroe neighbors, simply stated, revenue. After all, the negative impact of the colossal increase in Route 25 traffic will have a far greater impact on residents of Trumbull.

I am sending this plea to you since it is obvious there is an inadequate plan to discuss this project with residents, since the only expected follow-up meeting will be sometime in September. In your role as Trumbull's First Selectman, I expect that you will carry and communicate the alarm being expressed in our Community.

One side note. That is, in the event the State considers further development of Spring Hill Road, perhaps the State could find a way to provide a modest entrance/exit from that venue into Regency Meadows. This option might mitigate the necessity for a traffic signal on Route 25 at the Regency Meadows entrance.

Just to reiterate. As the representative of Regency Meadows residents I am vehemently opposed to any expansion of Route 25 in an effort to satisfy the needs of Walmart, the Shops At Victoria Place, and Pond View Shopping Center. While the Walmart Project was quietly approved, I hope Trumbull opposition to the 2 additional projects, as well as, any expansion of Route 25 will be insured and conveyed. Hopefully, before anyone is maimed or killed by any increase in traffic and speeds along Route 25.

First Selectman Herbst, I would like to sincerely thank you for representing our interests, as well as, looking out for our safety and quality of life here in Trumbull. If you would like to discuss our concerns in person just let me know.

Respectfully,

R.C. Cummings, President

Public Comment #4

From: Matt's Weather [mailto:mattsweather1@aol.com]
Sent: Monday, December 05, 2016 1:16 PM
To: Matt Fulda
Cc: svavrek@monroect.org
Subject: Route 25 & 111 Study Questions - From: Matthew Palmieri

Hi Matthew,

I'm a resident in the town of Monroe. Over the last couple months I've been in communication with First Selectmen Steve Vavrek about a few transportation concerns in the area. He has resolved some of my concerns and for my remaining concerns he has referred me to you and the Traffic Study that is underway that is looking at Routes 25 and 111. I actually attended the initial public information meeting about the study earlier this year, unfortunately, I wasn't able to stay for the entire meeting so I missed the part for public input - though I did review the summary of the meeting that's posted online and I'm looking forward to seeing some of those things addressed. Below I've listed my concerns in the areas in or near the limits of the study, please let me know any thoughts you have on these.

1. I've noticed that the intersection of Cross Hill Road and Elm Street has become busier over the years. I think a traffic light is warranted at this intersection, if not perhaps at least a flashing beacon similar to the one at Route 110 and Moose Hill Road. It seems to have gotten far busier at Cross Hill and Elm in the years following the Stop & Shop and other new businesses opening along the route 111 corridor. I'm not sure if this is something that the study could look at since the specific intersection I'm talking about is a local road not a state road and I'm not sure that it's within the limits of the study, though it is just west of Route 111 and Cross Hill Road and it's just northwest of Route 111 and Elm Street which are both a signal controlled intersections within the study area.

2. I understand that routes 25, 111, and 110 are all state roads and all the traffic lights along them are maintained by the state DOT and any traffic lights on local roads would be town maintained. So any lights at Cross Hill and Elm would be town maintained. As I thought about it, I don't think that Monroe currently has any traffic lights that are solely on local roads. I think all current traffic lights within the town are along state roads, is this correct?

3. Over recent weeks I've noticed some work being done to either repair or replace faulty loop detectors at many of the traffic lights within the study area and I've definitely noticed some improvement in traffic after this was done. I'm not sure about every light within the study area but I know that only some of the lights within the study area had loop detector work done. It's clear that the lights at Route 111 and Elm Street, the Stop & Shop Plaza, and Cross Hill Road have been done as the changes in the timing of the lights is like night and day. However, it's also clear that the light at 111 and the BigY Plaza as well as 111 and Village Square/McDonalds have not been done. Are they slated to be done and it just hasn't happened yet or is there reasoning for not working on the loop detectors at these intersections?

I also wanted to note that I think this having been done at the light at Route 111 and Elm Street was also a major safety improvement. I'm not sure if you realized this but the default way the light at this intersection used to go through its cycles was it would give north and south Route 111 left turn lanes onto Elm Street the green protected left turn arrow while traffic continuing straight north and south on Route 111 still had a red light. The danger was when that left turn only green arrow would appear while the light was also still red for north and south Route 111 traffic going straight I've seen people intending to go straight begin to do so when they saw the green arrow light and then jam on their brakes when they realized it was just the green arrow for the left turn and they still had the red light. A time or two I've even seen some people go straight through the red light when the green arrow would appear with the red light and thankfully no one was turning left from the other direction at the same time! - Now since all the loop detectors at this intersection are functional, the green left turn arrow only comes on when cars are waiting in the left turn lane and when there are, the green arrow only comes on with the solid green in the same direction while holding traffic going the other direction on Route 111 at a solid red until the left turn cycle for the other direction is complete, it's much smoother going through this spot now.

4. At the heart of this study is the major Route 111 and 25 intersection, what's being considered for implementation for improvements here? I know one of the things listed in the meeting summary was that people would like to see a separate right turn lane from south Route 111 to turn right onto north Route 25. Though, is anything been considered for traffic control tech upgrades? Perhaps motion detection cameras that impact the timing of the signals in real time more efficiently and more reliability than the loop detectors. This "motion detection" technology has been implenmented at traffic lights all around downtown New Haven near where I go to school at Gateway Community College and it certainly helps things flow nicely in the very busy downtown area.

5. I was also concerned about the visibility of an intersection outside of the study area but not far from it at Route 110 and Wheeler Road. There have been occasional accidents here over the years and I feel like a flashing beacon is warranted at this intersection that would flash yellow for north and south Route 110 and red for Wheeler Road traffic. Perhaps making this intersection a 4-way stop with a red flashing beacon in all directions could be another option to look at - though that option may not be great for traffic flow with this intersection's proximity to the much busier 4-way stop at Route 110 and Moose Hill Road.

6. Lastly, I am aware of the Roundabout intersection that is going to start being constructed at Route 111/110 in Spring 2017. While this is also outside of the study area I feel it's worth mentioning that with the proximity of this intersection to Route 110 and Moose Hill Road, perhaps this intersection should be examined to see how the roundabout might change traffic flow through this intersection. Currently, Route 110 and Moose Hill Road is so busy sometimes that I feel like the current 4-way stop with the flashing beacons can be inefficient and and sometimes hazardous when people can't decide who's turn it is to go when 4 cars stop at once from all directions at this intersection. So perhaps options for a traffic signal could be examined.

I know I've asked you about a lot of different things and I really appreciate you taking the time to take to read through them. I look forward to hearing from you.

Thanks,

-Matthew Palmieri

CC: Steve Vavrek

Public Comment #5

MEETING SUMMARY Tighe&Bond

Route 25/111 Public Info Meeting 2

TO: Communities of Trumbull & Monroe

ATTENDEES: See Attached Sign-in Sheet

FROM: Christopher Granatini, P.E.

DATE: April 27, 2017

On April 27, 2017, the second Route 25/111 Engineering Planning Study Public Info Meeting was held at the Monroe Elementary School. The following are discussion items from this meeting.

Discussion Items

1. The meeting was opened with introductions from the members of the Study Team. METROCOG provided an introductory summary regarding the basis of the study followed by an overview from Tighe & Bond of the progress that has been accomplished.

2. Tighe & Bond provided a presentation on the following topics:
   - Review of existing traffic operations, crash history, multi-modal transportation, and access management
   - Description of the background traffic operations and future operations with included planned developments in the study area
   - Identification of areas of concern within the network that should be investigated for potential improvements
3. Tighe & Bond responded to questions during the presentation and facilitated an open discussion at the end to address the public's comments and concerns. The following items were identified by the various attendees:
   - A citizen expressed concern that one week of ATR data was insufficient to capture existing conditions. The Study Team assured that this is the industry standard and the data was collected during an adequate representative timeframe and that the individual peak hours were derived from the recorded period. Additionally, historical data was looked at from 1998 through 2013 to investigate long-term trends.
   - It was pointed out that the conclusions of the travel time study were opposite of what locals perceived. The team explained that the results were simply reflective of the data collected. It should be noted that conditions were comparable in both directions and significant issues were noted throughout the corridors. Additionally, the travel time study was only one of the metrics used to analyze flow through the network.
   - A member of the community inquired into whether or not the future model accounted for the potential growth of surrounding towns. The Study Team explained that the state's background analysis is very comprehensive and attempts to model this as best as possible. CTDOT discusses possible growth with town representatives in order to accurately forecast future trends.

- Residents expressed concern over who the representatives of the Community Advisory Committee were as well as the availability of those meeting agendas to the public. The team explained that the committee was comprised of key residents, local stakeholders, and members of the town boards. The meetings are not public, but cover the same info as the public meetings, only in greater technical depth.

- One citizen identified three specific issues and offered potential solutions to fix them:

    1. A protected left turn phase should be provided for traffic on Route 111 attempting to turn left onto Purdy Hill Road in order to facilitate this movement – the team noted this request and will investigate implementing it into the signal phasing.

    2. The existing Pequannock Trail crossing on Route 111 is inadequate and red/blue flashing lights should be used to draw greater attention to the crosswalk – the team explained that regulations do not allow for that combination of lights, but interim treatments would be implemented while long-term solutions were developed to address the known issues in the area.

    3. Jersey barriers should be used to restrict left turns into/out of Trefoil Plaza and Woodland Hills – the Study Team will consider this option when developing its concepts, but there would be associated issues with the roadway width as well as restricting access to the site.

- A resident asked how the watersheds north of the Route 25/111 intersection would be impacted by potential improvements. The team explained that the specifics of environmental permitting were not covered in this study, but areas of environmental concern were documented. The study instead identifies potential projects that would have to adhere to environmental regulations during the design process.

- It was questioned whether the north end of the study area on Route 25 ended at Route 59 or if it included the entire intersection as there are intense delays on the southbound approach. Additionally, concern was expressed that alternative transportation improvements won't alleviate trips on Route 25 due to its regional use. The Study Team confirmed that the entire Route 25 and 59 intersection was included in the study area. It was explained that increased sidewalk connectivity between sites would eliminate some trips on the corridors, but additional improvements would be needed in order to rectify the existing capacity issues.

- A citizen inquired as to whether potential additions to the sidewalk network would be fragmented and how their effectiveness could be measured in the future. The team responded by stating that sidewalks matter to those who use them even if they appear to be underutilized. The study will be used to guide future development and create a plan that incorporates cost, benefit, and safety. Having a plan enables change to occur by making funding easier to obtain. Public feedback is desired so that the most important projects with the highest public support can be prioritized.

- An attendee asked if CTDOT would be improving the Route 25/111 intersection in the near future. The Study Team explained that they would wait for the conclusion of this study before beginning any improvements to the intersection.

- Concern was raised over the idea of widening Route 25 to four travel lanes due to the adverse safety effect it could have on vehicles crossing multiple lanes in order to turn onto the corridor. The team assured that design concepts would seek to minimize these

adverse impacts while still making improvements to the corridors. Feedback is useful for determining what the public's priorities are.

- It was claimed that existing traffic delays are a result of the towns continuing to allow more development along the corridors and that relief cannot be achieved while this continues because the roadways are simply over capacity. The Study Team responded by stating that continuing with the status quo would result in major traffic congestion issues.

- The public raised concern over the number of near collisions that occur at the Route 111 Pequannock Trail crossing that are not reflected in the four incidents reported in the data. The team explained that a signal does not meet the required warrant for installation, but interim solutions would be implemented in the summer to alleviate issues until a permanent solution could be developed to increase driver compliance.

- Issues with the placement of utility poles and signs on the sidewalks along the corridor were addressed. The team suggested that the town engineers be contacted about specific issues and assured that the design concepts would seek to avoid this conflict.

- A citizen requested that a traffic signal be installed at Monroe Elementary School due to vehicles having difficultly exiting during school hours and low compliance with the existing flashers. The Study Team explained that signal warrants were not met at that location and the state would therefore not approve the signal.

- Multiple attendees suggested that a pedestrian tunnel or bridge be considered for the Pequannock Trail crossing on Route 111. The team explained that there were some issues with the surrounding wetlands and maintaining handicapped accessibility, but all concepts will be considered when creating designs.

- A resident on Crescent Place expressed concern over difficulty turning onto Route 25 and stated that widening the corridor would only exacerbate the problem. She asked if a signal could alleviate the issue. The Study Team explained that a signal would not be warranted, but other solutions, such as closing one end or relocating the exit, could be implemented.

- A citizen stated that it was unlikely that traffic flow could be markedly improved and that the study should instead focus on safety improvements that could make a difference. He suggested that right turn on red movements be restricted for vehicles on Elm Street accessing Route 111. The team noted this request and will aim to incorporate the most feasible solutions into the recommendations.

- A resident on Spring Hill Road expressed concern over increased development along the corridors resulting in congestion and more utilization of Spring Hill Road as a cut-through route. The Study Team stated that changes to either restrict or facilitate movements on the cut-through routes would be investigated and suggested that locals contact their town officials with regards to limiting development.

4. A project schedule summary was provided to the public. The schedule details the analysis of concepts/alternatives to occur in the spring/summer and the next public info meeting in the fall.

MEETING SIGN-IN

METROCOG Connecticut Metropolitan Council of Governments Tighe&Bond

Route 25/111 Public Information Meeting #2
April 27, 2017

Name	Affiliation	E-mail
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MEETING SIGN-IN

METROCOG Connecticut Metropolitan Council of Governments Tighe&Bond

Route 25/111 Public Information Meeting #2
April 27, 2017

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MEETING SIGN-IN

METROCOG Connecticut Metropolitan Council of Governments Tighe&Bond

Route 25/111 Public Information Meeting #2
April 27, 2017

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Rose Marie DiAquila	Trumbull	
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Public Comment #6

Regency
Meadows
At Trumbull
Condominium Association,
Inc.

June 14, 2017

Mr. Matthew Fulda,
METROCOG Regional Planner
1000 Lafayette Blvd.
Suite 925
Bridgeport, Ct 06604

Mr. Fulda,

I am writing to you as a follow-up to our previous discussions on the Planning Study for Route 25 / 111 in Trumbull and Monroe. You may recall I had expressed to you my continuing concern about the impact of the recommendations on the safety of residents of Regency Meadows and its senior citizens.

I've previously noted, as an age-related community, that our ability to enter Route 25 is severly impacted by the increasing volume of traffic, visibility and the speed of drivers passing our entrance, which is our only way of entering and exiting our site.

The most recent report from METROCOG, I believe endorsed the idea of expanding or widening Route 25, which would only exascerbate the concern of all our residents. Matt, yet another accident occurred last week at our entrance, fortunately with no fatalities. I am writing to you, as I suspect you are finalizing the findings of your work over the past year. In addition to findings and facts, I'm hopeful you can include recommendations for those that will have to live with the outcome. Please address the safety concern of our residents who need an alternate access to and from Regency Meadows.

We believe an access road from Regency Meadows to Spring Hill Road or to the existing traffic light at Tashua Road are not only feasible, but may be the safety answer. I'd welcome the opportunity to discuss these alternates with you, in hope that they might find their way into your final report.

R.C.Cummings, President
Regency Meadows Condo Assoc.

Public Comment #7

Name: KAREN BURNASKA

Town: MONROE

E-mail: karenb81@earthlink.net

Comment: Did your traffic study take into account the many residents who now avoid Rts. 111 + 25 & take side roads? My fear is that if the roads are widened & improved, within 4+ years the users who have avoided Rts. 111 + 25 will go back to using those roads & congestion will be back.

MEETING SUMMARY Tighe&Bond

Route 25/111 Public Info Meeting 3

TO: Communities of Trumbull & Monroe

ATTENDEES: See Attached Sign-in Sheet

FROM: Christopher Granatini, P.E.

DATE: June 13, 2018

On June 13, 2018, the third and final Route 25/111 Engineering Planning Study Public Info Meeting was held at the Town of Trumbull Board of Education Administrative Building. The following are discussion items from this meeting.

Discussion Items

1. The meeting was opened with introductions from the Trumbull and Monroe First Selectmen. METROCOG provided an introductory overview summarizing the goals and basis of the study followed by a presentation from Tighe & Bond on the conceptual improvement alternatives that were developed from the findings of the study.

2. Tighe & Bond provided a presentation on the following topics:
   - Review of existing and future traffic operations
   - Presentation of conceptual improvement alternatives and recommendations

3. Tighe & Bond responded to questions after the conclusion of the presentation and facilitated an open discussion to address the public's comments and concerns. The following items were identified by the various attendees:
   - A resident expressed concern over excessive curb cuts along Route 25 that cause delays. Trumbull Economic & Community Development stated that they were planning to encourage access management, but cannot require it. Property owners must implement this into their sites voluntarily.
   - It was questioned why there was not already a signal at the Trefoil Plaza Driveway. It was explained that there were issues with warrants, funding, lease agreements, and proximity to the Route 25/111 intersection.
   - It was also explained that the Woodland Hills Driveway did not meet signal warrants. However, a potential traffic signal located at the Trefoil Plaza Driveway could create gaps in traffic to allow for safe egress from the driveway.
   - A Regency Meadows resident inquired as to how left turns into and out of the community's driveway would operate with the median shown in the concept. The Study Team explained that U-turns would have to be made at the Route 25/111 and Trefoil Drive intersections. Accommodations for U-turns at these intersections are feasible and would be implemented during the design process. Additionally, median breaks with left turn pockets could be provided if they were deemed to be appropriate.

- A Regency Meadows resident also asked why a concept showing a connection between the community and Spring Hill Road was not developed. The team explained that it was not feasible to transfer property between private owners in order to prioritize the needs of one over the other. Transactions of private property must be conducted independently from this study.

- It was stated by a resident that the area of proposed clearing of vegetation by Regency Meadows is located within wetlands and special permits are needed in order to conduct that work. Although this may be true, the work is worth pursuing due to the potential benefits it can have on intersection sight distance.

- A citizen questioned how transit could be facilitated safely and if the buses could stop traffic like school buses. It was explained that only school buses were allowed to stop traffic, but the study proposes sidewalks, landings, crosswalks, and bus shelters to be located strategically throughout the corridors so transit users would have safe and effective accommodations.

- One resident proposed connecting Maple Drive into Victoria Drive and closing access to Route 25 due to Maple Drive having poor sight lines at Route 25. The Study Team expressed that there were issues associated with crossing private property and explained that the sight lines would be improved as part of the Route 25 widening.

- There was discussion over reconfiguring the Pond View Driveway, Old Newtown Road, Judd Road, and Purdy Hill Road intersections on Route 25. The team stated that many options were investigated in this location, but the proposed improvement alternatives were the only feasible options. The location of the Pond View Driveway was taken from the plans submitted as part of the development's approval process with CTDOT and the concepts were developed around it. Rerouting Judd or Purdy Hill Road would not make sense for the location and leaving Old Newtown Road open only helps traffic operations.

- It was questioned why the proposed tunnel for the Pequonnock River Trail crossing was not placed at the current location. Additionally, desire for trail spurs like the ones in Trumbull to be added in Monroe was expressed. It was explained that the rerouting of the trail was due to grade issues and that the new proposed path would better follow the Pequonnock River. Additional spurs would need to be coordinated with business owners and the Town of Monroe.

- An attendee inquired as to whether or not the costs of the proposed concepts would be included in the final report. The Study Team stated that the cost as well as the total square footage of takings would be included in the implementation plan in the final report. Reports will be publicly available and submitted to CTDOT, METROCOG, and the Towns of Trumbull and Monroe to be used in planning for future projects.

4. A project schedule summary was provided to the public. The schedule details the revision of concepts and drafting of the final report to occur in the summer/fall and the final version of the report to be submitted in the winter.

MEETING SIGN-IN

METROCOG Tighe&Bond

Route 25/111 Transportation Planning Study
Public Information Meeting #3
June 13, 2018

Name	Affiliation	Address	E-mail
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Craig Yannes	T&B	-	cdyannes@tighebond.com
Chris Granatini	T&B	-	cgranatini@tighebond.com
FRANK SMERIGLIO	TOWN of TRUMBULL		fsmeriglio@trumbull-ct.gov
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Karen Burnaska	99 Bagburn Rd, Monroe		katinbal@earthlink.net
BRIAN QUINN	9 TREFOIL DRIVE (296 STANLEY)		BRIAN@BRIANQUINN.COM

MEETING SIGN-IN

METROCOG Connecticut Metropolitan Council of Governments Tighe&Bond

Route 25/111 Transportation Planning Study
Public Information Meeting #3
June 13, 2018

Name	Affiliation	Address	E-mail
Ray Diane Cummings	Board	37 Regency Circle	
Sandra Barton	Homeowner	735 Stepney, Easton	
Emil Spicka		69 Ridgefield Rd Monroe	
LEE Hassler		272 STANLEY RD MONROE.	
Jeff Pytlinski		35 Carriehill Rd Monroe	
KEN KELLOGG	Town of Monroe	7 Fan Hill Rd.	
Julie Heussner	Homeowner	255 Park Lane	
Tony D'Aquila	P&Z Commissioner	29 Valley View Rd Trumbull	eaglenest@att.net
Cathy Gradstrom	Resident Monroe	505 Quarry Rd. Monroe	

Comment Card

Route 25 & Route 111
Engineering & Planning Study
June 13th, 2018 Public Meeting

To leave a comment on the webpage, scan the QR Code or visit: http://bit.ly/Routes-25-111-Study

Comment Card

Route 25 & Route 111
Engineering & Planning Study
June 13th, 2018 Public Meeting

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Comment Card

Route 25 & Route 111
Engineering & Planning Study
June 13th, 2018 Public Meeting

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Comment Card

Route 25 & Route 111
Engineering & Planning Study
June 13th, 2018 Public Meeting

To leave a comment on the webpage, scan the QR Code or visit: http://bit.ly/Routes-25-111-Study

Name:

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Name:

Town:

E-mail:

Comment:

Public Comment #9

---------- Forwarded message ----------
From: "**MetroCog**" <no-reply@wufoo.com>
Date: Mon, Jul 16, 2018 at 6:23 PM -0400
Subject: Route 25/111 Comments & Questions [#8]
To: "Matt Fulda" <mfulda@ctmetro.org>, "Colleen Kelleher" <ckelleher@ctmetro.org>

Please let us know what you think. *	I've been to all 3 public meetings and I think they have been very useful. This is a great illustration that would apply to the 25/111 intersection makeover. It would help meeting attendees visualize the benefits. The only thing better would be if it included price tags for each. https://www.youtube.com/watch?v=yITr127KZtQ
Name *	Brian Quinn
Email *	brian@brianquinn.com

Public Comment #10

From: MetroCog [mailto:no-reply@wufoo.com]
Sent: Saturday, September 08, 2018 8:50 AM
To: Matt Fulda <mfulda@ctmetro.org>; Colleen Kelleher <ckelleher@ctmetro.org>
Subject: Route 25/111 Comments & Questions [#9]

Please let us know what you think. *

Subject: Backed up Rt. 25 southbound traffic.

Subject: Backed up Rt. 25 southbound traffic.

Location: Intersection of Rt. 25 and Rt. 59.

Problem: At this four-way intersection (including a retail driveway), traffic in all but one of these directions is never more than six vehicles deep before the traffic signal goes green just long enough to empty these three directions. Perfect timing here.

However, the Rt. 25 southbound lane will routinely be backed up several times each day by approximately 225 vehicles (or 1 miles worth of bumper to bumper traffic). The reason is because Rt. 25 southbound is often restricted to one-lane whereas the other directions have more than one-lane.

Although southbound congestion is often during rush-hour traffic, it can also occur in the middle of the afternoon and even on weekends.

As widening the roadway is out of the question, the only solution is to use variable timed programming for the three applicable traffic signals. We should have in-ground sensors detecting congested southbound traffic and turning all three southbound traffic signals green until the congestion is abated.

The three intersections are:

1) Rt 25 and Clock Tower Square to the north

2) Rt. 25 and Rt. 59

3) Rt. 25 and Green St. to the south

Special attention needs to be paid to the Green St. intersection as it only takes five southbound vehicles waiting to turn left onto Green St. to cause an extended backup well beyond Clock Tower Square. This condition should be detected so that the protected left green signal can be illuminated to clear this situation.

Another trouble spot is the Rt. 25 and Judd Road intersection to the south. This intersection often experiences one mile backups both south and northbound. Here as well we should have congestion detection and variable timed traffic signals.

Name Robert Cody

*

Email jobsearch.rootword@outlook.com

*

Public Comment #11

From: MetroCog <no-reply@wufoo.com>
Sent: Thursday, January 31, 2019 8:07 PM
To: Matt Fulda <mfulda@ctmetro.org>; Colleen Kelleher <ckelleher@ctmetro.org>
Subject: Route 25/111 Comments & Questions [#10]

Please let us know what you think. *	I would love to see lane lines and other road marks painted with highly reflective paint on these roads for any future projects. Reflective paint makes the road infinitely more safe at night and in bad weather when visibility is poor. With an aging population and so many people that I know who have trouble driving at night, this would be a wise, efficient and low cost way to improve traffic safety. I would like to see all roads in CT use reflective paint and other reflective safety hardware to assist drivers.
Name *	Rosemary Volpe
Email *	gardenpath140@charter.net

APPENDIX Q

Responses to CTDOT Comments

Tighe&Bond

Response to CTDOT Comments

The following is provided in response to the comments received via email on April 29, 2019 concerning the Route 25 & 111 Engineering Planning Study Final Report.

Comment 1: *Plan 1: The Quadrant Roadway eastbound right at Route 111 95th percentile queues exceed the available storage during the PM peak. Would a channelized right-turn lane or revising the lane use to a right turn lane and shared right/through/left turn improve the operation?*

Response: **Revisions to the Quadrant Roadway eastbound right-turn lane at Route 111 could benefit the capacity of the approach and should be investigated during the design process.**

Comment 2: *Plan 2: Can Broadway be relocated further south away from the intersection?*

i. *Reduces the number of lanes vehicles turning left from Broadway would need to cross.*
ii. *Reduce the likelihood of Broadway being blocked by Route 111 northbound queues.*
iii. *Improve sightlines to and from Broadway.*
iv. *Could provide Route 111 southbound left-turn lane into Broadway.*

Response: **The orientation of Broadway shown in the plan was chosen to avoid creating a skewed intersection alignment with Route 111 and reduce the impact to adjacent residences, while also maintaining the commuter parking lot. The final layout of Broadway should be further reviewed during the design process to improve operations as listed above, including the potential Route 111 southbound left-turn lane onto Broadway.**

Comment 3: *Plan 8: Was any consideration given to providing a two-way left-turn lane due to the concentration of driveways?*

Response: **A two-way left-turn lane was considered, but not provided due to the projected traffic operations of the southbound left-turn movement to Purdy Hill Road and the need to provide a turn lane to accommodate storage beyond the southbound through lane design queue. Further review of the turn lane length and the feasibility of a two-way left-turn lane should be considered during design.**

Comment 4: *Plans 14 and 15, pages 5-36, 5-37: The landscaped median island on the Route 111 south leg at Old Mine Road should be removed when trail is relocated.*

Response: **Removal of the landscaped median island will be considered during the design of the on-going LOTCIP project (L144-0005).**

Comment 5: *Plan 18: Elm Street eastbound through lane is aligned with the Elm Street westbound left-turn lane which could result in a head on collision or opposite direction sideswipe. Is the proposed Elm Street westbound right-turn lane necessary? Please revise to correct alignment.*

Response: **The westbound right-turn lane on Elm Street is necessary to achieve acceptable operations. The alignment was revised on the eastbound approach to resolve the potential conflict. Revisions to the parking configuration for the Elm Street Shopping Center are suggested due to the impacts of the improvements.**

Comment 6: *Plan 19 (local roads): Was any consideration given to a roundabout?*

Response: **A roundabout was considered, but ultimately screened, as it resulted in significant impacts to adjacent properties, including an approved development on the southeast corner with site development elements that fell within the area required for the roundabout.**